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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, MAY 1, 2013 – 2:00 p.m.

ACTION

1. Approval of Minutes of Community Relations Committee Meeting of April 3, 2013
2. Designation of May as "Older Americans Month"

INFORMATIONAL

3. Student "Art Takes a Bus Ride" Contest
4. Accessibility Update – Tina DuBost
5. PCC Update - Mike Levinson
6. Citizens Advisory Committee Liaison Report - Peter Ratto
7. Multimodal Ridership Report – February 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
APRIL 3, 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. Cassman, A. Chan, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon, B. Welch

Committee Chair Rose Guilbault called the meeting to order at 3:03 p.m.

Approval of Minutes of Community Relations Committee (CRC) Meeting of March 13, 2013

The Committee approved the minutes (Lloyd/Deal).

Recommend Appointment of Citizens Advisory Committee Members

Committee Chair Guilbault said five applications were received for seven positions. Interviews were conducted by Directors Art Lloyd, Karyl Matsumoto and herself on March 27. They are recommending the following for appointment:

- Kathryn Heatley, Representing Multimodal Riders
- Bill Lock, Representing Community Riders
- Judy McKie, Representing Bus Riders
- Heinz Plischke, Representing Community Riders

A motion (Gee/Lloyd) to accept the recommendation was unanimous.

Accessibility Update – Bill Welch

Manager, Accessible Transit Services, Bill Welch said the San Mateo County Transit District's (District) Americans with Disabilities Act (ADA) Paratransit services are being examined by researchers who are preparing a report for the Federal Transit Administration entitled "Accessible Transit Services for All." This came out of a lengthy survey that staff completed last year on "ADA Paratransit Service Design and Cost Effectiveness." Mr. Welch said on April 4 and 5 two consultants will visit the District's Redi-Wheels and RediCoast operations and eligibility certification process.

Paratransit Coordinating Council (PCC) Update – Mike Levinson

PCC Chair Mike Levinson reported:

- The Consumer Corps and modification of the comment cards will be on the agenda for the Coastside Committee quarterly meeting on April 17.

- There are some campaigns being created statewide to address different issues, not only transportation, and some PCC members will be working on the campaigns.

Citizens Advisory Committee (CAC) Liaison Report - Peter Ratto

CAC Chair Peter Ratto reported on the March 27 meeting:

- The CAC moved their April meeting up to March 27 to receive a presentation by Director, Planning Doug Kim on the final draft of the SamTrans Service Plan. There was a lot of discussion on Route KX, transferring at the San Francisco International Airport and the \$4 fare premium charged by Bay Area Rapid Transit (BART). Members would like to see Route KX extended to San Bruno BART to eliminate the fare premium, double the train's frequency for transferring passengers into San Francisco on weekdays and provide a less cumbersome transfer between the modes.
- The CAC has decided to move all their remaining meetings for 2013 up to the last Wednesday of the month and will take November as the bye month.
- Certificates of Appreciation were presented to outgoing members Andy Chow, Lisa Chow, Tom Collette and Daniel Cruz.

Multimodal Ridership Report - February 2013

Deputy CEO Chuck Harvey reported:

- Bus average weekday ridership (AWR) was down 2.2 percent and over the last two years, there has been a 6 percent decline in ridership.
- Paratransit AWR was up 1.6 percent.
- Caltrain AWR was up 11.8 percent.
- Caltrain shuttles AWR was down 4.6 percent.
- More than 1 million people were carried on SamTrans during the month.
- Year to date there were 20 million rides on all modes.

Adjourned: 3:15 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 MAY AS "OLDER AMERICANS MONTH"**

ACTION

Staff proposes the Committee recommend the Board adopt the proclamation designating May as "Older Americans Month."

SIGNIFICANCE

The proclamation for "Older Americans Month" is a reaffirmation of the SamTrans commitment to provide quality transit service to senior citizens in San Mateo County. It also is an opportunity to focus special attention on the daily challenges faced by senior citizens throughout the SamTrans service area, to reflect on measures that are being extended to assist them, and to increase public awareness of new opportunities that meet their needs.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Over the past year, the District has:

- Travel-trained seniors to use fixed-route services.
- Participated in AARP and CHP-Volunteer senior driver safety training classes to promote transit use.
- Performed multiple bus demonstrations to familiarize seniors with public transportation.
- Enhanced accessibility of bus stops for the convenience of seniors.
- Maintained a "zero trip denials" policy on Redi-Wheels.
- Engaged the community in Senior Mobility Action Plan projects and Senior Ambassadors.

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

Proclamation

IN HONOR OF OLDER AMERICANS MONTH

WHEREAS, transportation enables individuals to access needed social and recreational resources, as well as medical and social services; and

WHEREAS, SamTrans supports the need for and provision of transportation to seniors through its fixed-route system and Redi-Wheels, a specialized paratransit service for those with mobility impairments; and

WHEREAS, it is recognized that access to services and activities enables individuals to preserve their dignity and maximize their independence; and

WHEREAS, SamTrans is committed to providing comprehensive and quality transportation and paratransit services; and

WHEREAS, May has been officially designated as Older Americans Month throughout the United States of America.

NOW, THEREFORE BE IT RESOLVED, that the Board of Directors and staff of the San Mateo County Transit District salute the seniors in San Mateo County, support their personal independence and dignity in the provision of service, and do hereby proclaim the month of May as *OLDER AMERICANS MONTH*.

Regularly passed and adopted this 1st day of May 2013.



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

SUBJECT: **STUDENT "ART TAKES A BUS RIDE" CONTEST**

ACTION

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

SIGNIFICANCE

The San Mateo County Transit District (District) developed a partnership with the San Mateo County Office of Education in 2005 to conduct a countywide art contest through the schools. This year, students in 1st through 6th grades drew pictures with the theme "Window to Your City."

The winning entries and artists will be presented at the Committee meeting.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The District initiated the art contest in partnership with the county Office of Education and teachers as a way to provide a forum for budding artists and also to convey to the teachers and students that public transit plays an integral role in keeping their communities on the move.

The partnership has strengthened over the years and the program continues to be a success. More than 400 submissions were received this year, and 28 schools participated. A panel judged the entries, and the winners will have their artwork displayed on interior bus cards as well as on a specially wrapped bus.

**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.

The minutes from the February 12 PCC meeting are attached.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No additional information.

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

650-508-6247
650-508-6475

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL**

**MEETING MINUTES
March 12, 2013**

ATTENDANCE

Members Present: Mike Levinson, Chair; Stephanie Hill, Al-Com Chair; Aki Eejima, Consumer; Judy Garcia, Consumer; Diane Griffith, Consumer; Barbara Kalt, Rosener House; Sammi Riley, Consumer; Maureen Dunn, Senior Focus; Dan Mensing, Consumer; Myria Barnes-Jackson, DOR; Bill Welch, SamTrans; Shayla Walsh, CID; Mr. Dale Edwards, Consumer; Marie Violet, Sequoia Hospital.

Absentees: Dr. Michal Settles, Vice-Chair; Nancy Keegan, San Carlos Adult Day Services; Allan Newlands, COD.

Guests: Paul Lee, SamTrans; Elly Colwell, SamTrans; Tina Dubost, SamTrans; Lynn Spicer, MV Transportation; Jocelyn Feliciano, MV Transportation; Linda Rhine, Nelson/Nygaard; Erin Swartz, PCC Staff; Maxine Eastman, Consumer.

(Total Attendance: 22) Quorum--Yes.

WELCOME/INTRODUCTION

Chair Mike Levinson called the meeting to order at 1:30 p.m. and welcomed all to the March PCC meeting.

APPROVAL OF FEBRUARY PCC MINUTES

Mike asked for a vote of approval for the February minutes. Barbara moved to approve the minutes and Diane seconded the motion. Mike noted that the Comments section of the February Minutes needs to be revised to reflect service requests while comments in categories are related to IVR. "Service requests is the category for collecting suggestions" should be put in the category for collecting comments related to IVR. **With this amendment, the minutes were approved with no abstentions.**

COMMITTEE REPORTS

A. ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)

Stephanie reported that the next Advocacy-Legislative Committee meeting will be on Tuesday, April 7, 2013 at 1:00 p.m. Maisoon Sahouria from CID will be the Guest speaker to talk about her program and about CID. Maisoon will present at the beginning of the meeting.

B. GRANT/BUDGET REVIEW

Barbara reported that there were no agencies from San Mateo County that applied for this 5310 Grant cycle. Bill added that SamTrans submitted comments to MTC last week about the Coordinated Plan covering transportation gaps in the Bay Area for seniors, low-income, and persons with disabilities. Bill noted that it is a federal requirement to have such a plan in place, and all 5310 and other grant applications must reference the gaps to be eligible for funds. Bill also reported that feedback was solicited from

riders to reflect their experience using transportation services. In addition to other comments on the Coordinated Plan, SamTrans asked that funds be distributed proportionally so San Mateo County has an equal opportunity to receive funding.

C. EDUCATION COMMITTEE

Maureen announced that the Education Committee will be meeting today at 3:45 p.m. to review the handouts for future outreach activities.

D. EXECUTIVE COMMITTEE

Mike reported that a brief Executive Committee meeting took place last week via conference call. The Executive Committee discussed MV issues related to the Appreciation Party and taxi service. Mike added that the conference call discussion also covered the PCC contract for next year. Bill had provided the principles for the contract. Mike added that he, Nancy, and Barbara are working to renew the PCC consultant contract for one more year in the same manner as this year. The Biennial PCC Retreat planned for Tuesday, June 11 will be held in place of the PCC Meeting and will take place at the San Mateo Library. The retreat will be an opportunity to review accomplishments from the past two years, determine our goals and develop work plans for the next two years. Barbara asked PCC members to offer suggestions for a speaker at the retreat.

Coastside Comment Cards were also discussed. Linda reported that she contacted Cara and Santos regarding the Comment Cards. At the present time, the Comment Cards being used by Redi-Coast are labeled as Redi-Wheels only and the process for how the Redi-Coast Comment Cards are tabulated and where they are sent still needs to be understood. Linda will confirm with Michal about the next Coastside meeting in April where this issue will be discussed further. Santos and Bill confirmed with Linda that the cards are not currently stocked on the Coastside vehicles.

Consumer Corps Report

Linda will present the quarterly Consumer Corps Report at the April PCC Meeting.

SAM TRANS/REDI-WHEELS REPORT

A. Operational Report

Bill reported that music has been restored for customers waiting in queue and on hold when calling dispatch or reservations. A recent phone service upgrade took place. Bill noted that staff took special care to maintain regular paratransit service for customers with rides that were scheduled late on Friday evening during the service upgrade.

IVR calls reached the 99% success mark last week, a great tribute to our planning. The next step is we are moving ahead with Imminent Arrival Calls. Tina is compiling a list of improvements to achieve a higher level of accuracy on ETA calls to customers with the upcoming Trapeze version upgrade. Lynn and Bill are working to manage the response time for Consumer Complaints and they have developed a plan to meet a five-day response time, with a maximum of seven business days. The new plan allows at least a day for SamTrans to send the information, while providing MV 5 days to respond.

Redi-Wheels On-Time Performance (OTP) was 91.5% last month. Diane confirmed there was an improvement in her experience, as well.

Tina announced that the SamTrans Board will be meeting the first Wednesday of the month, rather than the second Wednesday of the Month, for the rest of the year.

In response to Mike's questions, Bill said that the SamTrans Board only receives PCC meeting minutes that have been approved. Tina sends the approved minutes for inclusion in the SamTrans Board packet.

B. Performance Summary

Tina reported that total ridership in January 2013 was slightly higher than January 2012. Average weekday ridership is also higher this year. Agency trips are down. OTP is 92.2%; marking very positive gains.

C. Customer Comments

Bill distributed and reported on the updated Monthly Comment Statistics Report that will be used by Elly. This will replace the version currently in place on page 10 in the March PCC packet. The category "% change" from the previous month to the current month has been removed. The new report reflects the number of passengers carried, so that the rate of complaints is clear. There were 18 policy related complaints, 13 service related complaints, and 24 compliments. The category "% Change in rate per 1000 rides" is -22%, -13%, and -14% respectively. Rate per 1000 rides is also shown in the new report format. Bill reported that this format should be more user-friendly.

The category "Average Response Time to Customer" includes the beginning and end time for responding to customer Complaints, Compliments, and Overall Comments. Mike clarified the "start time" as the time when the customer comments are received, whether by email, phone, or in writing. Linda commented that the labels "Current Month" and "Previous Month" might be changed to the month name only, for clarity. Barbara asked about the statistics category on pg. 12 of the PCC meeting packet entitled, "Monthly Comment Statistics." Tina reported that she could bold each type of comment, so that they are easier to distinguish, while eliminating all categories without consistent feedback. This report connects the Rate per 1000 Rides from the updated Monthly Comment Statistics Report.

D. Safety Report

Lynn provided the MV Safety Report. In February, 5 total accidents occurred, with two that were preventable. One passenger fall occurred, but the passenger did not sustain any injuries.

LIAISON REPORTS

A. MTC REPORT

Marshall absent, no report.

B. AGENCY

Barbara stated that there was no meeting, so there is no report for this month.

C. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal was absent, no report.

D. EFFICIENCY REVIEW COMMITTEE (ERC)

Aki reported that most items have already been covered in earlier reports during this meeting. Aki stated that he and Stephanie reported an error with the automated call. Tina confirmed that the voice recognition software occasionally makes mistakes distinguishing between an actual voice and a voice mail recording. Tina added that the system is designed to recognize responses that fall into a specific tone range.

Aki discussed the re-printing of the *San Mateo County Paratransit Rider's Guide* that will include a 1-page insert. Bill reported on four of 12 changes to the *Rider's Guide* that were of interest to the PCC: 1.) Drivers' role: What drivers may and may not do to assist riders has been clarified. For example, the driver cannot leave sight of the vehicle when it is in service. This is for the safety of the passengers. 2.) Comments about the ride experience now notes that riders should request a comment card from sedan and taxi drivers. 3.) "Inappropriate Behavior" under "Rules of the Road" now includes "failure to maintain adequate personal hygiene." 4.) An entire page entitled, "Tips to Avoid No-Shows and Late Cancellations" has been added at the suggestion of Jim Rusconi to address the needs of customers. Bill confirmed that the new *Rider's Guide* will be distributed in the next few weeks, for both Redi-Wheels and RediCoast riders. Bill added that the *Rider's Guide* will not include information about IVR, as it is designed to simply familiarize riders with how to use paratransit services effectively. IVR information is provided to riders by the Redi-Wheels staff at the point when applicants become eligible for services.

Dan confirmed that riders can be ADA certified for up to three years.

Lynn confirmed for Dan that she is the Interim General Manager for MV.

E. COMMISSION ON AGING (COA) REPORT

No report.

F. COMMISSION ON DISABILITY (COD) REPORT

No report.

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

No report.

H. DEPARTMENT OF REHABILITATION

Myria reported that www.dor.ca.gov has the announcement for the 50th anniversary party for the DOR, as well as the agency's history.

OTHER BUSINESS

Tina reported that the SamTrans board will meet the first Wednesday of the month for the rest of the year, rather than the second Wednesday.

Barbara reported that the public SamTrans meetings for the Draft Final SamTrans Service Plan (which includes revisions to fixed routes) will be March 16, 18, 19, 20. Comments will be accepted until March 18. A public hearing will be held on Wednesday, April 3rd at the SamTrans Board of Directors Meeting. Barbara asked if Tina could confirm that there are no changes planned to paratransit services. Linda asked if the service area changes might change for paratransit routes or service times. Mike encouraged those who wish to make comments to send them via email or in writing.

Dale reported that Noreen Donahue a former PCC member recently celebrated her birthday. Marianne Mania, the former PCC Chair and long-time PCC members also sends her greetings. Aki can put PCC members in touch with Noreen.

Linda reported that Mike reviewed the plan and noted that funding for same-day service is needed, along with alternative language service for riders, and safety measures for riders utilizing inter-county services.

Dan reported that he would like clarification of the Redi-Wheels refund policy. Dan noted that the information he received previously was incorrect. Dan was seeking a refund on a full fare ticket because he is a Fare Assistance rider and was using a full fare coupon. Bill noted that the exact fare is expected for riders on Redi-Wheels. Bill added that coupons cannot be exchanged if the incorrect type of coupon is purchased/requested. Lynn added that receipts are not accepted as fare, either. Bill noted that riders can utilize a fare exception voucher if they have scheduled a ride and do not have the fare money with them at that time. The fare exception form lists the amount owed and the rider has 30 days to pay the fare to the District.

Dale asked Bill for the percent of subsidized rides that are taken; versus rides take using full payment. Bill clarified that the actual cost of all rides is about \$42.00, so that the cost of all rides are largely covered by San Mateo County taxpayers. Dale expressed appreciation for the affordable fares that SamTrans offers its riders. Dan and Diane noted that the riders should be made aware of the actual cost of providing public transportation services. Bill noted that paratransit was designed for individuals who were unable to ride a conventional bus and Congress approved ADA legislation in 1995, capping the fare rate at twice the regular bus fare rate. With a \$2.00 fare on buses, Redi-Wheels could charge no more than \$4.00. The current fare is \$3.75. Tina clarified that Outreach provides some services beyond what is federally required.

Stephanie reported that Noreen Donohue sends her regards.

Bill reported that he is retiring August 20, 2013 from SamTrans. This gives six months for SamTrans to plan for his replacement.

Mike reminded PCC members the next PCC meeting will be on April 9, 2013 from 1:30-3:30 p.m. and the Biennial PCC Retreat is planned for Tuesday, June 11 at the San Mateo Library and will be held in place of the PCC Meeting scheduled for that date.

MEETING ADJOURNED: 3:30 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: **MULTIMODAL RIDERSHIP REPORT – MARCH 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) 2011, FY2012, and FY2013. Chart "B" has figures for total ridership year to date for FY2011, FY2012, and FY2013.

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

AVERAGE WEEKDAY RIDERSHIP – MARCH 2013 COMPARED TO MARCH 2012

Total District Modes – 102,886, an increase of 6.3 percent.

Bus – 42,490, a decrease of 1.6 percent.

Paratransit – 1,075, an increase of 3.7 percent.

Caltrain – 48,720, an increase of 13.5 percent.

Caltrain Shuttles – 8,383, an increase of 9.0 percent.

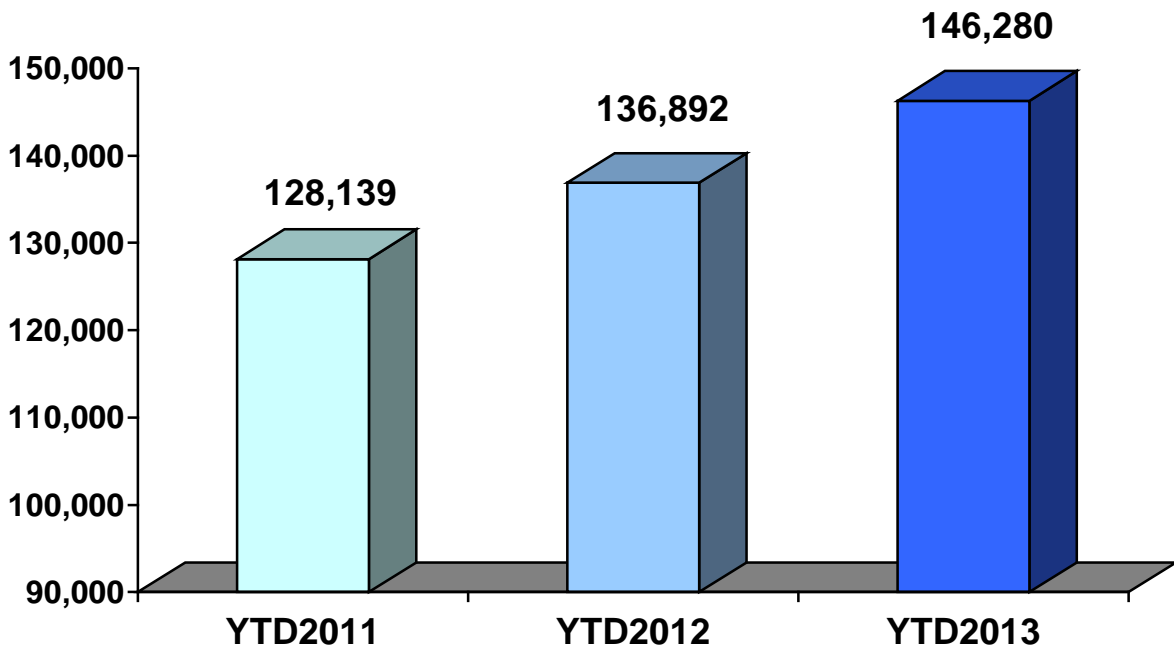
BART Shuttles – 2,218, an increase of 14.6 percent.

Table A
Average Weekday Ridership

March 2013				<u>FY2012/FY2013</u>
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	45,790	43,170	42,490	-1.6%
Paratransit	1,090	1,037	1,075	3.7%
Caltrain	37,500	42,910	48,720	13.5%
Caltrain Shuttle	5,743	7,693	8,383	9.0%
BART Shuttle	2,086	1,935	2,218	14.6%
Total	92,209	96,745	102,886	6.3%
BART Extension (No Daly City)	37,518	42,262	45,672	8.1%
Grand Total	129,727	139,007	148,558	6.9%

Year to Date				<u>FY2012/FY2013</u>
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	42,750	42,250	41,050	-2.8%
Paratransit	1,075	1,052	1,050	-0.1%
Caltrain	39,020	42,800	47,960	12.1%
Caltrain Shuttle	5,284	7,123	8,204	15.2%
BART Shuttle	2,041	1,816	2,177	19.9%
Total	90,170	95,041	100,442	5.7%
BART Extension (No Daly City)	37,969	41,852	45,839	9.5%
Grand Total	128,139	136,892	146,280	6.9%

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 March for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – MARCH 2013 COMPARED TO MARCH 2012

All District Modes – 2,635,306, an increase of 4.3 percent.

Bus – 1,075,010, a decrease of 2.8 percent.

Paratransit – 26,093, an increase of 0.9 percent.

Caltrain – 1,310,960, an increase of 11.4 percent.

Caltrain Shuttles – 176,674, an increase of 0.7 percent.

BART Shuttles – 46,569, an increase of 8.5 percent.

FISCAL YEAR-TO-DATE TOTAL RIDERSHIP – MARCH 2013 COMPARED TO MARCH 2012

All District Modes – 22,980,613, an increase of 5.4 percent.

Bus – 9,342,090, a decrease of 2.5 percent.

Paratransit – 227,858, a decrease of 0.3 percent.

Caltrain – 11,437,750, an increase of 11.3 percent.

Caltrain Shuttles – 1,565,698, an increase of 14.5 percent.

BART Shuttles – 407,217, an increase of 16.9 percent.

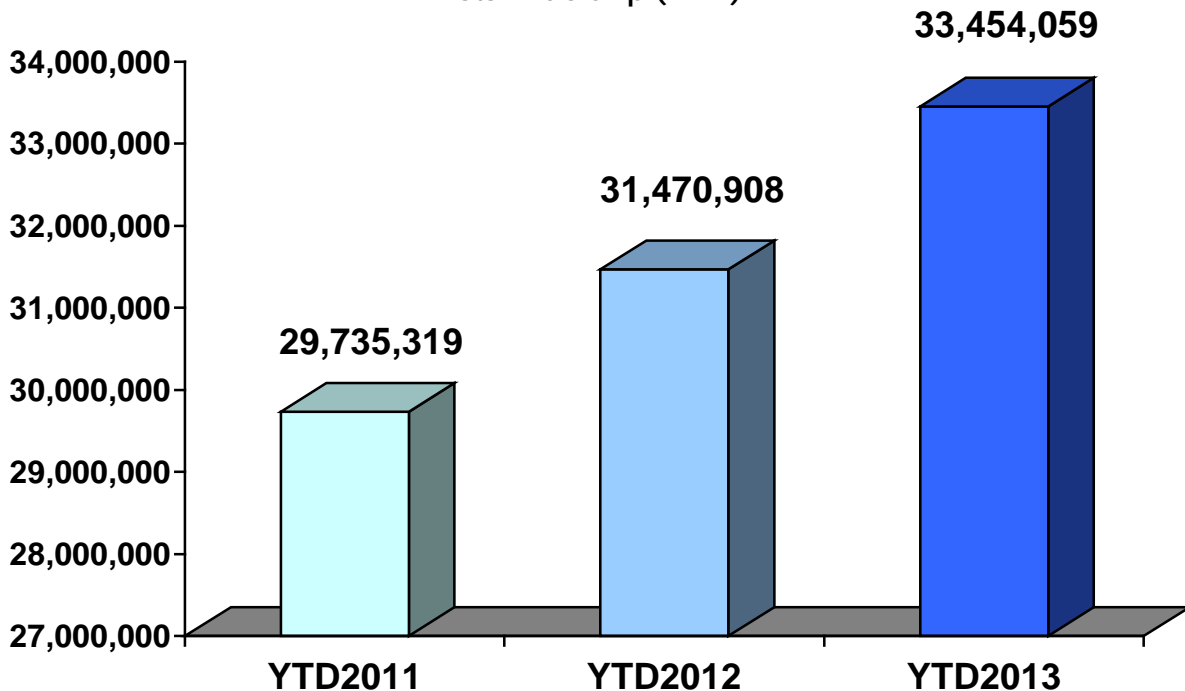
**Table B
Total Ridership**

March 2013			<u>FY2012/FY2013</u>	
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	1,192,510	1,106,090	1,075,010	-2.8%
Paratransit	27,779	25,867	26,093	0.9%
Caltrain	1,048,130	1,176,390	1,310,960	11.4%
Caltrain Shuttle	132,090	175,364	176,674	0.7%
BART Shuttle	48,309	42,924	46,569	8.5%
Total	2,448,818	2,526,635	2,635,306	4.3%
BART Extension (No Daly City)	1,001,625	1,106,898	1,174,141	6.1%
Grand Total	3,450,443	3,633,533	3,809,447	4.8%

<u>Weekdays per Month</u>	23	22	21
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Year to Date			<u>FY2012/FY2013</u>	
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	10,043,030	9,583,560	9,342,090	-2.5%
Paratransit	236,258	228,597	227,858	-0.3%
Caltrain	9,265,450	10,274,300	11,437,750	11.3%
Caltrain Shuttle	1,004,215	1,367,395	1,565,698	14.5%
BART Shuttle	380,253	348,244	407,217	16.9%
Total	20,929,206	21,802,096	22,980,613	5.4%
BART Extension (No Daly City)	8,806,113	9,668,812	10,473,446	8.3%
Grand Total	29,735,319	31,470,908	33,454,059	6.3%

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – March 2013

Group Travel – SamTrans developed and mailed an oversized postcard to approximately 500 organizations and schools to let them know about its pilot discount group sales program. Groups of 25 or more receive a 20 percent discount by planning their trips and purchasing their tickets in advance.

Connecting with Customers – The SamTrans *Connecting with Customers* team headed back to Daly City in March to greet customers during their early morning commute at two bus stops on Mission Street (at Goethe Street and Evergreen Avenue). The team, which included staff fluent in Tagalog, Spanish, Cantonese and English, thanked customers for riding SamTrans and gave them a token of our appreciation (wristbands and pass holders). The employees also answered customers' questions and provided information about upcoming events served by the bus. *Connecting with Customers* began in September and runs monthly through May. Locations already visited include East Palo Alto, Redwood City, Hillsdale Shopping Center (San Mateo), Pacifica and Serramonte Center, Daly City BART Station. Information about the events is distributed via social media, SamTrans publications, and is available online (www.samtrans.com/customers).

Clipper Outreach – Staff continues to work with the Metropolitan Transportation Commission on promoting Clipper cards to various target markets. In March, outreach events were held in South San Francisco and Redwood City. Information in a variety of languages and complimentary cards was provided to interested customers.

Partnerships – SamTrans Marketing staff works with a number of event organizers to co-promote events that will generate bus ridership and provide added value for current SamTrans customers. Partnerships in March included World's Greatest Hobby on Tour Train Show and the San Francisco Flower & Garden Show, which offered \$1 off general admission for SamTrans customers. The events are generally promoted in the bus agency's *Transit Fun Guide* brochure, through social media, news releases and web postings. The promoters also included SamTrans in their promotional materials.

Miscellaneous – SamTrans promoted its green side by advertising in the Sustainable San Mateo County Green Building Awards program. The ad, entitled "**Little Effort, Big Impact,**" let readers know about the more than four dozen bus routes available and that the "friendly, professional drivers are ready to welcome you aboard and keep you on the go." SamTrans also promoted its discounted **Day Pass** through an online banner ad with the Bay Area News Group through one of its mass e-mail communications. The ad showed the Day Pass and let readers know that they could "ride local routes all day with just one pass."

Prepared by:

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

650-508-6248

Michael Eshleman, Planner

650-508-6227



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
FINANCE COMMITTEE
COMMITTEE OF THE WHOLE

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

WEDNESDAY, MAY 1, 2013 – 2:20 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of April 3, 2013
2. Acceptance of Statement of Revenues and Expenses for March 2013
3. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2013
4. Authorize Adoption and Publication of the Proposed Disadvantaged Business Enterprise Overall Goal of 1 Percent for Fiscal Years 2014-2016 for Federal Transit Administration Funds
5. Authorize Implementation of a Fuel Hedging Program for the Fiscal Year Ending June 30, 2014, Authorize the Execution and Delivery of Documents Necessary to Implement Fuel Hedging Program and Authorize Taking All Action Necessary Relating to the Implementation and Execution of the Fuel Hedging Program

CONTRACTS

6. Authorize Award of Contracts to AppleOne Employment Services, IntelliBridge Partners, Manpower Inc., Premier Staffing Sources, SearchPros Staffing and Wollborg/Michelsson Personnel Services for On-call Temporary Staffing Services in the Estimated Aggregate Not-to-Exceed Amount of \$5,650,000 for a Five-year Term
7. Authorize Execution of Contracts Over \$100,000 for Informational Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2014 for an Aggregate Not-to-Exceed Amount of \$850,000
8. Authorize Execution of Contracts Over \$100,000 for Technology-Related Products and Services to Vendors Under Cooperative Purchasing Agreements for Fiscal Year 2014 for an Aggregate Not-to-Exceed Amount of \$1,500,000

INFORMATIONAL

9. Update on Business Optimization Program
10. Preliminary Fiscal Year 2014 Operating Budget
11. Preliminary Fiscal Year 2014 Capital Budget

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
APRIL 3, 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. Cassman, A Chan, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Shirley Harris called the meeting to order at 3:15 p.m.

Approval of Minutes of Finance Committee Meeting of February 13, 2013

The Committee approved the minutes (Lloyd/Guilbault).

Acceptance of Statement of Revenues and Expenses for February 2013

Deputy CEO Gigi Harrington said revenues are slightly under budget and there are \$6.3 million in savings on the expense side. Last week fuel was \$3.02 per gallon and year to date is \$3.16 per gallon. The San Mateo County Transit District (District) received \$21,000 in March and year to date \$245,000 from the fuel hedge.

Director Karyl Matsumoto asked what the savings are in the Americans with Disabilities Act (ADA) programs. Deputy CEO Chuck Harvey said there are fewer riders so there are less service hours to pay for.

Director Matsumoto asked what the savings on the motor bus side consist of. Ms. Harrington said it includes salaries and benefits, property maintenance and fuel.

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

Authorize Reaffirmation of the Investment Policies and Annual Reauthorization to Invest Monies with the Local Agency Investment Fund (LAIF)

Ms. Harrington said this is the yearly reaffirmation of the Investment Policy. No changes are required or recommended and staff is asking the Board to leave the current practices and approach in place.

Director Jeff Gee asked if an investment has some volatility, what the procedures are for moving it. Ms. Harrington said there is an investment advisor who keeps a close eye on the portfolio and there is a buy-and-hold approach on the portfolio. The investment advisor must seek authorization from Ms. Harrington to sell an investment and the money is put into LAIF until a purchase is made.

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

Authorize Revision of the Fuel Hedging Policy to Conform to Dodd-Frank, Award of Contract to Orrick, Herrington & Sutcliffe LLP to Serve as Special Counsel for Not-to-Exceed Fee of \$125,000, Approve the Fiscal Year (FY) 2014 Fuel Hedging Program (Program) and Authorize Execution of Documents and Payment Premium for Commodity Price Cap for the FY2014 Fuel Hedging Program

Ms. Harrington said the Wall Street Transparency and Accountability Act of 2010 seeks to ensure no one is unduly influenced by someone bidding on the transaction. Staff relies on the investment advisors and attorneys and this protocol guides the way the transaction is conducted. This keeps the transparency between the District and the potential bidders in place and ensures someone is not trying to unduly influence the choices made.

Director Gee said in the past there have been legal costs with the Program and asked if there will be additional new fees due to the new protocols. Ms. Harrington said when the transaction is simple the fees are less, but because of these protocols staff believes it will cost the full fee of \$125,000.

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

Assessment of the FY2013 Fuel Hedging Program

Ms. Harrington said 65 percent of the portfolio was hedged last year. The total transaction cost was \$361,000 and through March the District has received \$245,000. She said this Program is recommended to assure budget certainty. Last year the Board asked if it was viable to have other entities join in on the transaction. She said special counsel has advised against it because of the nature of the documents and the credit of the different entities.

Director Gee said he is a proponent of the Program, but is there a line where increased regulations and legal fees get in the way of the value of the Program. Ms. Harrington said staff will continue to recommend the Program for budget certainty. Legal fees are shared with the Peninsula Corridor Joint Powers Board and the District pays one-third of the fees.

Adjourned: 3:27 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
MARCH 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 March 2013 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 13) are \$1,451,874 or 1.2 percent **better** than revised budget. *Measure A and AB434 Funds* (page 1, line 4) are **better** than budget by \$179,692 or 2.7 percent, *District ½ Cent Sales Tax* (page 1, line 7) is \$1,498,800 or 2.9 percent **better** than budget and *Other Interest, Rent, & Other Income* (page 1, line 10) are **better** than budget by \$228,050 or 5.3 percent offset by *Passenger Fares* (page 1, line 1) which are **worse** than budget by \$210,009 or 1.6 percent, *Local TDA and STA* (page 1, line 2) are **worse** than budget by \$105,139 or 0.4 percent, and *Other Sources* (page 1, line 11) are **worse** than budget by \$119,728 or 1.7 percent.

Expenses: *Total Expenses* (page 4, line 73) are \$7,148,207 or 7.2 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$6,181,792 or 8.2 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$796,896 or 7.3 percent and *Total Multimodal* (page 4, line 71) is **better** than budget by \$169,519 or 1.3 percent.

BUDGET IMPACT

There are no budget revisions for the month of March 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 2013
MARCH 2013**

% OF YEAR ELAPSED: 75.0%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	1,541,346	13,156,662	13,239,591	13,449,600	98.4	17,932,800	17,932,800	73.8
2 Local TDA and STA Funds	3,175,525	35,622,157	28,666,303	28,771,442	99.6	35,492,900	38,361,930	74.7
3 State/Federal Operating Grants	1,057,820	2,858,793	5,216,360	5,216,359	100.0	10,724,485	8,730,068	59.8
4 Measure A and AB434 Funds	749,668	7,071,719	6,721,153	6,541,461	102.7	8,354,400	8,714,400	77.1
5 Subtotal - Operating Revenues	6,524,358	58,709,332	53,843,407	53,978,862	99.7	72,504,585	73,739,198	73.0
Other Revenue Sources								
7 District 1/2 Cent Sales Tax	5,864,786	48,785,554	52,546,800	51,048,000	102.9	65,000,000	68,000,000	77.3
8 Investment Interest	56,019	1,004,139	1,323,117	1,337,014	99.0	1,243,920	1,657,300	79.8
9 Pass through to Other Agencies	345,118	181,790	365,805	371,655	98.4	467,959	536,959	68.1
10 Other Interest, Rent & Other Income	517,731	3,561,023	4,568,825	4,340,820	105.3	6,023,708	6,023,708	75.8
11 Other Sources	520,058	4,229,952	6,829,320	6,949,048	98.3	8,800,000	8,560,000	79.8
12 Subtotal - Other Revenues	7,303,711	57,762,458	65,633,867	64,046,537	102.5	81,535,587	84,777,967	77.4
13 Total Revenues	13,828,070	116,471,789	119,477,274	118,025,400	101.2	154,040,172	158,517,165	75.4
14 Capital Assistance	492,711	1,662,981	3,598,588	3,598,588	100.0	32,297,067	56,708,875	6.3
15 Reserves Programmed for Capital	401,272	5,431,625	3,890,945	3,890,945	100.0	525,780	13,321,254	29.2
16 Total Revenues - All Sources	14,722,053	123,566,395	126,966,807	125,514,933	101.2	186,863,019	228,547,294	55.6
USES OF FUNDS								
Operations								
20 Motor Bus	7,816,802	69,951,118	68,840,493	75,022,285	91.8	99,740,708	100,076,689	68.8
21 A. D. A. Programs	1,190,014	10,000,131	10,175,648	10,972,544	92.7	14,477,220	14,407,220	70.6
22 Caltrain	989,037	8,475,311	11,032,889	11,032,889	100.0	14,000,000	14,000,000	78.8
23 Other Multimodal Programs	243,047	3,045,893	2,092,851	2,262,370	92.5	3,015,460	3,015,460	69.4
24 Subtotal - Operating Costs	10,238,900	91,472,453	92,141,881	99,290,088	92.8	131,233,388	131,499,369	70.1
Other Uses of Funds								
26 Pass through to Other Agencies	345,118	181,790	365,805	371,655	98.4	467,959	541,532	67.6
27 Transfer Out to Debt Service	2,037,787	18,337,491	18,340,081	18,340,081	100.0	24,453,463	24,453,463	75.0
28 Fiscal Agent Fees	2,000	14,738	20,593	22,200	92.8	29,600	29,600	69.6
29 Land Transfer Interest Expense	0	0	0	0	0	66,570	66,570	0.0
30 Subtotal - Other Uses	2,384,904	18,534,019	18,726,479	18,733,937	100.0	25,017,592	25,091,165	74.6
31 Capital Programs	1,036,652	8,124,587	8,223,392	8,223,392	100.0	41,172,847	81,085,910	10.1
32 Total Uses of Funds	13,660,457	118,131,059	119,091,752	126,247,417	94.3	197,423,827	237,676,444	50.1
34 NET SURPLUS / (DEFICIT)	1,061,596	5,435,336	7,875,055	(732,485)	(1075.1)	(10,560,808)	(9,129,149)	(86.3)

% 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.

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

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

% OF YEAR ELAPSED: 75.0%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,473,848	12,569,048	12,647,278	12,852,750	98.4	17,137,000	17,137,000	73.8
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,638,690	30,569,366	23,802,370	23,903,457	99.6	29,121,548	31,871,276	74.7
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	363,927	2,939,325	3,307,762	3,311,814	99.9	4,415,758	4,415,758	74.9
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	988,269	2,538,623	4,783,285	4,783,285	100.0	9,725,142	7,730,725	61.9
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	1,977,910	18,310,629	20,147,122	26,381,928	76.4	34,646,868	33,985,118	59.3
10 Accessibility Fixed Route	93,104	831,654	777,594	745,548	104.3	994,064	994,064	78.2
11 TOTAL 1/2 CENT SALES TAX	2,071,014	19,142,283	20,924,716	27,127,476	77.1	35,640,932	34,979,182	59.8
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	18,748	37,847	986,892	1,000,992	98.6	966,720	1,209,140	81.6
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	0	456	42	240	17.5	360	360	11.7
16 Rental Income	89,259	790,672	802,666	789,570	101.7	1,052,760	1,052,760	76.2
17 Advertising Income	55,417	573,278	631,866	498,750	126.7	665,000	665,000	96.0
18 Other Income	117,631	790,221	953,616	753,951	126.5	1,015,488	1,015,488	93.9
19 TOTAL OTHER REVENUES	262,306	2,154,627	2,388,189	2,042,511	116.9	2,733,608	2,733,608	87.4
20								
21 TOTAL MOTOR BUS	7,816,802	69,951,118	68,840,493	75,022,285	91.8	99,740,708	100,076,689	68.8
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	67,498	587,614	592,314	596,850	99.2	795,800	795,800	74.4
25 Local TDA 4.5 Redi-Wheels	131,918	1,608,821	1,187,261	1,187,261	100.0	1,463,713	1,583,015	75.0
26 Local STA - Paratransit	40,990	504,645	368,910	368,910	100.0	491,881	491,881	0.0
27 Operating Grants	69,550	320,170	433,074	433,074	100.0	999,343	999,343	43.3
28 Sales Tax - District ADA Programs	398,931	3,713,091	3,291,588	4,036,401	81.5	4,986,373	4,614,071	71.3
29 Sales Tax - Paratransit Suppl. Coastside	106,020	1,007,921	936,239	1,022,182	91.6	1,362,910	1,292,910	0.0
30 Interest Income - Paratransit Fund	34,368	304,394	308,226	329,695	93.5	277,200	410,200	75.1
31 Measure A Redi-Wheels	234,489	1,953,475	2,101,784	2,041,920	102.9	2,600,000	2,720,000	77.3
32 Measure M Paratransit	106,250	0	956,250	956,250	100.0	1,500,000	1,500,000	63.8
33 TOTAL ADA PROGRAMS	1,190,014	10,000,131	10,175,648	10,972,544	92.7	14,477,220	14,407,220	70.6
34								
35 MULTIMODAL TRANSIT PROGRAMS:								
36 Sales Tax - Caltrain	0	338,402	0	0	0.0	0	0	0.0
37 Other Sources - Caltrain	520,058	4,229,952	6,829,320	6,949,048	98.3	8,800,000	8,560,000	79.8
38 Transfer from TA for Caltrain	468,979	3,906,957	4,203,569	4,083,841	102.9	5,200,000	5,440,000	77.3
39 TA Funded SM/Caltrain Shuttles	0	816,038	0	0	0.0	0	0	0.0
40 Employer Share SM/Caltrain Shuttles	0	234,869	0	0	0.0	0	0	0.0
41 AB434 Funds - SamTrans Shuttle	46,200	395,250	415,800	415,700	100.0	554,400	554,400	75.0
42 Employer SamTrans Shuttle Funds	149,175	1,171,527	1,224,386	1,342,059	91.2	1,790,100	1,790,100	68.4
43 Sales Tax - SamTrans Shuttle Program	30,504	243,565	261,525	251,921	103.8	334,040	334,040	78.3
44 Sales Tax - Gen. Operating Asst.	17,168	184,644	191,140	252,690	75.6	336,920	336,920	56.7
45								
46 TOTAL MULTIMODAL	1,232,084	11,521,204	13,125,740	13,295,259	98.7	17,015,460	17,015,460	77.1
47								
48 TOTAL REVENUES	10,238,900	91,472,453	92,141,881	99,290,088	92.8	131,233,388	131,499,369	70.1

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

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2013
MARCH 2013**

% OF YEAR ELAPSED: 75.0%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	3,964,129	37,766,516	35,773,320	37,515,448	95.4	50,244,115	49,959,770	71.6
2								
3 Services:								
4 Board of Directors	4,476	37,901	33,143	39,725	83.4	52,900	52,900	62.7
5 Contracted Vehicle Maintenance	30,106	556,570	343,350	593,346	57.9	791,128	791,128	43.4
6 Property Maintenance	107,659	890,275	842,263	947,125	88.9	1,258,500	1,258,500	66.9
7 Professional Services	300,079	2,439,210	2,224,651	3,698,064	60.2	4,777,013	5,006,583	44.4
8 Technical Services	470,744	2,944,650	3,341,202	3,787,690	88.2	4,829,402	5,138,571	65.0
9 Other Services	81,145	242,645	598,180	957,800	62.5	1,277,066	1,277,066	46.8
10								
11 Materials & Supply:								
12 Fuel & Lubricants	443,417	4,089,806	4,009,501	4,913,614	81.6	6,551,477	6,551,477	61.2
13 Bus Parts & Materials	173,467	1,067,910	1,436,085	1,325,456	108.3	1,758,740	1,758,740	81.7
14 Uniforms & Driver Expense	9,025	251,869	242,937	328,012	74.1	400,970	397,550	61.1
15 Timetables & Tickets	18,380	82,560	106,149	128,850	82.4	171,800	171,800	61.8
16 Office Supplies / Printing	10,302	167,646	161,277	257,362	62.7	342,137	342,137	47.1
17 Other Materials & Supply	6,482	103,032	85,899	117,750	73.0	156,500	156,500	54.9
18								
19 Utilities:								
20 Telephone	28,474	237,415	261,706	435,375	60.1	580,500	580,500	45.1
21 Other Utilities	74,007	734,840	729,386	736,200	99.1	981,600	981,600	74.3
22 Insurance Costs	218,305	1,870,000	1,980,794	1,984,342	99.8	2,647,000	2,647,000	74.8
23 Workers' Compensation	254,716	2,336,333	2,385,487	2,397,795	99.5	3,197,060	3,197,060	74.6
24 Taxes & License Fees	45,178	363,155	364,981	430,367	84.8	573,823	573,823	63.6
25 Fixed Route Accessibility	93,104	831,654	777,594	745,548	104.3	994,064	994,064	78.2
26 Leases & Rentals	7,214	80,867	81,233	90,500	89.8	119,800	119,800	67.8
27 Promotional & Legal Advertising	12,933	56,880	125,446	178,875	70.1	238,500	238,500	52.6
28 Training & Business Travel	10,229	99,099	103,883	128,102	81.1	164,050	167,650	62.0
29 Dues & Membership	6,431	62,902	64,837	66,018	98.2	87,200	87,320	74.3
30 Postage & Other	6,723	43,553	35,998	268,903	13.4	349,003	360,290	10.0
31								
32 Total District Operated Buses	6,376,723	57,357,287	56,109,303	62,072,266	90.4	82,544,348	82,810,329	67.8
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,251,406	11,021,432	11,112,700	11,294,490	98.4	15,059,320	15,059,320	73.8
36 Other Related Costs	32,678	253,181	256,786	271,200	94.7	361,600	361,600	71.0
37 Insurance Costs	47,287	490,483	464,528	491,229	94.6	655,000	655,000	70.9
38 Coastside Services	61,568	482,078	520,713	520,785	100.0	647,020	694,020	75.0
39 Redi Coast Non-ADA	17,580	171,089	171,193	182,025	94.0	219,700	242,700	70.5
40 Other Related Costs	9,701	20,257	37,444	35,280	106.1	47,040	47,040	79.6
41 La Honda - Pescadero	4,288	41,738	39,288	39,375	99.8	52,500	52,500	74.8
42 SamCoast - Pescadero	12,819	102,126	103,170	105,000	98.3	140,000	140,000	73.7
43 Other Related Cost - SamCoast	2,753	11,449	25,368	10,635	238.5	14,180	14,180	178.9
44 Total Contracted Bus Service	1,440,079	12,593,831	12,731,190	12,950,019	98.3	17,196,360	17,266,360	73.7
45								
46 TOTAL MOTOR BUS	7,816,802	69,951,118	68,840,493	75,022,285	91.8	99,740,708	100,076,689	68.8

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

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2013
MARCH 2013**

% OF YEAR ELAPSED: 75.0%

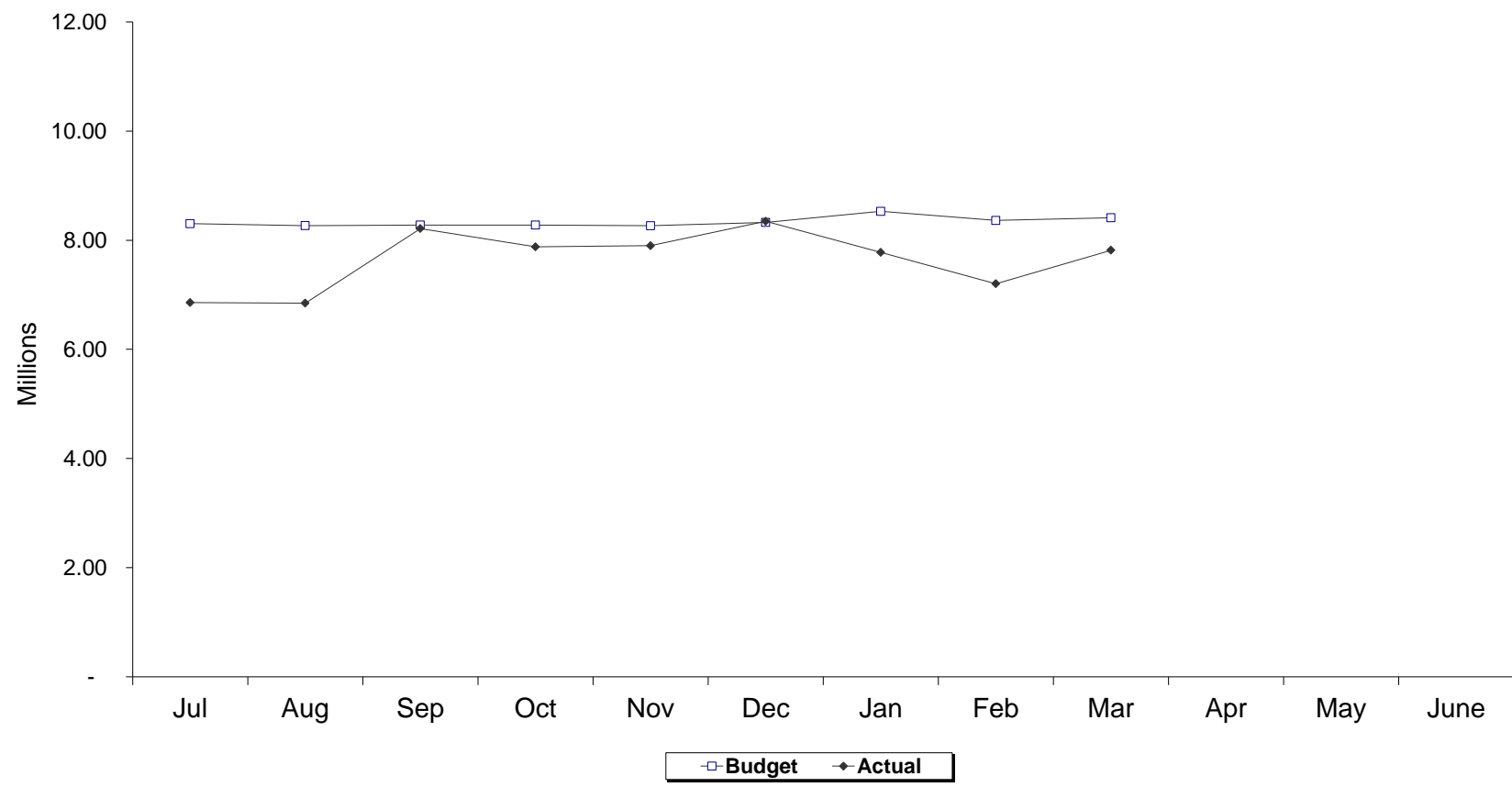
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	469,482	3,837,249	4,197,743	4,562,525	92.0	6,964,200	5,907,200	71.1
Other Related Costs	228,770	1,618,069	1,880,849	2,120,359	88.7	2,826,395	2,826,395	66.5
Sedan Service	270,875	2,207,356	2,203,049	2,203,049	100.0	1,779,190	2,836,190	77.7
ADA Accessibility Support	68,737	576,884	573,663	678,185	84.6	1,029,525	1,029,525	55.7
Coastside ADA Support	106,020	1,007,921	936,239	1,022,182	91.6	1,362,910	1,292,910	72.4
Insurance Costs	46,130	752,652	384,105	386,244	99.4	515,000	515,000	74.6
TOTAL ADA PROGRAMS	1,190,014	10,000,131	10,175,648	10,972,544	92.7	14,477,220	14,407,220	70.6
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	989,037	8,475,311	11,032,889	11,032,889	100.0	14,000,000	14,000,000	78.8
Total Caltrain Service	989,037	8,475,311	11,032,889	11,032,889	100.0	14,000,000	14,000,000	78.8
OTHER SUPPORT								
Dumbarton Express Service	11,968	93,589	110,264	118,365	93.2	157,820	157,820	69.9
SamTrans Shuttle Service	225,879	1,810,343	1,901,712	2,009,680	94.6	2,678,540	2,678,540	71.0
SM/Caltrain Shuttles	0	1,050,906	0	0	0.0	0	0	0.0
Maintenance Multimodal Facilities	5,200	91,055	80,875	134,325	60.2	179,100	179,100	45.2
Total Other Support	243,047	3,045,893	2,092,851	2,262,370	92.5	3,015,460	3,015,460	69.4
TOTAL MULTI-MODAL PROGRAMS	1,232,084	11,521,204	13,125,740	13,295,259	98.7	17,015,460	17,015,460	77.1
TOTAL EXPENSES	10,238,900	91,472,453	92,141,881	99,290,088	92.8	131,233,388	131,499,369	70.1

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

SAN MATEO COUNTY TRANSIT DISTRICT

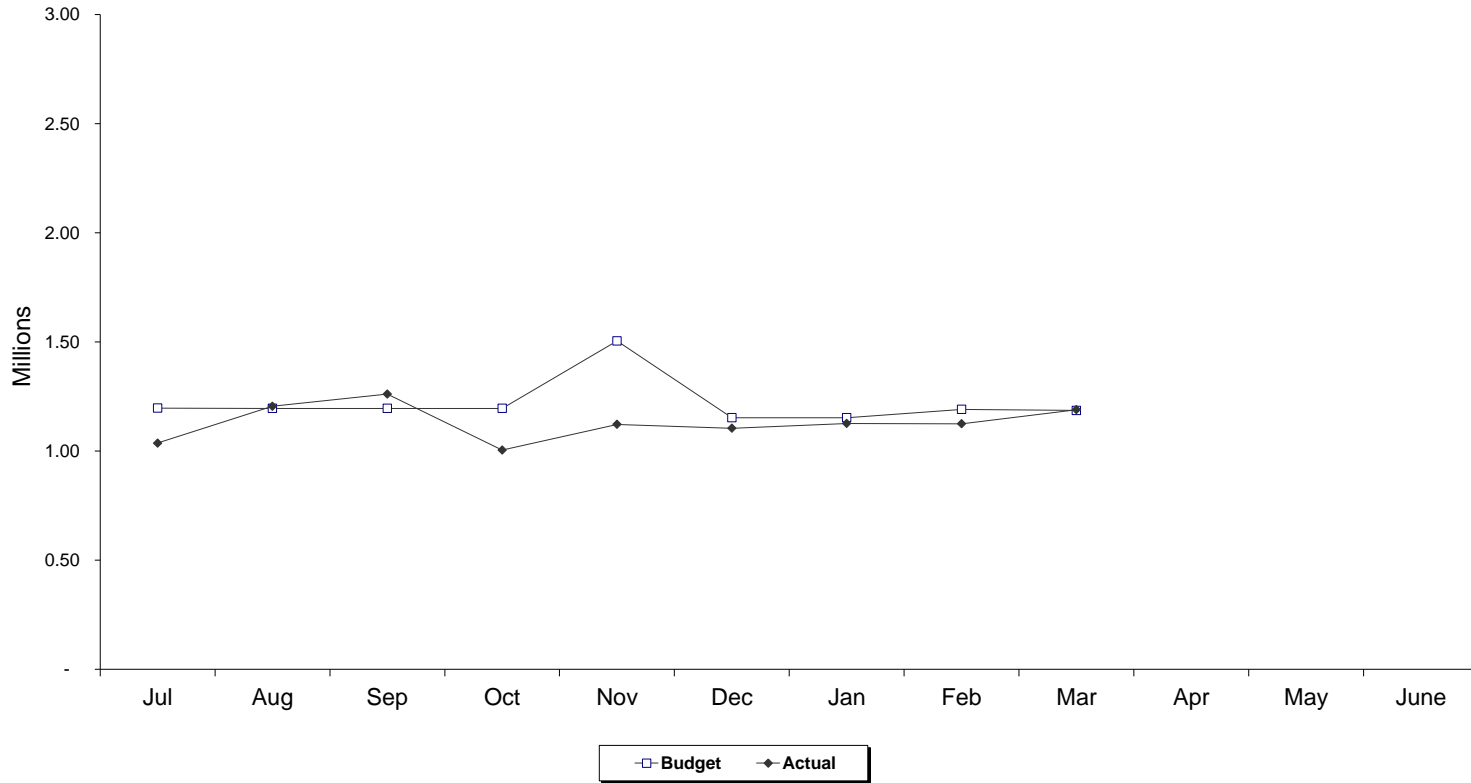
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2013



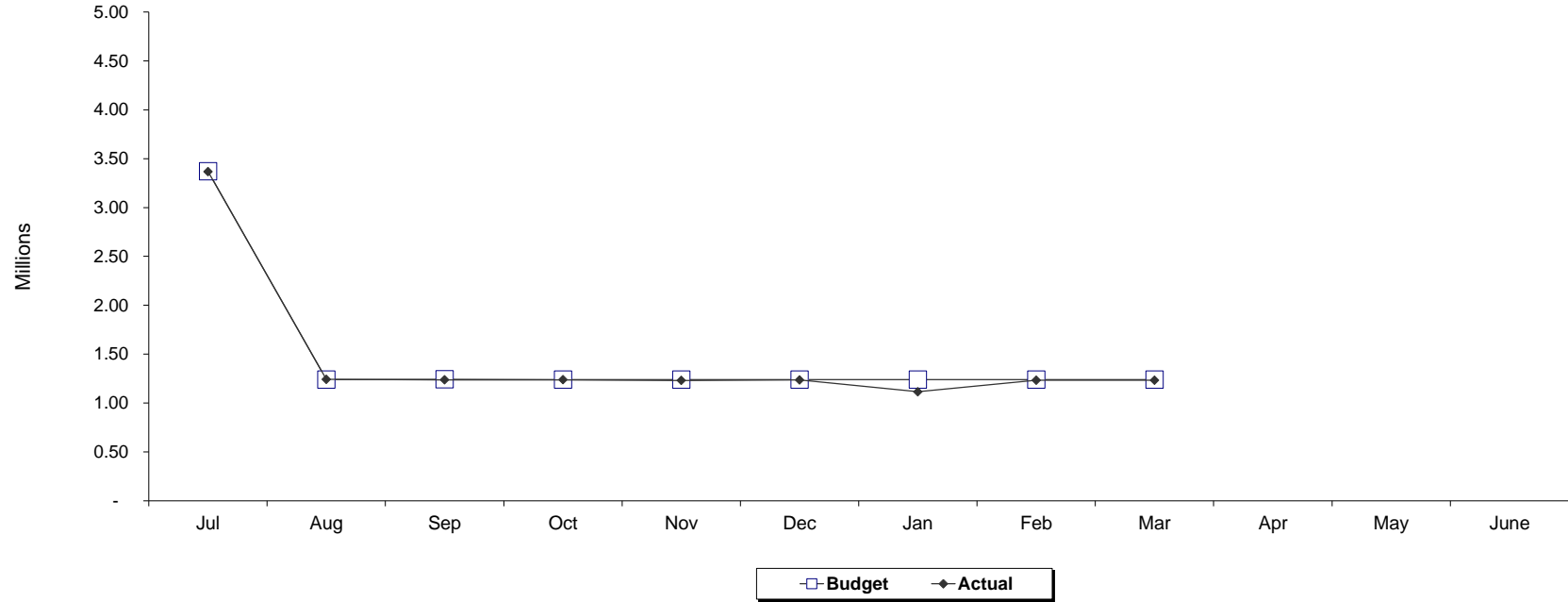
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	8,304,164	8,267,551	8,278,032	8,276,987	8,264,467	8,327,061	8,528,890	8,362,574	8,412,558			
Actual	6,857,423	6,845,903	8,215,844	7,877,960	7,899,417	8,346,451	7,778,175	7,202,516	7,816,802			
CUMULATIVE EXPENSES												
Budget	8,304,164	16,571,715	24,849,748	33,126,734	41,391,201	49,718,263	58,247,153	66,609,727	75,022,285			
Actual	6,857,423	13,703,327	21,919,171	29,797,131	37,696,548	46,042,999	53,821,174	61,023,690	68,840,493			
Variance - F(U)	1,446,741	2,868,389	2,930,577	3,329,603	3,694,653	3,675,264	4,425,979	5,586,037	6,181,793			
Variance %	17.42%	17.31%	11.79%	10.05%	8.93%	7.39%	7.60%	8.39%	8.24%			

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



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,197,315	1,195,900	1,195,900	1,195,900	1,504,900	1,152,900	1,152,900	1,190,900	1,185,931			
Actual	1,036,402	1,205,261	1,261,026	1,004,278	1,122,648	1,104,711	1,126,262	1,125,045	1,190,014			
CUMULATIVE EXPENSES												
Budget	1,197,315	2,393,215	3,589,115	4,785,014	6,289,914	7,442,814	8,595,714	9,786,613	10,972,544			
Actual	1,036,402	2,241,663	3,502,690	4,506,968	5,629,615	6,734,326	7,860,588	8,985,634	10,175,648			
Variance - F(U)	160,913	151,551	86,425	278,047	660,299	708,488	735,125	800,980	796,896			
Variance %	13.44%	6.33%	2.41%	5.81%	10.50%	9.52%	8.55%	8.18%	7.26%			

SAN MATEO COUNTY TRANSIT DISTRICT MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL FISCAL YEAR 2013



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	3,371,623	1,240,067	1,243,167	1,240,067	1,240,067	1,240,067	1,240,067	1,240,067	1,240,067			
Actual	3,367,131	1,240,911	1,235,923	1,237,375	1,230,788	1,235,232	1,114,453	1,231,843	1,232,084			
CUMULATIVE EXPENSES												
Budget	3,371,623	4,611,690	5,854,857	7,094,924	8,334,991	9,575,058	10,815,125	12,055,192	13,295,259			
Actual	3,367,131	4,608,042	5,843,965	7,081,339	8,312,127	9,547,359	10,661,813	11,893,656	13,125,740			
Variance - F(U)	4,492	3,648	10,892	13,585	22,864	27,699	153,312	161,536	169,519			
Variance %	0.13%	0.08%	0.19%	0.19%	0.27%	0.29%	1.42%	1.34%	1.28%			

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

March 31, 2013

DESCRIPTION	TOTAL INVESTMENT 03-31-13	INTEREST RECEIVABLE 02-28-13	INTEREST EARNED 03-31-13	INTEREST RECEIVED 03-31-13	ADJ.	INTEREST RECEIVABLE 03-31-13
RESERVE FOR CAPITAL PROJ	150,913.50	988.50	988.50	0.00	0.00	1,977.00
LAIF -- CAPITAL PROJ	7,956,001.45	3,771.92	1,925.79	0.00	0.00	5,697.71
REIMB SECURITIES -- L76R	81,920,362.65	437,183.48	63,629.49	328,556.25	8.17	172,264.89
LAIF -- REIMB FUNDS L76R	32,108,019.01	11,975.41	7,936.04	0.00	0.00	19,911.45
PARATRANSIT FUNDS	26,255,654.43	104,999.82	36,148.66	46,250.00	14.17	94,912.65
LAIF -- PARATRANSIT	659,889.15	282.56	155.66	0.00	0.00	438.22
BANK OF AMERICA	1,612,524.84	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves						
Held by Trustee:	15,037,677.42	3,557.80	758.04	4,315.86	0.02	(0.00)
	<u>165,701,042.45</u>	<u>562,759.49</u>	<u>111,542.18</u>	<u>379,122.11</u>	<u>22.36</u>	<u>295,201.92</u>

MARCH 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 03/31/13	111,564.54
Add:	
CEO Interest	2,000.00
Less:	
Commissions	(8,024.28)
Capital Gain(Loss)	<u>(50,455.84)</u>
Total Interest & Capital Gain(Loss)	<u><u>55,084.42</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,220,402.20
Add:	
CEO Interest	15,000.00
Less:	
Commissions	(72,447.93)
Capital Gain(Loss)	<u>157,304.07</u>
Total Interest & Capital Gain(Loss)	<u><u>1,320,258.34</u></u>
Balance Per Ledger as of 03/31/2013	
Interest Acct. 409100	41.95
Interest Acct. 409102	4,497.11
Interest Acct. 409101	1,158,415.21
Gain(Loss) Acct. 405210	<u>157,304.07</u>
	<u><u>1,320,258.34</u></u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-12	MARKET VALUE 03-31-13	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 02-28-13	INTEREST EARNED 03-31-13	INTEREST RECEIVED 03-31-13	INTEREST ADJ.	INTEREST REC'VBLE 03-31-13	PAR VALUE
<u>GOVERNMENT BONDS</u>															
FHLB	3133XES91	6-12-07	8,317,029.00	8,744,035.00	8,507,990.00	03-08-13	5.000%	1,180.5556	7	204,236.11	8,263.89	212,500.00		(0.00)	8,500,000
FHLMC	3134G2WG3	2-15-12	9,686,631.75	9,683,651.10	9,686,247.15	09-22-14	0.750%	200.3125	30	31,849.69	6,009.38	36,056.25	(0.01)	1,802.81	9,615,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,052,200.00	10,050,600.00	09-28-15	0.750%	208.3333	30	31,875.00	6,250.00	37,500.00		625.00	10,000,000
FNMA	3136G0EJ6	5-03-12	4,998,437.50	5,009,700.00	5,002,550.00	10-30-15	0.750%	104.1667	30	12,604.17	3,125.00			15,729.17	5,000,000
FHLMC	3134G3UV0	5-23-12	5,000,000.00	5,001,550.00	5,003,750.00	11-23-15	0.750%	104.1667	30	10,208.33	3,125.00			13,333.33	5,000,000
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,500,000.00	8,508,330.00	11-24-15	0.450%	106.2500	19	13,387.50	2,018.75			15,406.25	8,500,000
FHLMC	3135G0LM3	5-25-12	9,997,000.00	9,998,600.00	10,007,600.00	11-24-15	0.750%	208.3333	30	20,208.33	6,250.00			26,458.33	10,000,000
FHLMC	3134G3Y20	12-28-12	5,000,500.00	5,006,300.00	5,004,800.00	11-27-15	0.500%	69.4444	30	6,527.78	2,083.33			8,611.11	5,000,000
FNMA	3135G0RX3	12-07-12	7,005,250.00	7,006,930.00	7,004,970.00	11-27-15	0.500%	97.2222	30	9,138.89	2,916.67			12,055.56	7,000,000
FED. FARM CREDIT BK	31331HSL7	5-11-07	1,020,404.50	1,128,923.00	1,098,437.50	12-29-15	6.125%	161.6319	30	10,021.18	4,848.96			14,870.14	950,000
FHLMC	3134G3SE1	03-21-12	8,505,312.50	8,545,475.00	8,553,805.00	03-21-16	1.000%	236.1111	30	37,777.78	7,083.33	42,500.00		2,361.11	8,500,000
FNMA	3135G0KA0	5-3-12	8,084,744.20	8,094,980.40	8,065,077.80	04-26-16	1.125%	251.8750	30	31,484.38	7,556.25			39,040.63	8,060,000
															95.77%
<u>TREASURY INFLATION PROTECTED SECURITIES</u>															
TREAS INFLATION INDEX	912828KM1	01-21-10	3,737,186.68	3,928,130.97	3,934,195.20	04-15-14	1.250%	132.2234	31	17,864.34	4,098.93		8.18	21,971.45	3,808,035
															4.23%
LAIF			32,108,019.01	32,108,019.01	32,108,019.01					11,975.41	7,936.04			19,911.45	32,108,019
TOTAL LAIF			32,108,019.01	32,108,019.01	32,108,019.01										
TOTAL A/C 121100 & 112010			89,850,876.13	90,700,475.47	90,428,352.65										
<u>MATURED/CALLED</u>															
FHLB	3133XES91	6-12-07	(8,317,029.00)	(8,744,035.00)	(8,507,990.00)									0.00	(8,500,000)
TOTAL			81,533,847.13	81,956,440.47	81,920,362.65					437,183.48	63,629.49	328,556.25	8.17	172,264.89	89,933,036

11-Apr-13

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-12	MARKET VALUE 03-31-13	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 02-28-13	INTEREST EARNED 03-31-13	INTEREST RECEIVED 03-31-13	ADJ.	INTEREST REC'VBLE 03-31-13	PAR VALUE
<u>GOVERNMENT BONDS</u>															
HOUSING URBAN DEVEL	911759EB0	12-23-08	155,581.50	150,844.50	150,913.50	08-01-17	7.908%	32.9500	30	988.50	988.50			1,977.00	150,000
LAIF			7,956,001.45	7,956,001.45	7,956,001.45					3,771.92	1,925.79			5,697.71	7,956,001
MATURED/CALLED CALLED															
TOTAL LAIF			7,956,001.45	7,956,001.45	7,956,001.45										
TOTAL A/C 121100 & 112010			155,581.50	150,844.50	150,913.50										
TOTAL			155,581.50	150,844.50	150,913.50					988.50	988.50	0.00	0.00	1,977.00	150,000

11-Apr-13

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-12	MARKET VALUE 03-31-13	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 02-28-13	INTEREST EARNED 03-31-13	INTEREST RECEIVED 03-31-13	ADJ.	INTEREST REC'VBLE 03-31-13	PAR VALUE
<u>GOVERNMENT BONDS</u>															
FHLM	3137EABX6	1-30-09	5,015,200.00	5,166,550.00	5,091,300.00	01-07-14	2.500%	347.2222	30	18,750.00	10,416.67			29,166.67	5,000,000
FHLM	3137EACB3	3-26-10	2,510,690.00	2,597,375.00	2,562,100.00	04-23-14	2.500%	173.6111	30	22,222.22	5,208.33		0.01	27,430.56	2,500,000
FNMA	31398AU34	2-15-12	5,299,150.00	5,276,000.00	5,232,000.00	07-28-15	2.375%	329.8611	30	10,885.42	9,895.83			20,781.25	5,000,000
FHMLC	3134G3SD3	03-28-12	4,998,000.00	5,026,100.00	5,025,300.00	09-28-15	0.750%	104.1667	30	15,937.50	3,125.00	18,750.00		312.50	5,000,000
FHMLC	3134G3SE1	03-21-12	5,503,437.50	5,529,425.00	5,534,815.00	03-21-16	1.000%	152.7778	30	24,444.44	4,583.33	27,500.00	0.01	1,527.78	5,500,000
															82.13%
<u>TREASURY INFLATION PROTECTED SECURITIES</u>															
TREAS INFLATION INDEX	912828KM1	03-26-10	2,639,162.36	2,805,807.83	2,810,139.43	04-15-14	1.288%	97.3165	30	12,760.24	2,919.50		14.15	15,693.89	2,720,025
LAIF			659,889.15	659,889.15	659,889.15					282.56	155.66			438.22	659,889
TOTAL LAIF			659,889.15	659,889.15	659,889.15										
TOTAL A/C 122010			25,965,639.86	26,401,257.83	26,255,654.43	ok 01/07									
TOTAL			25,965,639.86	26,401,257.83	26,255,654.43					104,999.82	36,148.66	46,250.00	14.17	94,912.65	25,720,026

11-Apr-13

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

BUDGET AMENDMENTS

	Amount	Line Item	Description
Mar-13			No Budget Amendments in March 2013.
	<u>\$ -</u>	Total	<u>\$ -</u> Total

BUDGET REVISIONS

	Amount	Line Item	Description
Mar-13			No Budget Revisions in March 2013.
	<u>\$ -</u>	Total	<u>\$ -</u> Total

SAN MATEO COUNTY TRANSIT DISTRICT
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2012 & FY2013
MARCH 2013

4/11/13 11:06 AM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2012:						FINAL
1st Quarter	15,680,000	15,680,000	1st Quarter	17,041,202	1,361,202	17,041,202
2nd Quarter	16,615,300	16,615,300	2nd Quarter	18,020,403	1,405,103	18,020,403
3rd Quarter	14,665,300	14,665,300	3rd Quarter	16,475,872	1,810,572	16,475,872
4th Quarter	16,039,400	21,540,400	4th Quarter	17,832,709	429,109	17,832,709
FY2012 Total	63,000,000	68,501,000	FY2012 Total	69,370,185	5,005,985	69,370,185
FY2013						
Jul. 12	4,360,900	4,360,900	Sep. 12	4,902,300	541,400	4,902,300
Aug. 12	4,360,900	4,360,900	Oct. 12	5,241,900	881,000	5,241,900
Sep. 12	5,810,000	5,810,000	Nov. 12	6,536,400	726,400	6,536,400
1st Qtr. Adjustment	1,650,000	1,650,000	Dec. 12	2,174,982	524,982	2,174,982
3 Months Total	16,181,800	16,181,800		18,855,582	2,673,782	18,855,582
Oct. 12	4,507,000	4,507,000	Dec. 12	5,197,300	690,300	5,197,300
Nov. 12	4,507,000	4,507,000	Jan. 13	5,197,300	690,300	5,197,300
Dec. 12	6,330,000	6,330,000	Feb. 13	6,897,000	567,000	6,897,000
2nd Qtr. Adjustment	1,740,000	1,740,000	Mar. 13	1,662,417	(77,583)	1,662,417
6 Months Total	33,265,800	33,265,800		37,809,599	4,543,799	37,809,599
Jan. 13	4,092,500	5,142,000	Mar. 13	4,626,600	(515,400)	4,626,600
Feb. 13	4,092,500	5,142,000	Apr. 13		(515,400)	4,626,600
Mar. 13	5,580,800	5,880,800	May 13		(515,400)	5,365,400
3rd Qtr. Adjustment	1,516,400	1,617,400	Jun. 13		(1,498,800)	118,600
9 Months Total	48,548,000	51,048,000		42,436,199	1,498,800	52,546,800
Apr. 13	4,442,000	4,642,000	Jun. 13			4,642,000
May 13	4,442,000	4,642,000	Jul. 13			4,642,000
Jun. 13	5,923,000	5,923,000	Aug. 13			5,923,000
4th Qtr. Adjustment	1,645,000	1,745,000	Sep. 13		(1,498,800)	246,200
FY2013 Total	65,000,000	68,000,000	FY2013 Total	42,436,199	0	68,000,000.00
			18,855,582	1st Quarter		
			18,954,017	2nd Quarter		
			14,737,200	3rd Quarter		
				4th Quarter		
			<u>52,546,800</u>	YTD Actual Per Statement of Revenues & Expenses		

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

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

ACTION

Staff proposes that the Finance Committee recommend that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2013.

SIGNIFICANCE

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on April 15, 2013 in order to meet the 30-day requirement.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

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

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

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

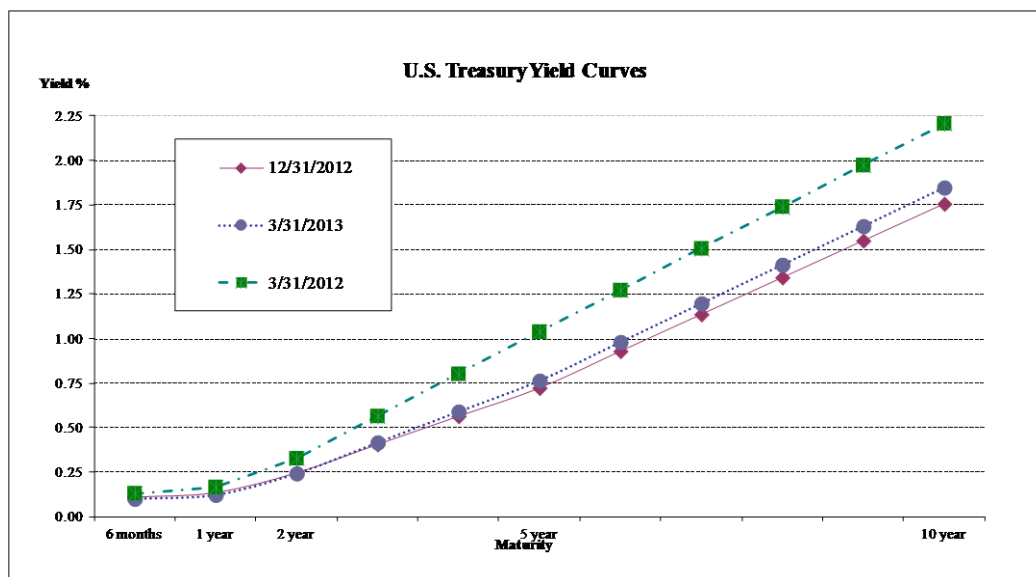
The Liquidity funds managed by District staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value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

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

DISCUSSION

Market Review and Outlook

Interest rates remained relatively stable during the first quarter of 2013 as investors weighed better-than-expected news on the economy with the fiscal impacts of recent tax increases and looming budget cuts. Recent data paints a picture of private-sector healing even as the Federal government is struggling to get its budget deficits under control. Fiscal restraint will act to moderate growth, keeping interest rates lower and the unemployment rate higher. This give and take between an improving economic outlook from the private sector and increasing fiscal restraint is likely to be the dominate factor in determining how the markets and the economy fare in the months and quarters to come.



Data Source: Bloomberg Finance L.P.

Economists widely estimate the mandated budget cuts, generally known as the "Sequester," will reduce Gross Domestic Product growth below what it might otherwise have been by roughly one-half of one percent. When combined with the 1.2 percent estimated decrease in growth from the increased tax rates that went into effect at the beginning of the year, fiscal policy has reduced economic growth. It is widely expected that the maximum impact of these actions will be felt over the next two quarters. As we look beyond this, towards the end of this year and into 2014, an improving housing market, increased bank lending and solid corporate profits have helped shape expectations for economic growth to increase to a better pace of roughly 3 percent.

A period of above current trend economic growth would help bring down the unemployment rate and pave the way for the Federal Reserve (Fed) to increase short-term interest rates. At present, an increase in short term rates is not expected until the beginning of 2015. Although developments may shorten or lengthen the timing of the Fed's first move, the likelihood of any action on this score over the next 12 months is extremely unlikely.

The same cannot be said, however, for the Fed's current pace of Quantitative Easing,

(QE). The minutes from recent meetings of the Federal Open Market Committee show increasing concern among members over the pace of QE and the Fed's ability to stop doing it. Most likely it will be curtailed or eliminated if indeed economic growth picks up over the next 12 months. The QE is widely believed to be responsible for keeping long term interest rates at least 1.5 percent lower than they might otherwise be and this makes the outlook for longer term interest rates much more uncertain.

Over the next few months our politicians have some critical decisions to navigate. Among these are the Debt Ceiling suspension, the Fiscal Year 2014 budget and possibly some changes to the Sequester to try and lessen disruptive aspects. In addition to our domestic concerns, the ongoing debt crisis in Europe, geopolitical concerns in the Middle East and the relative growth rates of emerging economies continue to be an important influence in global markets.

The direction of the market remains uncertain and CSI believes our ultimate path will depend on the degree to which our politicians can craft a favorable compromise regarding the issues above. Perhaps even more important for the economy, however, is that much of the uncertainty created by these issues is likely to be resolved this year, favorably or not. Given the current health of the private sector, the prospect of a known operating environment might be all we need to get businesses back to spending again in earnest.

Strategy

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

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

As of the end of the quarter, the District's consolidated portfolios consisted of approximately 93.7 percent Agency Securities and 6.3 percent US Treasury Securities (see Exhibit 5).

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e. unrealized gains and losses). For the quarter ending March 31, the *General Fund Portfolio* returned 0.08 percent. This compares to the benchmark return of 0.22 percent. Over this same time period, the *Paratransit Fund Portfolio* returned 0.07 percent. This compares to the benchmark return of 0.16 percent.

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

The consolidated portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the portfolio's yield to maturity or call was 0.43 percent. The General Fund benchmark's yield to maturity was 0.50 percent.

Another method of measuring the consolidated portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the consolidated portfolio's rate of return on investments, at cost, was 1.03 percent.

Prepared by: Lori Snow, Manager Finance Treasury

650-508-6425

**SAN MATEO COUNTY TRANSIT DISTRICT
REPORT OF INVESTMENTS
FOR QUARTER ENDED MARCH 31, 2013**

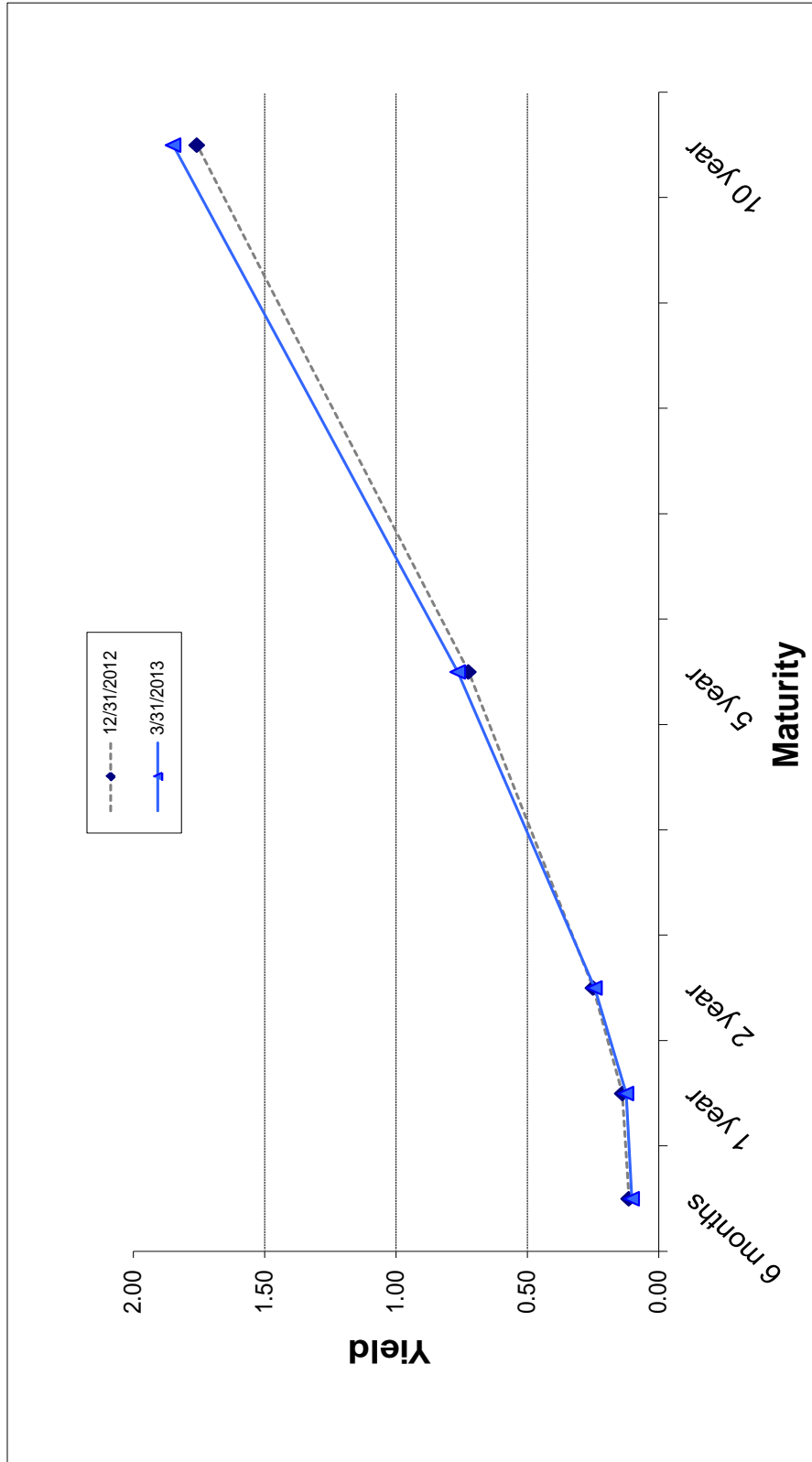
TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE	
						VALUE	+ACCR. INT.
<u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</u>							
<u>INVESTMENT PORTFOLIO:</u>							
GOVERNMENT BONDS							
FHLMC	09-22-14	9,615,000	9,686,632	9,686,247	1,803	9,688,050	
FHLMC	09-28-15	10,000,000	9,996,000	10,050,600	625	10,051,225	
FNMA	10-30-15	5,000,000	4,998,438	5,002,550	15,729	5,018,279	
FHLMC	11-23-15	5,000,000	5,000,000	5,003,750	13,333	5,017,083	
FHLMC	11-24-15	8,500,000	8,502,380	8,508,330	15,406	8,523,736	
FHLMC	11-24-15	10,000,000	9,997,000	10,007,600	26,458	10,034,058	
FHLMC	11-27-15	5,000,000	5,000,500	5,004,800	8,611	5,013,411	
FNMA	11-27-15	7,000,000	7,005,250	7,004,970	12,056	7,017,026	
FED. FARM CREDIT BK	12-29-15	950,000	1,020,405	1,098,438	14,870	1,113,308	
FHLMC	03-21-16	8,500,000	8,505,313	8,553,805	2,361	8,556,166	
FNMA	04-26-16	8,060,000	8,084,744	8,065,078	39,041	8,104,118	
Housing Urban Devel	08-01-17	150,000	155,582	150,914	1,977	152,891	
INVESTMENT PORTFOLIO TOTALS:							
		3,808,035	3,737,187	3,934,195	21,971	3,956,167	
TREASURY INFLATION PROTECTED SECURITIES							
Treasury Inflation Indexed Note	04-15-14						
		81,583,035	81,689,429	82,071,276	174,242	82,245,518	
TOTAL INVESTMENT FUNDS PORTFOLIO MANAGED BY SUNTRUST BANK/CSI GROUP							
<u>PARATRANSIT TRUST FUND PORTFOLIO:</u>							
GOVERNMENT BONDS							
FHLM	01-07-14	5,000,000	5,015,200	5,091,300	29,167	5,120,467	
FHLM	04-23-14	2,500,000	2,510,690	2,562,100	27,431	2,589,531	
FNMA Step Up	01-27-16	5,000,000	5,299,150	5,232,000	20,781	5,252,781	
FHLM	09-28-15	5,000,000	4,998,000	5,025,300	313	5,025,613	
FHLM	03-21-16	5,500,000	5,503,438	5,534,815	1,528	5,536,343	

**SAN MATEO COUNTY TRANSIT DISTRICT
REPORT OF INVESTMENTS (Con't)
FOR QUARTER ENDED MARCH 31, 2013**

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE + ACCR. INT.
TREASURY INFLATION PROTECTED SECURITIES						
Treasury Inflation Indexed Note	04-15-14	2,720,025	2,639,162	2,810,139	15,694	2,825,833
TOTAL PARATRANSIT PORTFOLIO MANAGED BY SUNTRUST BANK/CSI GROUP						
		25,720,025	25,965,640	26,255,654	94,913	26,350,567
TOTAL DISTRICT PORTFOLIO MANAGED BY SUNTRUSTBANK/CSI GROUP						
		107,303,060	107,655,068	108,326,931	269,155	108,596,085
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u>						
BANK OF AMERICA CHECKING LAIF						
			1,612,525	1,612,525	0	1,612,525
			40,723,910	40,723,910	26,047	40,749,957
TOTAL FUNDS MANAGED BY DISTRICT STAFF						
			42,336,434.45	42,336,434.45	26,047.38	42,362,481.83
<u>TRUST FUNDS MANAGED BY THIRD PARTY TRUSTEE:</u>						
First American Gov't. Oblig. Cl D		12,757,603	12,757,603	12,757,603	0	12,757,603
Federal National MortgageAssociatic	03-16-2015	2,277,000	2,258,546	2,280,074	0	2,280,074
TOTAL FUNDS MANAGED BY THIRD PARTY TRUSTEE						
		15,034,603	15,016,149	15,037,677	0	15,037,677
TOTAL AS OF MARCH 31, 2013						
			165,007,652	165,701,042	295,202	165,996,244

EXHIBIT 1

SamTrans Historical Yield Curve



Data Source: Bloomberg

CSI Capital Management, Inc.

EXHIBIT 2

SamTrans
Duration vs. Benchmark

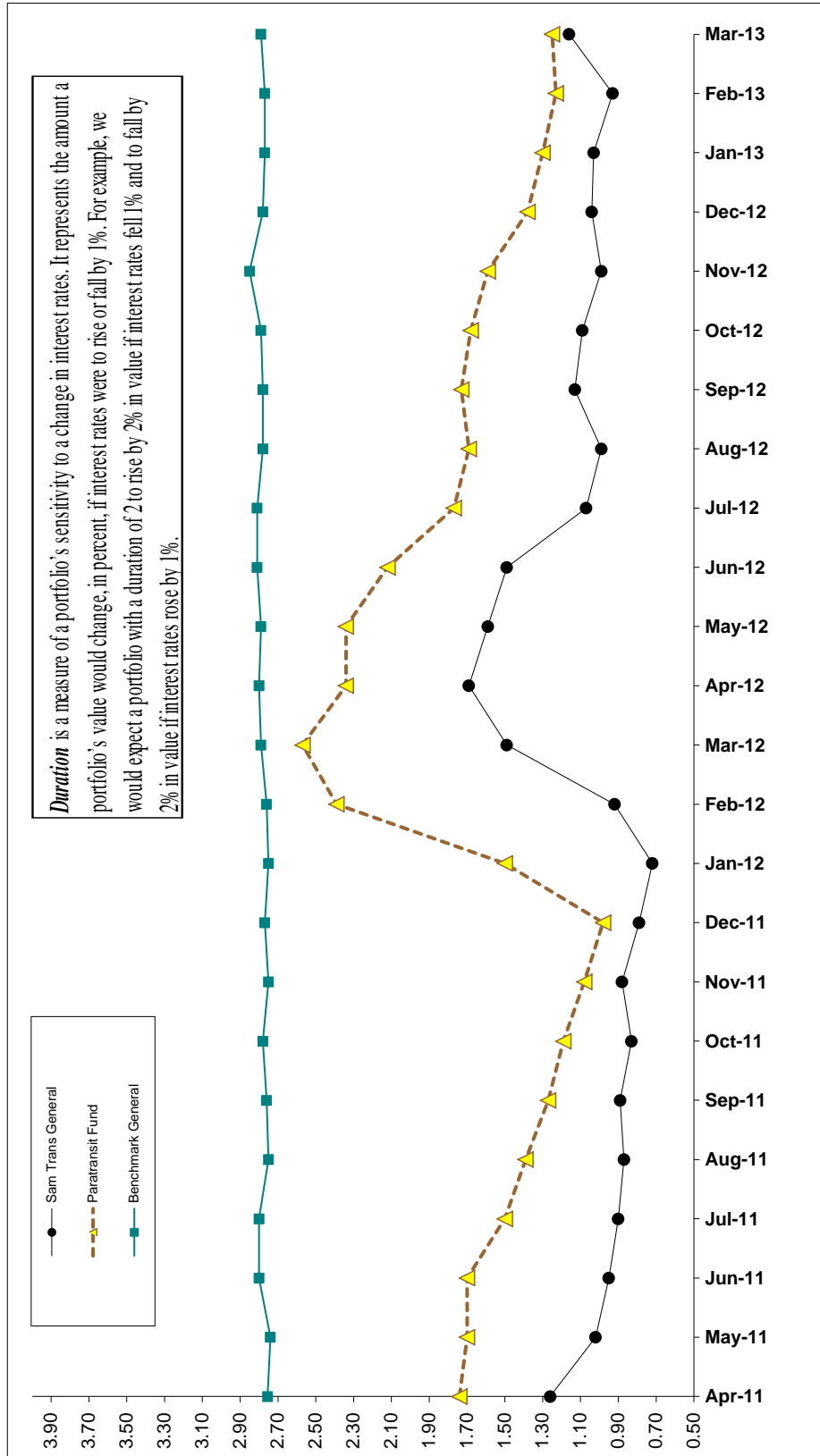
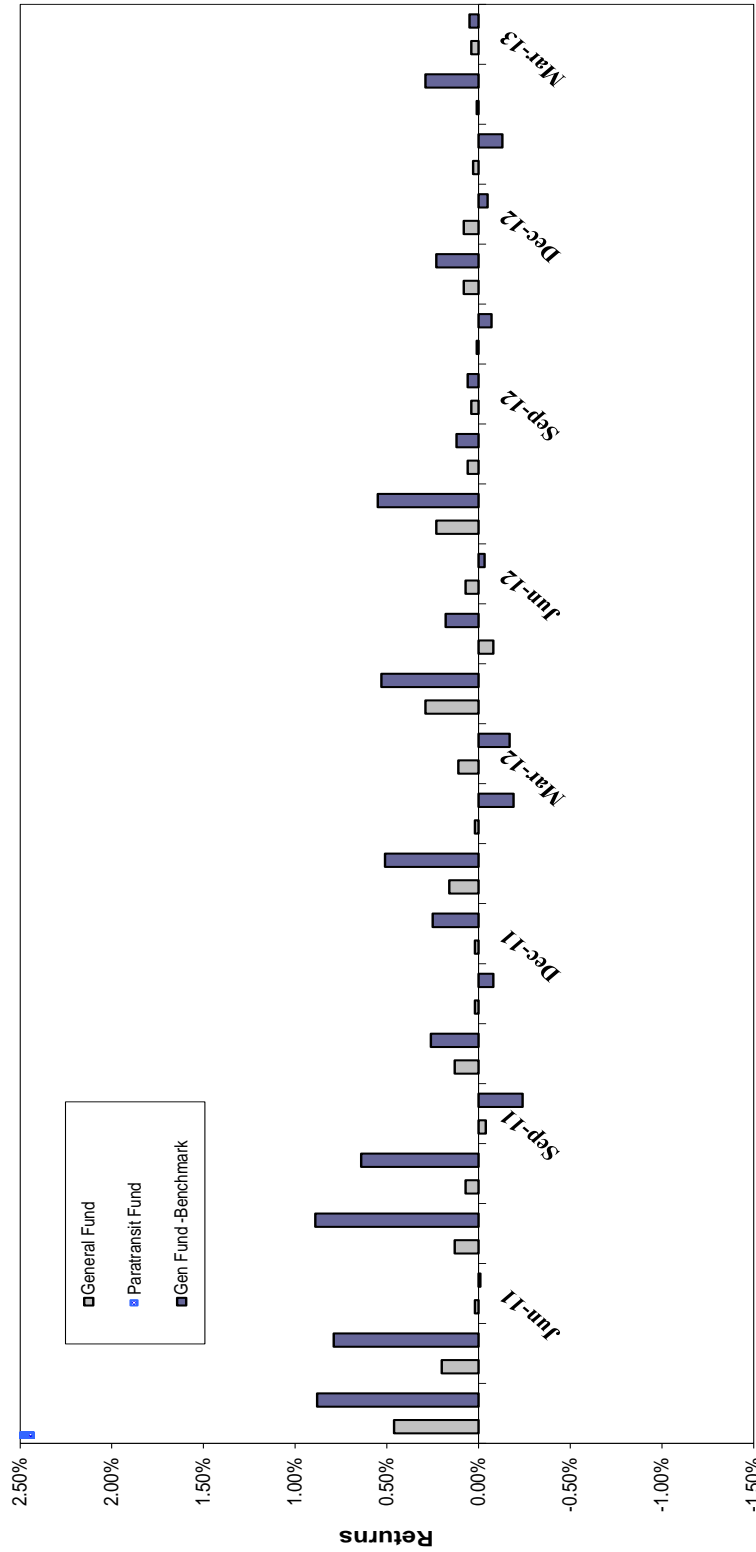


EXHIBIT 3

SamTrans
Monthly Review – Account vs. Benchmark
 Rolling 24 Months



Trailing 12 Months	Apr-12	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Trailing 12
MONTHLY PERFORMANCE DATA													
SamTrans - Gen Funds	0.29%	-0.08%	0.07%	0.23%	0.06%	0.04%	0.01%	0.08%	0.08%	0.03%	0.01%	0.04%	0.86%
SamTrans - Paratran	0.47%	-0.28%	0.09%	0.34%	0.06%	0.03%	-0.03%	0.12%	0.10%	0.06%	-0.02%	0.03%	0.97%
Benchmark - Gen Fund	0.53%	0.18%	-0.03%	0.55%	0.12%	0.06%	-0.07%	0.23%	-0.05%	-0.13%	0.29%	0.05%	1.74%
Benchmark - Paratran	1.45%	1.15%	-0.25%	0.86%	0.06%	-0.05%	-0.27%	0.60%	-0.35%	-0.71%	0.69%	0.19%	3.40%

CSI Capital Management, Inc.

EXHIBIT 4

CSI Capital Management, Inc.

SamTrans Growth of a Thousand Dollars Rolling 24 Months

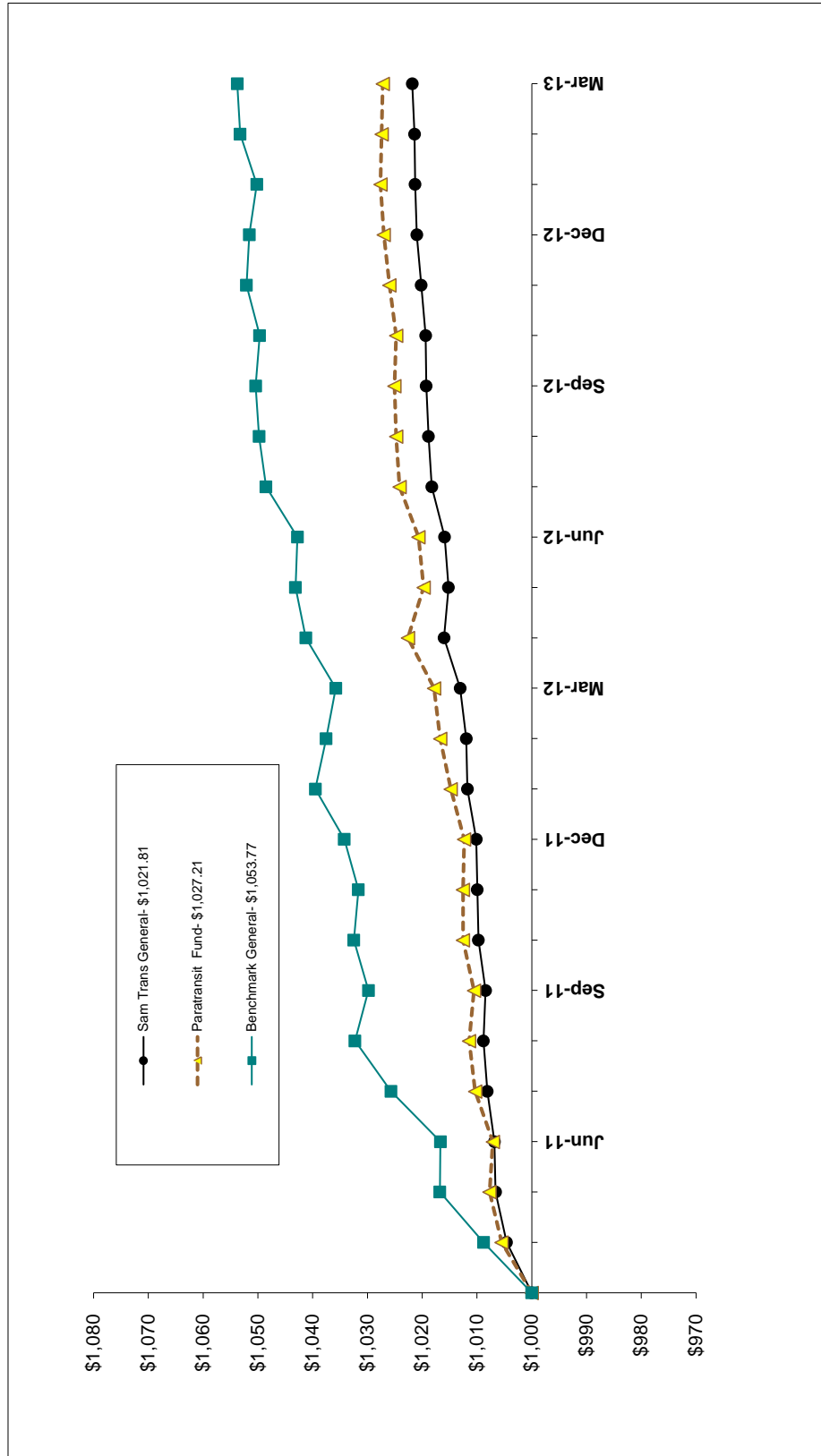
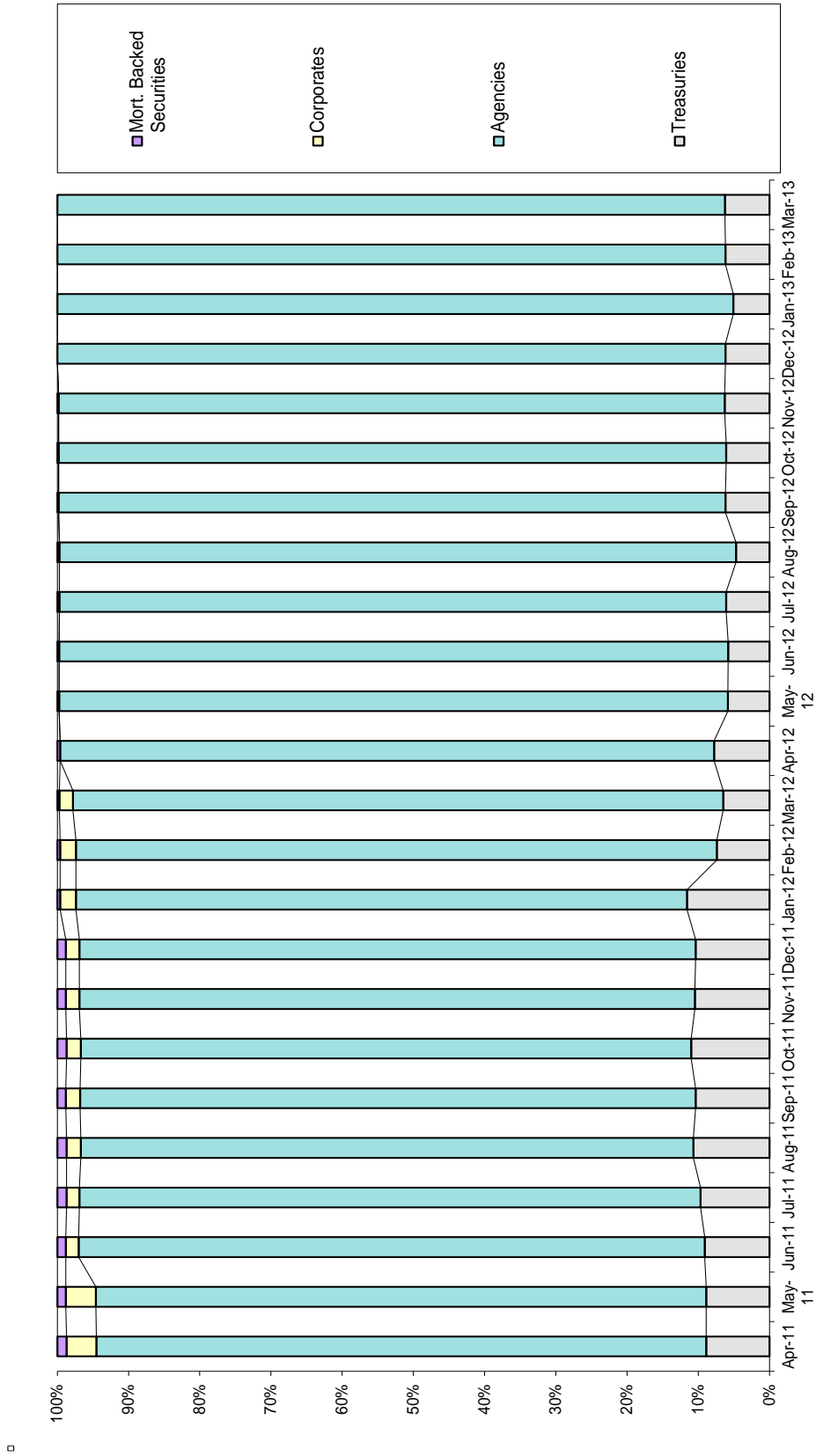


EXHIBIT 5

**SamTrans
Percent of Assets Held by Type**



CSI Capital Management, Inc.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **PROPOSED DBE OVERALL GOAL FOR FISCAL YEAR (FY) 2014 THROUGH
FY2016 FOR FTA-ASSISTED CONTRACTS**

ACTION

The San Mateo County Transit District's (District) Disadvantaged Business Enterprise (DBE) Review Committee proposes the Committee recommend Board approval of the following:

1. Publish the proposed DBE overall goal of 1 percent for Federal Transit Administration (FTA) funds for FY2014-2016 for public inspection and comment;
2. In the event no public comments are received that require a change to the proposed goal, authorize the General Manager/CEO to formally adopt the goal for FY2014-2016;
3. Authorize the General Manager/CEO to submit the DBE overall goal to the FTA by the designated deadline of August 1, 2013.

SIGNIFICANCE

The U.S. Department of Transportation (DOT) regulations require DOT grantees to establish a DBE overall goal as a percentage of all FTA funds expected to be expended in the three forthcoming Federal fiscal years. Pursuant to prescribed Federal methodologies, the proposed DBE overall goal of 1 percent for FTA-assisted contracts is based upon the District's assessment of FTA-assisted contracting activity for FY2014 through FY2016, and the projected availability of ready, willing, and able DBEs to participate in the activity.

BUDGET IMPACT

The proposed goal should have no impact on the budget.

BACKGROUND

The DOT regulations, 49 Code of Federal Regulations Part 26, pertaining to the Disadvantaged Business Enterprise Program (Regulations) require DOT grantees to establish an overall triennial goal for DBE participation in Federally assisted contracts, and prescribed various methods for doing so.

Consistent with the Regulations and DOT guidance, staff analyzed the projected FTA-assisted expenditures for FY2014 through FY2016 and determined the proposed 1 percent overall DBE goal is reasonable and appropriate. For the next three fiscal years, the District expects to expend approximately \$2.2 million in Federal funds for the replacement of mobile automatic vehicle location and communications equipment, which are specialized procurements that have low DBE availability and limited subcontracting opportunities. The majority of Federal funds planned for FY2014-2016 are for replacement of bus and paratransit vehicles, which are excluded from the District's goal setting process pursuant to the Regulations. DBE goals for transit vehicles are established by the transit vehicle manufacturers that report directly to FTA.

For the current reporting period (FY2011-2013), the overall DBE goal was established at zero percent for Federal funds based on limited subcontracting opportunities. As of March 31, 2013, the District has achieved an overall DBE participation rate of 0.2 percent of Federal funds as a result of a DBE firm providing peripheral services. Although the District does not report on non-Federal contracting activity to the FTA, it should be noted that the District has awarded more than \$2.1 million to DBE firms and \$79.2 million to a minority and women-owned firm in FY2011-2013. This represents over 70 percent of the non-Federal contracts.

With the Board's approval, the proposed FY2014-2016 overall goal of 1 percent will be published in general circulation, trade association and DBE-oriented media to provide for a public inspection period of 30 days and public comment of 45 days from the date of publication. If circumstances change between projected and actual contracting activity that will impact the proposed goal, staff will analyze the impact, report to the Board, and will submit to DOT for approval any significant adjustment to the overall goal during the next three fiscal years.

It is recommended final adoption of the goal be delegated to the General Manager/CEO in the event that no comments are received that requires the Board to modify the proposed goal. If reconsideration is needed, the Board will be asked to review and approve the final FY2014-2016 goal after completion of the public comment period. The District will submit the proposed FY2014-2016 goal to the FTA by the statutory due date of August 1, 2013.

Prepared By:	Raymond Lee, DBE Officer	650-508-7939
Project Manager:	Bill Carson, Manager, Employee Relations & Civil Rights	650-508-6234

RESOLUTION NO. 2013 –

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

* * *

**AUTHORIZING PUBLICATION OF PROPOSED DISADVANTAGED BUSINESS ENTERPRISE
OVERALL GOAL FOR FISCAL YEARS (FY) 2014 THROUGH 2016 FOR FTA-ASSISTED PROJECTS**

WHEREAS, the U.S. Department of Transportation (DOT) regulations, 49 CFR Part 26, pertaining to the Disadvantaged Business Enterprise (DBE) Program (Regulations), require that an overall goal for DBE participation in federally assisted contracts be established for the three forthcoming fiscal years for each operating administration that the District receives Federal funds from; and

WHEREAS, the General Manager/CEO has recommended the establishment of a proposed 1 percent Disadvantaged Business Enterprise overall goal for Federal Transit Administration (FTA) funds for Fiscal Years 2014 through 2016, in accordance with the methodology set forth in the Regulations; and

WHEREAS, the Regulations prescribe that a notice be published providing for a 30-day public inspection period and a 45-day public comment period regarding the proposed DBE overall annual goal; and

WHEREAS, the Board of Directors finds the recommended Fiscal Years 2014 through 2016 DBE overall goal is appropriate and reasonable.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District hereby authorizes the publication of the proposed DBE overall goal for FY2014 through 2016 of 1 percent for public inspection for a period of 30 days and for public comment for a period of 45 days, with the understanding that final adoption of

the DBE overall goal will be considered at the completion of such public comment period; and

BE IT FURTHER RESOLVED the Board of Directors authorizes the General Manager/CEO to adopt the DBE overall goal for FY2014 through 2016 on behalf of the San Mateo County Transit District, in the event that no public comments are received that require the Board to reconsider or modify the proposed goal; and

BE IT FURTHER RESOLVED the Board of Directors directs the General Manager/CEO to submit the DBE overall annual goal for FY2014 through 2016 to the United States DOT through the FTA by August 1, 2013, in accordance with the Regulations.

Regularly passed and adopted this 1st day of May 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
Deputy CEO

SUBJECT: **AUTHORIZE IMPLEMENTATION OF FUEL HEDGING PROGRAM FOR THE FISCAL YEAR ENDING JUNE 30, 2014, INCLUDING EXECUTION OF DOCUMENTS AND PAYMENT OF COMMODITY PRICE CAP PREMIUM FOR SUCH PROGRAM**

ACTION

Staff Coordinating Council recommends the Board:

1. Authorize implementation of a Fuel Hedging Program (Program) for the Fiscal Year (FY) ending June 30, 2014; and
2. Approve the Request for Bids and authorize the General Manager/CEO or the Deputy CEO, Finance and Administration, to select the winning bidder, to execute a Confirmation and such other commodity price cap documents as shall be required, with the winning bidder, including documentation necessary in connection with the legislation and regulations commonly referred to as Dodd-Frank (Dodd-Frank), and to pay the premium for the commodity price cap.

SIGNIFICANCE

In accordance with the revised Fuel Hedging Policy adopted on April 3, 2013 (Fuel Hedging Policy), staff has been working with the San Mateo County Transit District's (District) financial advisor to determine the interest of qualified counterparties in bidding on a commodity price cap, to develop a Request for Commodity Price Caps (Request) and to verify that each counterparty expressing interest is prepared to bid based upon the agreed upon form of commodity price cap documents (Bid Documents) previously approved by the District, which are comprised of an ISDA Master Agreement, a Schedule to the Master Agreement, and a Credit Support Annex. The Request and the Bid Documents have been reviewed by Orrick and the District's financial advisor. In addition to the Bid Documents, a Confirmation (Confirmation) setting forth the pricing and other economic terms will be drafted and executed after the winning bid is selected.

Based on discussions between staff and the District's financial advisor, it has been determined that there are four likely bidders for the FY2014 Program: Deutsche Bank AG (DB), Barclays Bank PLC (Barclays), Canadian Imperial Bank of Commerce (CIBC) and Wells Fargo Bank, N.A. (Wells Fargo), all of whom have previously bid and have agreed to bid based on the Bid Documents previously approved by, and on file with, the Board.

DB was the winning bidder for the price cap for FY2010 and FY2012. Barclays was the winning bidder for the price cap for FY2011 and FY2013.

Board authorization is required to approve the Request and to authorize the General Manager/CEO or Deputy CEO, Finance and Administration, to select the counterparty for the FY2014 Program based on the bids submitted, to execute the Confirmation and such other documents as shall be required to be entered into with the winning counterparty, including, without limitation, such documentation as is necessary in connection with Dodd-Frank, and to pay the premium for the commodity price cap. The bid and settlement of the premium payable by the District for the commodity price cap are expected to occur prior to the beginning of the next fiscal year, with the price cap taking effect as of July 1, 2013. If staff is not satisfied with the results of the bid, including the required premium for a price cap, the District will elect not to proceed with a Program at the time bids are received.

The primary goal for the FY2014 Program is to reduce volatility and uncertainty in the fuel budget. Consistent with the Fuel Hedging Policy, staff has proposed the District hedge 1.2 million gallons, which currently represents approximately 65 percent of its expected annual fuel consumption. In order to maximize the Program's potential for economic efficiency, the District will partner with the Peninsula Corridor Joint Powers Board (JPB), which is expected to hedge 2.3 million gallons, which currently represents approximately 50 percent of its expected annual fuel consumption.

Depending upon the date selected for the bid, staff expects to return to the Board at either the June or July meeting with a report on the results of the bid. Staff also expects to return to the Board next year with an assessment of the FY2014 Program.

BUDGET IMPACT

Implementing the Program will enable the District to purchase at least 65 percent of its fuel within a pre-determined price range, thus giving the District a measure of budgetary certainty and allowing for more effective utilization of budget resources. The proposed FY2014 fuel budget will include the Program fees consisting of up to \$10,250 for financial advisor, up to \$125,000 for outside legal counsel (70 percent of the total legal fees are the JPB's responsibility), \$10,000 in miscellaneous costs and approximately \$330,000 for the cost of a price cap.

BACKGROUND

The District currently purchases fuel from Pinnacle Petroleum based on the average weekly spot price of Oil Price Information Service (OPIS) index, exposing the District to market price fluctuation. In order to meet the primary goal of the Program of reducing volatility and uncertainty in the fuel budget for FY2014, staff will purchase a commodity

price cap consistent with the Fuel Hedging Policy. The commodity price cap, like prior commodity price cap purchases, will be based on the Platt's Gulf Coast Ultra Low Sulfur Diesel (ULSD) index, which has a high historical correlation to the OPIS index.

Staff notes the price cap will not include taxes on the fuel price, however the price commonly reported to the Board includes taxes. A price cap allows the District to limit its exposure if fuel prices rise, while continuing to receive the benefit of lower costs if prices fall.

Prepared By: Aandy Ly, Senior Financial Analyst

650-508-6376

RESOLUTION NO. 2013-

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

* * *

AUTHORIZING IMPLEMENTATION OF A FUEL HEDGING PROGRAM FOR THE FISCAL YEAR ENDING JUNE 30, 2014, AUTHORIZING THE EXECUTION AND DELIVERY OF DOCUMENTS NECESSARY TO IMPLEMENT SUCH FUEL HEDGING PROGRAM, INCLUDING, AS APPLICABLE, AN ISDA MASTER AGREEMENT, A SCHEDULE TO THE ISDA MASTER AGREEMENT, A CREDIT SUPPORT ANNEX AND/OR A CONFIRMATION, AND AUTHORIZING THE TAKING OF ALL ACTION NECESSARY RELATING TO THE IMPLEMENTATION AND EXECUTION OF SAID FUEL HEDGING PROGRAM.

WHEREAS, pursuant to the San Mateo County Transit District Act (constituting Part 15 of Division 10 of the Public Utilities Code of the State of California) and Chapter 6 of Part I of Division 2 of Title 5 of the Government Code of the State of California, as referenced in said San Mateo County Transit District Act, the Board of Directors of the San Mateo County Transit District (District) is authorized to provide transit services and to perform all acts deemed necessary or convenient for the exercise of its power to provide transit services, including making and entering into contracts; and

WHEREAS, over the past several years in connection with its transit service operations, the District has consistently purchased approximately two million gallons of diesel fuel each year; and

WHEREAS, staff, in conjunction with PFM Asset Management LLC and Ross Financial, studied various options for reducing volatility in the price paid for diesel fuel and assisting in the process of budgeting for fuel costs; and

WHEREAS, as a result of such study, staff recommended adoption of a fuel hedging program utilizing a fuel hedge in the form of a commodity price cap; and

WHEREAS, upon the recommendation of staff, the Board of Directors of the District authorized and staff implemented a Fuel Hedging Program (Program) in the

form of a commodity price cap for Fiscal Years (FY) 2010, FY2011, FY2012 and FY2013;
and

WHEREAS, Barclays Bank PLC (Barclays Bank), Canadian Imperial Bank of Commerce (CIBC), Deutsche Bank AG (Deutsche Bank) and Wells Fargo Bank, N.A. (Wells Fargo) expressed an interest in bidding on a commodity price cap for the Program to be implemented for one or more of the fiscal years identified above; and

WHEREAS, in connection with authorization and approval of implementation of a Program for a prior fiscal year, a form of 1992 International Swaps and Derivatives Association, Inc. (ISDA) Master Agreement (Barclays Bank ISDA Master Agreement), a form of Schedule to the Barclays Bank ISDA Master Agreement (Barclays Bank ISDA Schedule), and a form of 1994 ISDA Credit Support Annex (Barclays Bank ISDA Credit Support Annex, and, together with the Barclays Bank ISDA Master Agreement and the Barclays Bank ISDA Schedule, hereinafter collectively referred to as the Barclays Bank Hedging Documents) were made available to, and approved by, the Board of Directors of the District; and

WHEREAS, in connection with authorization and approval of implementation of a fuel hedging program for a prior fiscal year, a form of ISDA Master Agreement (CIBC ISDA Master Agreement), a form of Schedule to the CIBC ISDA Master Agreement (CIBC ISDA Schedule), and a form of 1994 ISDA Credit Support Annex (CIBC ISDA Credit Support Annex, and, together with the CIBC ISDA Master Agreement and the CIBC ISDA Schedule, hereinafter collectively referred to as the CIBC Hedging Documents) were made available to, and approved by, the Board of Directors of the District; and

WHEREAS, in connection with authorization and approval of implementation of a fuel hedging program for a prior fiscal year, a form of ISDA Master Agreement

(Deutsche Bank ISDA Master Agreement), a form of Schedule to the Deutsche Bank ISDA Master Agreement (as heretofore amended, the Deutsche Bank ISDA Schedule), and a form of 1994 ISDA Credit Support Annex (Deutsche Bank ISDA Credit Support Annex, and, together with the Deutsche Bank ISDA Master Agreement and the Deutsche Bank ISDA Schedule, hereinafter collectively referred to as the Deutsche Bank Hedging Documents) were made available to, and approved by, the Board of Directors of the District; and

WHEREAS, in connection with authorization and approval of implementation of a fuel hedging program for a prior fiscal year, a form of ISDA Master Agreement (Wells Fargo ISDA Master Agreement), a form of Schedule to the Wells Fargo ISDA Master Agreement (Wells Fargo ISDA Schedule), and a form of 1994 ISDA Credit Support Annex (Wells Fargo ISDA Credit Support Annex, and, together with the Wells Fargo ISDA Master Agreement and the Wells Fargo ISDA Schedule, hereinafter collectively referred to as the Wells Fargo Hedging Documents, and, together with the Barclays Bank Hedging Documents, the CIBC Hedging Documents and the Deutsche Bank Hedging Documents, the Hedging Documents) were made available to, and approved by, the Board of Directors of the District; and

WHEREAS, in connection with the fuel hedging program for a prior fiscal year, the District entered into the Barclays Bank Hedging Documents with Barclays Bank and entered into the Deutsche Bank Documents with Deutsche Bank; and

WHEREAS, based on an evaluation of the Program in effect for the current fiscal year, staff recommended continuation of the Program for the fiscal year ending June 30, 2014 (2014 Fuel Hedging Program), utilizing a fuel hedge in the form of a commodity price cap; and

WHEREAS, implementation of the 2014 Fuel Hedging Program will involve (i) soliciting bids from providers of commodity price caps which have expressed an interest in bidding on the commodity price cap on substantially such terms as are set forth in the Request for Commodity Price Caps (the 2014 Program Request) prepared by PFM Asset Management LLC and Ross Financial in connection with the 2014 Fuel Hedging Program and which meet the credit rating criteria specified in the revised fuel hedging policy adopted by the Board of Directors of the District on April 3, 2013 (hereinafter referred to as the Fuel Hedging Policy), which staff, with the advice of its above-identified fuel hedge program advisors, has determined will include Barclays Bank (currently rated A2/A+/A) and Deutsche Bank (currently rated A2/A+/A+) in order to maintain a competitive bidding process, (ii) the selection of a provider of commodity price caps as a cap counterparty, such selection to be made pursuant to a competitive bidding process, (iii) execution and delivery of a Confirmation (Confirmation) with the cap counterparty selected pursuant to such competitive bidding process and (iv) execution and/or filing and delivery of such documentation as is required to satisfy the provisions of various legislation adopted and various regulations enacted in response to the financial markets crisis of 2008, which legislation and regulations are commonly referred to as "Dodd-Frank;" and

WHEREAS, it is now necessary for the Board of Directors of the District to approve the form of the 2014 Program Request, to authorize the negotiation and execution and delivery of the CIBC Hedging Documents with CIBC if CIBC is the cap counterparty selected, to authorize the negotiation and execution and delivery of the Wells Fargo Hedging Documents with Wells Fargo if Wells Fargo is the cap counterparty selected, to authorize the negotiation and execution and delivery of the Confirmation, to authorize

the taking of such other actions as shall be necessary to consummate the 2014 Fuel Hedging Program and to authorize the taking of various actions necessary in connection therewith, including, without limitation, such actions as are necessary in connection with Dodd-Frank.

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

Section 1. **Findings.** The Board of Directors of the District hereby finds and determines that the foregoing recitals are true and correct. The Board of Directors of the District hereby further determines that it would be in the best interest of the District and in furtherance of the purposes of the District and the exercise of the powers of the District in connection with the operation of its transit services to mitigate the risk of a rise in diesel fuel cost and to assist the District in its budgeting process by reducing the volatility and uncertainty in the effective cost to the District of diesel fuel by acquiring a commodity price cap through the implementation of the 2014 Fuel Hedging Program and the execution and delivery of such documentation as shall be required to implement such 2014 Fuel Hedging Program, including a Confirmation, and such documentation as is necessary in connection with Dodd-Frank, and, as and to the extent applicable, the CIBC Hedging Documents if CIBC is the cap counterparty selected and/or the Wells Fargo Hedging Documents if Wells Fargo is the cap counterparty selected.

Section 2. **Approval of the 2014 Fuel Hedging Program.** Implementation of the 2014 Fuel Hedging Program in accordance with the Fuel Hedging Policy with a cap counterparty (Cap Counterparty) selected pursuant to a competitive bidding process and on such other terms as are acceptable to the General Manager/CEO of the

District (General Manager/CEO) or the Deputy CEO, Finance and Administration of the District (Deputy CEO), with the advice of Ross Financial (Financial Advisor), which shall function as the designated qualified investment representative of the District for purposes of Dodd-Frank, is hereby authorized and approved.

Section 3. **Authorization of Execution and Delivery of 2014 Fuel Hedge**

Program Documentation. The General Manager/CEO or the Deputy CEO, each acting alone (each, an Authorized Officer) is hereby authorized and directed, for and in the name and on behalf of the District: (i) to execute and deliver the CIBC Hedging Documents to CIBC if CIBC is the Cap Counterparty, such CIBC Hedging Documents to be in substantially the form approved in connection with the fuel hedging program for the fiscal year ended June 30, 2012 (the 2012 Fuel Hedging Program), with such changes therein as the Authorized Officer executing the same, with the advice of the Financial Advisor, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof; or (ii) to execute and deliver the Wells Fargo Hedging Documents to Wells Fargo if Wells Fargo is the Cap Counterparty, such Wells Fargo Hedging Documents to be in substantially the form approved in connection with the 2012 Fuel Hedging Program, with such changes therein as the Authorized Officer executing the same, with the advice of the Financial Advisor, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Each Authorized Officer is hereby authorized and directed, for and in the name and on behalf of the District, to execute and deliver a Confirmation to the Cap Counterparty, such Confirmation to be in such form as shall be acceptable to the Authorized Officer executing the same, with the advice of the Financial Advisor, such acceptability to be conclusively evidenced by the execution and delivery thereof.

Section 4. **Ratification of Actions Relating to 2014 Fuel Hedging Program and Hedging Documents.** All actions heretofore taken by the officers and agents of the District with respect to the 2014 Fuel Hedging Program are hereby ratified, confirmed, and approved. All actions heretofore taken with respect to the Hedging Documents are hereby ratified, confirmed, and approved.

Section 5. **Completion of 2014 Fuel Hedging Program; Subsequent Actions.** All approvals, consents, directions, notices, orders, requests and other actions permitted or required by the Confirmation or by any of the other documents authorized by this Resolution, including, without limitation, any amendments to any of the other documents authorized by this Resolution (hereinafter collectively referred to as the 2014 Hedging Documentation) entered into or to be entered into, as applicable, with the Cap Counterparty and any amendments to any of the Hedging Documents ratified and confirmed by this Resolution and any documents relating to the requirements of Dodd-Frank, may be given or taken by either Authorized Officer without further authorization or direction by the Board of Directors of the District. Each Authorized Officer is hereby authorized and directed to give any such approval, consent, direction, notice, order or request and to take any such action which such Authorized Officer may deem necessary or desirable to further the purposes of this Resolution, including, without limitation, execution and delivery of any and all agreements, certificates, documents and instruments, which may be necessary or advisable to (i) effectuate the actions which the Board of Directors of the District has approved in this Resolution, including payment of the premium for the commodity price cap and actions relating to Dodd-Frank, and (ii) carry out, consummate and perform the duties of the District set forth in the 2014 Hedging Documentation and all other documents executed in

connection with the 2014 Fuel Hedging Program.

Section 6. **Severability of Invalid Provisions.** If any section, paragraph, clause or provision of this Resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining provisions of this Resolution which shall continue in full force and effect.

Section 7. **Effective Date.** This Resolution shall take effect immediately upon its passage.

Regularly passed and adopted this 1st day of May, 2013 by the following vote:

AYES:

NOES:

ABSTAIN:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZATION OF AWARD OF CONTRACTS TO PROVIDE ON-CALL
TEMPORARY STAFFING SERVICES**

ACTION

Staff proposes the Committee recommend the Board:

1. Award contracts for on-call temporary staffing services in the estimated, aggregate not-to-exceed amount of \$5,650,000 for a five-year term to:
 - AppleOne Employment Services, San Mateo, CA
 - IntelliBridge Partners, Sacramento, CA
 - Manpower Inc., San Jose, CA
 - Premier Staffing Sources, Lanham, MD
 - SearchPros Staffing, Citrus Heights, CA (Small/Disadvantaged Business Enterprise (SBE/DBE))
 - Wollborg/Michelsson Personnel Services, San Francisco, CA

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 negotiations.

SIGNIFICANCE

Approval of the above actions will benefit the San Mateo County Transit District (District) by having multiple, qualified firms to provide on-call temporary personnel to meet a variety of administrative, financial, information technology, and light industrial business needs on a timely basis across all business units. It also will address the District's needs for (1) a greater number of temporary staffing firms to select from, (2) temporary staffing services that were not previously anticipated the last time these services were solicited, and (3) sufficient contract capacity to accommodate the projected level of temporary staffing support.

BUDGET IMPACT

Funding for the services to be provided is included in the current and projected annual budgets.

BACKGROUND

The District has an on-going business need for qualified temporary staffing agencies to provide experienced, trained and competent temporary professional and administrative personnel. In addition to general temporary staffing support services, newly identified position descriptions have been developed by the Finance, Customer Service, and Information Technology (IT) departments to better serve their needs. The estimated aggregate contract capacity for the five-year term for the on-call contracts was based on FY2013 actuals and anticipated needs. The District will act as the administrative lead for this contract, but temporary staffing services support will be provided to all three business agencies

A Request for Proposals (RFP) to provide temporary staffing services was issued detailing the scope of services for the District. 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 temporary staffing industry. Seventeen proposers submitted proposals, five of which were from SBE and/or DBE firms.

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

- Approach to Scope of Services 0-25 Points
- Qualifications and Experience of Firm 0-20 Points
- Qualifications and Experience of Management Team and Key Personnel 0-25 Points
- Cost Proposal 0-30 Points

After review, evaluation, and initial scoring of proposals, nine firms were determined to be in the "competitive range" and were invited for interviews. A request for Best and Final Offers was issued and responded to by all nine firms. The Committee then conducted a second and final evaluation and consensus ranking. The Committee determined that six firms are qualified to be selected for contract award. The highest-ranked firms are listed below in order of their consensus ranking:

- SearchPros Staffing, Citrus Heights, CA (SBE/DBE)
- Manpower Inc., San Jose
- AppleOne Employment Services, San Mateo
- Wollborg/Michelsson Personnel Services, San Francisco
- Premier Staffing Sources, Lanham, MD
- IntelliBridge Partners, Sacramento

Negotiations were conducted successfully with the above firms. The firms possess the requisite depth of experience, have the required qualifications to successfully perform the scope of the services defined in the solicitation documents, and are fully capable of providing the specified services at fair and reasonable prices. As is common with on-call type contracts, there is no guarantee of the amount of work that will be awarded to any of the firms selected.

Temporary staffing services have been previously provided to the District by Nelson Family of Companies, AppleOne Employment Services, and Aerotek Inc. under a five-year term for an estimated, aggregate not-to-exceed cost of \$2,500,000. There has been an increase in demand for temporary staffing support to backfill for employees that are spending all or a significant portion of their time in support of the Business Optimization Project (BOP).

Contract Officer: Alan Chan

650-508-6256

Project Manager: Juliet Nogales-DeGuzman

650-508-6236

RESOLUTION NO. 2013 -

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT

STATE OF CALIFORNIA

* * *

AUTHORIZING AWARD OF CONTRACTS FOR ON-CALL TEMPORARY STAFFING SERVICES FOR AN ESTIMATED, AGGREGATE NOT-TO-EXCEED AMOUNT OF \$5,650,000 FOR FIVE YEARS

WHEREAS, the San Mateo County Transit District (District) solicited competitive proposals from qualified firms to furnish on-call temporary staffing services; and

WHEREAS, in response to the District's Request for Proposals (RFP), 17 firms submitted proposals; and

WHEREAS, an Evaluation Committee (Committee) has reviewed the proposals, conducted interviews and ranked all of the proposals according to the evaluation criteria set forth in the RFP; and

WHEREAS, upon completion of the evaluation and selection process, the Committee determined that it would be in the best interest of the District to award contracts to the six highest-ranked firms to make the best use of each firm's abilities to support the District's temporary staffing needs; and

WHEREAS, each of the six highest-ranked firms: SearchPros Staffing, of Citrus Heights, California (SearchPros); Manpower Inc., of San Jose, California (Manpower); AppleOne Employment Services, of Torrance, California (AppleOne); Wollborg/Michelsson Personnel Services, of San Francisco, California (Wollborg/Michelsson); Premier Staffing Sources, of Lanham, Maryland (Premier); and IntelliBridge Partners, of Sacramento, California (IntelliBridge), meet the required qualifications and have the requisite depth of suitable personnel to successfully supply the District with experienced, trained, and competent temporary workers to perform a variety of services at fair and reasonable prices; and

WHEREAS, staff and legal counsel have reviewed the proposals and have determined that they complied with the requirements of the solicitation documents; and

WHEREAS, the General Manager/CEO recommends and the Finance Committee concurs that on-call, no guaranteed level-of-effort contracts for temporary staffing services be awarded to SearchPros, Manpower, AppleOne, Wollborg/Michelsson, Premier, and IntelliBridge for a five-year term at an estimated, aggregate not-to-exceed amount of \$5,650,000.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District (Board) awards on-call, no guaranteed level-of-effort contracts for temporary staffing services to SearchPros, Manpower, AppleOne, Wollborg/Michelsson, Premier, and IntelliBridge for a five-year term for an estimated, aggregate not-to-exceed cost of \$5,650,000; and

BE IT FURTHER RESOLVED the Board authorizes the General Manager/CEO, or his designee, to execute contracts on behalf of the District with SearchPros, Manpower, AppleOne, Wollborg/Michelsson, Premier, and IntelliBridge in full conformity with all the terms and conditions of the RFP and negotiated agreements.

Regularly passed and adopted this 1st day of May, 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
Deputy CEO

SUBJECT: **AUTHORIZATION TO EXECUTE CONTRACTS OVER \$100,000 FOR
INFORMATION TECHNOLOGY LICENSE RENEWALS, MAINTENANCE SERVICES
AND PROFESSIONAL SERVICES FOR FISCAL YEAR 2014 FOR AN AGGREGATE
NOT-TO-EXCEED AMOUNT OF \$850,000**

ACTION

Staff proposes the Committee recommend the Board authorize the General Manager/CEO or his designee to enter into contracts for more than \$100,000 with original equipment manufacturers, product licensors and maintainers and their distributors or consultants, directly and without the utilization of cooperative purchasing agreements or competitive procurement, to procure recurring maintenance services and license renewals necessary to permit continued effective use and upkeep of San Mateo County Transit District (District)-owned computer and telecommunications hardware and software. Further, this authorization shall include contracts for the provision of sole-source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services. Expenditures with manufacturers, vendors and consultants under this authority will not exceed the budgeted amount of \$850,000 throughout Fiscal Year (FY) 2014.

SIGNIFICANCE

Delegation of this contract approval authority will allow the District to pay for recurring maintenance services, additional licenses, license renewal fees and professional services for proprietary software in excess of \$100,000 without bringing actions individually before the Board for approval. This delegation would not eliminate the requirement that all other procurement policies and procedures be followed with respect to these actions.

Recurring support and license agreements are, by their nature, repetitive and routine, and are required to ensure continued and effective operation of information technology assets owned by the District. The sole source purchase of additional modules to existing software or professional services to modify existing proprietary software will allow the District's changing business needs to be met in a timely manner.

Delegating this authority supports the District's ability to continue needed operations and services while reducing the time and resources otherwise required to obtain individual approval of recurring maintenance and license renewals.

BUDGET IMPACT

Funds for these purchases are programmed in FY2014 capital and operating budgets.

BACKGROUND

Software and hardware are typically sold with licenses and maintenance agreements that require periodic renewal. Failing to renew maintenance support means loss of software updates, problems obtaining resolution assistance, and repair services typically needed to keep a product in good operating order. In some cases, the product may not be legally used if a maintenance and license renewal has not been made.

It is not always possible to find cooperative purchasing agreements with contracts for the necessary maintenance support and license renewals. This is particularly true for transit industry-specific information technology products. The types of licensing and maintenance agreements contemplated are generally unobtainable under any other method because they are proprietary in nature to the manufacturers of the software. Similarly, many manufacturers do not allow third parties access to source code or to provide services. As a result, professional services to upgrade, modify, or add to existing software must be performed by the original manufacturer.

District assets requiring payment of recurring annual or multi-year maintenance services support and license fees in excess of \$100,000 that may need to be accommodated in FY2014 outside of cooperative purchase agreements or other pre-existing contracts include, but are not necessarily limited to:

- Oracle PeopleSoft ERP (Finance, Budget, HR management system) and Database
- Microsoft applications

Issuance of contracts for maintenance and continued operation of assets like these will need to be brought individually before the Board for approval, unless authority is delegated to the General Manager/CEO or his designee.

Prepared by: David Verderosa, Director, Information Technology

650-508-7954

RESOLUTION NO. 2013 -

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

**AUTHORIZING EXECUTION OF CONTRACTS FOR INFORMATION TECHNOLOGY LICENSES,
MAINTENANCE SERVICES AND PROFESSIONAL SERVICES FOR AN AGGREGATE
NOT-TO-EXCEED AMOUNT OF \$850,000 FOR FISCAL YEAR 2014**

WHEREAS, the San Mateo County Transit District (District) will require continuing product support and licenses for computer and telecommunications hardware and software throughout Fiscal Year (FY) 2014, to permit the continued effective use and upkeep of information technology assets owned by the District; and

WHEREAS, maintenance support and software license agreements for the information technology assets in use are, by their nature, repetitive and routine; and

WHEREAS, the District will also require professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee (Committee) concurs, that the General Manager/CEO or his designee be authorized to execute contracts that exceed \$100,000 with original equipment manufacturers, product licensors, and their authorized distributors and consultants pursuant to the District's statutory procurement authority and policy, up to an aggregate, not-to-exceed amount of \$850,000.

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

1. Authorizes the procurement of product support and annual or multi-year license renewal agreements for information technology assets owned by the

District for FY2014, pursuant to the District's statutory procurement authority and policy, in an aggregate, not-to-exceed amount of \$850,000 for FY2014; and

2. Authorizes the General Manager/CEO or his designee to enter into contracts exceeding \$100,000 with original equipment manufacturers, product licensors, or their authorized distributors for recurring product support, additional licenses, and license renewals necessary to permit continued effective use and upkeep of District owned computer and telecommunications hardware and software; and

3. Authorizes the General Manager/CEO or his designee to enter into contracts orders exceeding \$100,000 with original equipment manufacturers, product licensors, or their authorized consultants for the provision of sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

4. Authorizes the General Manager/CEO or his designee to execute all necessary purchase orders, contracts and other documents and to take such other actions as may be necessary to give effect to this resolution; and

5. Requests the General Manager/CEO to present a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this resolution.

Regularly passed and adopted this 1st day of May, 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
Deputy CEO

SUBJECT: **AUTHORIZATION TO EXECUTE CONTRACTS FOR TECHNOLOGY-RELATED PRODUCTS AND SERVICES TO VENDORS UNDER COOPERATIVE PURCHASING AGREEMENTS FOR FISCAL YEAR 2014 FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$1,500,000**

ACTION

Staff proposes the Committee recommend the Board authorize the General Manager/CEO or his designee to enter into contracts over \$100,000 with vendors under cooperative purchasing agreements as required, for the purchase, lease and/or rental of computer and telecommunications equipment and related services, digital reprographic equipment, hardware, software, licensing, installation and configuration of telecommunications equipment, maintenance agreements, and computer peripherals. Expenditures with vendors under these programs will not exceed the budgeted amount of \$1,500,000 throughout Fiscal Year (FY) 2014.

SIGNIFICANCE

Approval of this contracting authority will provide the District with a cost effective means to support its standardization policy and provide the latest technology and services through cooperative intergovernmental purchasing programs. Contracts issued under this authority will address the District's requirements for equipment, services, licensing, maintenance agreements, and programmed replacement of equipment that has reached the end of its useful life or has become unsuited for future needs.

BUDGET IMPACT

Funds for these purchases are programmed in FY2014 capital and operating budgets.

BACKGROUND

Given the rapidly changing technology of information system hardware, software and related services, the State of California, among other state agencies nationwide, has established agreements with vendors under various cooperative purchasing programs such as the California Multiple Award Schedule (CMAS), the State of California Strategic Sourcing Initiative (CSSI) and the Western States Contracting Alliance (WSCA), the California Integrated Information Network 2 (CALNET 2), the National Intergovernmental Purchasing Alliance Company (National IPA), the National Association of State Procurement Officials (NASPO), and the National Joint Powers Alliance (NJPA). Special Districts are given statutory permission to procure competitively priced goods and services arising out of these vendor agreements. The Federal Government's own General Services Administration (GSA) Schedules (also referred to as Multiple Award Schedules and Federal Supply Schedules) also will be utilized as allowable. By utilizing such cooperative purchasing programs, the District saves considerable time and expense associated with independent procurements which would be unlikely to yield more favorable pricing or service.

All vendors selected will hold valid agreements under the corresponding cooperative purchasing program. Contracts will be executed only with vendors whose contracts were awarded under a cooperative buying agreement on a basis that complies with the District's statutory procurement authority and policy and will include the District's terms and conditions, as appropriate. Other cooperative purchasing consortia may be added to this program for acquisition of technology items during FY2014 but only to the extent each fully complies with the District's statutory procurement authority and policy.

Prepared by: David Verderosa, Director, Information Technology

650-508-7954

RESOLUTION NO. 2013 -

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

AUTHORIZING EXECUTION OF CONTRACTS FOR TECHNOLOGY-RELATED PRODUCTS AND SERVICES TO VENDORS UNDER COOPERATIVE PURCHASING PROGRAMS FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$1,500,000 FOR FISCAL YEAR 2014

WHEREAS, the San Mateo County Transit District (District) will require new personal computers, computer and telecommunications equipment and related services, digital reprographic equipment, software, hardware, licensing and maintenance agreements and computer peripherals throughout Fiscal Year (FY) 2014 to fulfill new technology requirements, to support the District's standardization policy and to replace technology equipment that has reached the end of its useful life; and

WHEREAS, in light of the need to standardize and purchase the latest technology in personal computers, telecommunications equipment, and other related equipment and services in the most cost-effective manner, the District has determined that a District-initiated solicitation process for the procurements described above is unlikely to be in the District's best interest; and

WHEREAS, the State of California and other cooperative purchasing consortiums including the California Multiple Award Schedule (CMAS), the State of California Strategic Source Initiative (CSSI), the National Intergovernmental Purchasing Alliance Company (National IPA), the National Joint Powers Alliance (NJPA), the National Association of State Procurement Officials (NASPO), the Western States Contracting Alliance (WSCA), the California Integrated Information Network 2 (CALNET 2), and the General Services Administration (GSA) have established programs in which the District can participate in order to procure favorably priced technology systems equipment and related services; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee (Committee) concurs, the District participate in the above mentioned program as well as additional cooperative purchasing programs, to the extent that such programs fully comply with the District's statutory procurement authority and policy; and

WHEREAS, the General Manager/CEO also recommends, and the Committee concurs, the General Manager/CEO or his designee be authorized to enter into contracts that exceed \$100,000 with vendors under District-approved cooperative purchasing programs to meet its personal computer, telecommunications, and other related equipment and services requirements for FY2014, pursuant to the terms and conditions of each programs' vendor agreements, up to an aggregate, not-to-exceed amount of \$1,500,000.

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

1. Determines that a District-initiated solicitation for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, and computer peripherals is unlikely to be in the District's best interest; and

2. Authorizes the procurement of technology systems equipment and related services through District-approved cooperative purchasing programs, including CMAS, CSSI, WSCA, CALNET 2, National IPA, NJPA, NASPO, and GSA vendors to meet its technology equipment and services requirements for FY2014 pursuant to the terms and conditions of each vendor agreement and to the extent that each vendor agreement fully complies with the District's statutory procurement authority and policy; and

3. Authorizes the General Manager/CEO or his designee to utilize additional cooperative purchasing programs for FY2014 to the extent that each additional individual program fully complies with the District's statutory procurement authority and policy; and

4. Authorizes the General Manager/CEO or his designee to enter into contracts exceeding \$100,000 with vendors under the District-approved cooperative purchasing programs up to an aggregate, not-to-exceed, amount of \$1,500,000 for FY2014; and

5. Authorizes the General Manager/CEO or his designee to execute all necessary purchase orders and contracts to effectuate this resolution, including any agreements with the State of California or other agency program for administrative fees for processing these purchases; and

6. Requests the General Manager/CEO to present a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this resolution.

Regularly passed and adopted this 1st day of May, 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
Deputy CEO

SUBJECT: **UPDATE ON BUSINESS OPTIMIZATION PROGRAM**

ACTION

No action required. This presentation is an informational update on the Business Optimization Program (BOP).

SIGNIFICANCE

The goal of BOP is to: (1) incorporate advancements in technology and expand the use of PeopleSoft applications; (2) increase efficiencies by re-engineering business processes to move to industry best practices; and (3) strengthen financial controls.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Pursuant to Resolution No. 2011-02, the San Mateo County Transit District (District) entered into an agreement with Wipro to bring the District's business processes up to date and to leverage the latest in information technology, thereby initiating BOP. The District awarded a contract to Wipro, Inc. in February 2011 for PeopleSoft system integration services. Wipro completed Phase 1 in December of 2011. The outcomes of Phase 1 were demonstration of conceptual design (prototype), development of Organization Change Management Plan, development of Training Plan and a deployment plan. The deployment plan eliminated the phased approach and introduced the "All-In-One" approach. The design and development activities are underway and are scheduled to be completed by 06/28/2013. Following design, testing and training is scheduled to be completed by 04/04/2014 and the system is anticipated to go-live on 04/07/2014.

The contract also contained an un-priced option for hosting and application support to maintain the PeopleSoft system in a state of good repair. This option will provide the District with:

- Hosting and Infrastructure Support: This enables the District's application to be maintained in a state-of-the-art data center with full redundancy and a guaranteed uptime of 99.6 percent. This will allow the District to take

advantage of additional service offerings, such as disaster recovery services and 24/7 infrastructure support.

- Integrated Help Desk: a staffed helpdesk that the user community can contact for resolving any issues/challenges that occur during normal working hours.
- Application Support: scope designed to provide day-to-day support to the user-community and to provide minor enhancements to the systems and processes as needed, and up-to-date patch management, including system bug fixes and minor enhancements, allowing the District to maintain current on its version of the system.

The total cost of this option is \$7,275,099 for a period of 62 months. Staff recommends amending the contract to include this option and will be bringing this item to the board in June 2013 for action.

Prepared By: Sampath Sreetharan
Program Director: Karen Antion

650-508-6217
650-508-8013

SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **PRELIMINARY FISCAL YEAR 2014 OPERATING BUDGET**

ACTION

This report is submitted for informational purposes only. Staff will bring this item back to the Board at its June 5, 2013 meeting with a request that the Committee recommend Board adoption of the Fiscal Year (FY) 2014 Operating Budget at that time.

SIGNIFICANCE

The FY2014 Operating Budget totals \$124.2 million, as shown in Attachment A, *Total Uses of Funds* (page 1, line 24). The preliminary budget is projected to **decrease** by \$7.9 million or 6 percent from the FY2013 revised budget of \$132.1 million.

Sources of Funds

Passenger Fares (page 1, line 1), for both Motor Bus and ADA services, are projected at \$18 million in FY2014, an **increase** of \$32,200 or 0.2 percent from the FY2013 revised budget:

- Motor Bus Fares are projected to **increase** by \$19,000 or 0.1 percent primarily due to a projected one to two percent increase in ridership.
- Redi-Wheels Fares are projected to **increase** by \$13,200 or 1.7 percent primarily due to a projected one to two percent increase in ridership from projected actuals for FY2013.

Local/State/Federal (page 1, lines 2, 4, & 6) funds of \$51.1 million are projected to **increase** \$3.5 million or 7.4 percent from the FY2013 revised budget, primarily for Transportation Development Act (TDA) and State Transportation Assistance (STA) funds carried over from FY2013 offset by decreased programming levels for grants funding.

SMCTA Measure A (page 1, line 5) funds of \$8.2 million are based on projected sales tax receipts of \$68 million for FY2014. There is **no change** from the FY2013 revised budget.

Pass-through to Other Agencies (page 1, line 3) is \$379,200, a projected **decrease** of \$157,800 or 29.4 percent from the FY2013 revised budget, reflecting a decrease in the

amount of funds SamTrans passes through to other agencies that cannot claim the funds directly. The corresponding pass-through expenditure can be found under Uses of Funds (page 1, line 22), and the amount has been decreased accordingly.

District Half-cent Sales Tax (page 1, line 9) receipts are projected to be \$68 million. There is **no change** from the FY2013 revised budget.

Investment Interest (page 1, line 10) of \$1.1 million reflects a projected **decrease** of \$601,100 or 36.3 percent from the FY2013 revised budget of \$1.7 million. The decrease is primarily due to decreasing investment interest revenue in the investment portfolio and Paratransit fund resulting from maturing bonds re-invested at lower rates of return and a one-time capital gain in FY2013.

Other Interest, Rent & Other Income (page 1, line 11) of \$6.3 million reflects a projected **increase** of \$322,900 or 5.4 percent compared to the FY2013 revised budget mainly due to advertising revenue for bus exteriors that was not included in the FY2013 revised budget.

Other Sources (page 1, line 12). The use of other sources is not required in FY2014. The change reflects a **decrease** of \$8.8 million or 100 percent due to one-time funds in FY2013 of \$6.7 million for repayment of the Caltrain right of way and \$2.1 million for the swap of capital for operating funds.

Uses of Funds

Operating costs (page 1, line 24) of \$124.2 million are projected to **decrease** by \$7.9 million or 6 percent from the FY2013 revised budget of \$132.1 million. The decrease is mostly due to a decrease in the SamTrans member agency share for Caltrain service.

Sales Tax Allocation – Capital Programs (page 1, line 28) is projected to be \$5.3 million, a **decrease** of \$5.7 million or 52 percent compared to the FY2013 revised budget. The difference is mainly because of one-time costs in FY2013 for the 1998 Gillig bus replacement. There is no major bus replacement scheduled for FY2014.

Motor Bus Highlights

Total Motor Bus Expense (page 1, line 18) of \$100.7 million, reflects a projected **increase** of \$718,500 or 0.7 percent over the FY2013 revised budget of \$100 million. Critical Motor Bus elements include:

- *Wages and Benefits* (page 3, line 1) are projected to **increase** \$533,400 or 1.1 percent, mainly due to an increase in salaries and wages costs, fringe benefits costs offset by an increase in the agency indirect administration recovery costs received from the Peninsula Corridor Joint Powers Board (JPB) and San Mateo County Transportation Authority (TA).

- *Professional Services* (page 3, line 6) are projected to **decrease** \$767,900 or 15.5 percent, primarily due to decreased programming from FY2013 levels for the DOT Tiger II grant, which funds projects related to the Grand Boulevard Initiative.
- *Technical Services* (page 3, line 7) are projected to **increase** \$360,700 or 7.3 percent, primarily for increases in the security guard services contract and software maintenance and license agreements, including new costs for PeopleSoft.
- *Other Services* (page 3, line 8) are projected to **increase** \$230,100 or 18 percent, primarily for hardware support services for the PeopleSoft application during implementation of the Business Optimization Program.
- *Bus Parts and Materials* (page 3, line 12) are projected to **increase** \$127,900 or 7.3 percent for bus maintenance parts primarily for a new Advanced Mobile Data Terminal maintenance contract and costs associated with expiring warranties.
- *Coastside Services* (page 3, line 37) and *RediCoast Non-ADA* (page 3, line 38) contract costs are projected to **increase** \$210,500 or 32.5 percent and \$34,500 or 15.7 percent respectively due to an increase in the contract Vehicle Revenue Hours (VRH) rate and projected revenue hours.

ADA Programs Highlights

The FY2014 budget (page 1, line 19) of \$14.8 million represents a projected **increase** of \$303,700 or 2.1 percent over the FY2013 revised budget mainly due to contract rate and ridership increases for Paratransit services.

Caltrain Service

In FY2014, the proposed SamTrans member agency share for Caltrain service (page 1, line 20) is \$5.4 million, a **decrease** of \$8.6 million or 61.1 percent from the FY2013 revised budget. The decrease is due to a decrease of \$6.7 million for repayment of the Caltrain right of way and \$2.1 million for the swap of capital for operating funds offset by an increase of \$240,000 in funding from the TA, based on projected sales tax receipts. For FY2014, the SamTrans contribution to the JPB is comprised of \$5.4 million provided by the TA.

Other Multimodal Programs

In FY2014, support costs for the SamTrans shuttle program and the multimodal facility maintenance are projected to be \$2.9 million (page 1, line 21), a **decrease** of \$159,800 or 5.3 percent from the FY2013 revised budget, primarily because Regional Measure 2 (RM2) funds are now funding the Dumbarton Express Service and no contribution is needed by the District at this time.

Land Transfer Interest Expense

The FY2014 budget includes \$59,400 (page 1, line 23) in interest expense, a **decrease** of \$7,200 or 10.8 percent from the FY2013 revised budget. This is mainly due to a

decrease in the interest rate projected in FY2014. The expense represents an interest payment to the TA on a promissory note for four acres of property acquired from the TA which is located in the City of San Carlos along the Caltrain right of way.

BUDGET IMPACT

This report is submitted for informational purposes only. The amounts represent the FY2014 preliminary budget, which Staff will bring back to the Board at its June 5, 2013 meeting with a request that the Committee recommend Board adoption of the FY2014 Operating Budget at that time.

BACKGROUND

The SamTrans preliminary FY2014 budget is consistent with the SamTrans Strategic Plan. The preliminary budget lays out expenses consistent with the strategic plan vision and goals related to SamTrans' six focus areas: Financial Integrity, Multimodal Services, Transportation and Land Use, Customers, Business Practices, and Employees. The proposed budget provides for the continuation of safe, reliable and high-quality services to SamTrans customers, while promoting employee excellence in a very challenging economic environment.

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SAN MATEO COUNTY TRANSIT DISTRICT
FY2014 PRELIMINARY OPERATING BUDGET

Attachment A

	FY2012 <u>ACTUAL</u>	FY2013 <u>ADOPTED</u>	FY2013 <u>REVISED</u>	FY2014 <u>PRELIMINARY</u>	FY14 PRELIMINARY Compared to FY13 REVISED Increase <u>(Decrease)</u> E = D-C	BUDGET <u>PERCENT CHANGE</u> F = E/C	
	A	B	C	D			
<u>SOURCES OF FUNDS:</u>							
Operating Revenues							
1 Passenger Fares	17,451,873	17,932,800	17,932,800	17,965,000	32,200	0.2%	1
2 Local TDA and STA Funds	35,665,456	35,492,900	38,361,930	42,542,322	4,180,392	10.9%	2
3 Pass through to Other Agencies	281,790	467,959	536,959	379,169	(157,790)	-29.4%	3
4 Operating Grants	8,167,599	10,724,485	8,730,068	8,050,834	(679,234)	-7.8%	4
5 SMCTA Measure A	9,427,718	7,800,000	8,160,000	8,160,000	0	0.0%	5
6 AB434 Funds	527,000	554,400	554,400	566,000	11,600	2.1%	6
7 Subtotal - Operating Revenues	71,521,436	72,972,544	74,276,157	77,663,325	3,387,168	4.6%	7
Other Revenue Sources							
9 District 1/2 Cent Sales Tax	69,370,185	65,000,000	68,000,000	68,000,000	0	0.0%	9
10 Investment Interest	1,378,350	1,243,920	1,657,300	1,056,160	(601,140)	-36.3%	10
11 Other Interest, Rent & Other Income	6,299,268	6,023,708	6,023,708	6,346,565	322,857	5.4%	11
12 Other Sources	4,733,000	8,800,000	8,800,000	0	(8,800,000)	-100.0%	12
13 Subtotal - Other Revenues	81,780,804	81,067,628	84,481,008	75,402,725	(9,078,283)	-10.7%	13
14							14
15 Total Sources of Funds	153,302,240	154,040,172	158,757,165	153,066,050	(5,691,115)	-3.6%	15
16							16
<u>USES OF FUNDS:</u>							
18 Motor Bus	96,316,488	99,740,708	100,006,689	100,725,200	718,511	0.7%	18
19 A.D.A. Programs	13,583,327	14,477,220	14,477,220	14,780,900	303,680	2.1%	19
20 Caltrain	10,620,002	14,000,000	14,000,000	5,440,000	(8,560,000)	-61.1%	20
21 Other Multi-Modal Programs	4,066,791	3,015,460	3,015,460	2,855,681	(159,779)	-5.3%	21
22 Pass through to Other Agencies	281,790	467,959	541,532	383,742	(157,790)	-29.1%	22
23 Land Transfer Interest Expense	66,561	66,570	66,570	59,379	(7,191)	-10.8%	23
24 Total Uses of Funds	124,934,959	131,767,917	132,107,471	124,244,902	(7,862,569)	-6.0%	24
25							25
26 TOTAL OPERATING SURPLUS/(DEFICIT)	28,367,281	22,272,255	26,649,694	28,821,148	2,171,454	8.1%	26
27							27
28 Sales Tax Allocation - Capital Programs	1,741,723	8,350,000	11,055,780	5,345,625	(5,710,155)	-51.6%	28
29							29
30 SURPLUS/(DEFICIT)	26,625,558	13,922,255	15,593,914	23,475,523	7,881,609	50.5%	30
31							31
<u>DEBT SERVICE</u>							
33 Debt Service	24,477,279	24,453,463	24,453,463	24,453,287	(176)	0.0%	33
34 Fiscal Agent Fees	19,725	29,600	29,600	26,410	(3,190)	-10.8%	34
35 Total Debt Service	24,497,004	24,483,063	24,483,063	24,479,697	(3,366)	0.0%	35
36 * Debt Service - BART - \$12.7M							36
37							37
38 USE OF RESERVES FOR DEBT SERVICE	(24,497,004)	(24,483,063)	(24,483,063)	(24,479,697)	3,366	0.0%	38
39							39
40 TOTAL USES OF RESERVES	2,128,554	(10,560,808)	(8,889,149)	(1,004,174)	7,884,975		40

NOTE: Interest revenue for revenue bond debt was reclassified from a debt service fund to the General Fund in January 2012. The revenue detail on the FY14 budget statement (page 2, line 19) combines this investment interest for the FY12 Actuals while the audited FY12 financial statement year-to-date actuals does not include the reclassified interest revenue.

SAN MATEO COUNTY TRANSIT DISTRICT
FY2014 PRELIMINARY OPERATING BUDGET

		FY14 PRELIMINARY Compared to FY13 REVISED					BUDGET
		FY2012 ACTUAL	FY2013 ADOPTED	FY2013 REVISED	FY2014 PRELIMINARY	Increase (Decrease)	PERCENT CHANGE
		A	B	C	D	E = D-C	F = E/C
OPERATING REVENUES - MOTOR BUS:							
1	TOTAL MOTOR BUS FARES	16,670,062	17,137,000	17,137,000	17,156,000	19,000	0.1%
2							
3	LOCAL (TDA) TRANSIT FUND:						
4	General Operating Assistance	30,569,366	29,121,548	31,871,276	34,505,186	2,633,910	8.3%
5							
6	STATE TRANSIT ASSISTANCE:						
7	STA Base	2,982,624	4,415,758	4,415,758	5,633,670	1,217,912	27.6%
8	STA TOTAL	2,982,624	4,415,758	4,415,758	5,633,670	1,217,912	27.6%
9							
10	OPERATING GRANTS:						
11	Operating Grants	7,470,284	9,725,142	7,730,725	7,051,491	(679,234)	-8.8%
12							
13	DISTRICT 1/2 CENT SALES TAX:						
14	General Operating Assistance	34,427,260	34,646,868	33,877,158	31,475,368	(2,401,790)	-7.1%
15	Accessibility Fixed Route	1,107,717	994,064	994,064	1,035,143	41,079	4.1%
16	TOTAL 1/2 CENT SALES TAX	35,534,977	35,640,932	34,871,222	32,510,511	(2,360,711)	-6.8%
17							
18	INVESTMENT INTEREST INCOME						
19	Investment Interest Income	972,013	966,720	1,247,100	697,450	(549,650)	-44.1%
20							
21	OTHER REVENUE SOURCES:						
22	Overnight Deposit Interest Income	602	360	360	0	(360)	-100.0%
23	Rental Income	1,055,755	1,052,760	1,052,760	1,087,440	34,680	3.3%
24	Advertising Income	845,169	665,000	665,000	930,000	265,000	39.8%
25	Other Income	1,131,218	1,015,488	1,015,488	1,153,452	137,964	13.6%
26	TOTAL OTHER REVENUES	3,032,744	2,733,608	2,733,608	3,170,892	437,284	16.0%
27							
28	TOTAL MOTOR BUS	97,232,070	99,740,708	100,006,689	100,725,200	718,511	0.7%
29							
30	AMERICAN DISABILITIES ACT:						
31	Passenger Fares-Redi Wheels	781,811	795,800	795,800	809,000	13,200	1.7%
32	Local TDA 4.5 Redi Wheels	1,608,821	1,463,713	1,583,015	1,839,741	256,726	16.2%
33	Local STA - Paratransit	504,645	491,881	491,881	563,725	71,844	14.6%
34	Operating Grants	697,315	999,343	999,343	999,343	0	0.0%
35	Sales Tax - Paratransit District	4,063,559	4,986,373	4,614,071	4,846,042	231,971	5.0%
36	Sales Tax - Paratransit Suppl. Coastside	1,341,810	1,362,910	1,362,910	1,244,339	(118,571)	-8.7%
37	Interest Income-Paratransit Fund	406,337	277,200	410,200	358,710	(51,490)	-12.6%
38	SMCTA Measure A Redi-Wheels	2,779,030	2,600,000	2,720,000	2,720,000	0	0.0%
39	Measure M Paratransit	1,400,000	1,500,000	1,500,000	1,400,000	(100,000)	-6.7%
40	TOTAL ADA PROGRAMS	13,583,328	14,477,220	14,477,220	14,780,900	303,680	2.1%
41							
42	MULTI-MODAL TRANSIT PROGRAMS:						
43	Sales Tax - Caltrain	328,941	0	0	0	0	0.0%
44	Other Sources - Caltrain	4,733,000	8,800,000	8,800,000	0	(8,800,000)	-100.0%
45	Transfer from SMCTA for Caltrain	5,558,061	5,200,000	5,440,000	5,440,000	0	0.0%
46	SMCTA Funded SM/Caltrain Shuttles	1,090,627	0	0	0	0	0.0%
47	Employer Share SM/Caltrain Shuttles	369,043	0	0	0	0	0.0%
48	AB434 Funds - SamTrans Shuttle	527,000	554,400	554,400	566,000	11,600	2.1%
49	Employer SamTrans Shuttle Funds	1,497,482	1,790,100	1,790,100	1,775,673	(14,427)	-0.8%
50	Sales Tax - SamTrans Shuttle Program	332,744	334,040	334,040	356,218	22,178	6.6%
51	Operating Grants	0	0	0	0	0	0.0%
52	Sales Tax - Gen. Operating Asst.	249,896	336,920	96,920	157,790	60,870	62.8%
53	TOTAL MULTI-MODAL	14,686,794	17,015,460	17,015,460	8,295,681	(8,719,779)	-51.2%
54							
55	TOTAL REVENUES	125,502,192	131,233,388	131,499,369	123,801,781	(7,697,588)	-5.9%

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2014 PRELIMINARY OPERATING BUDGET**

					FY14 PRELIMINARY Compared to FY13 REVISED	BUDGET PERCENT CHANGE	
	FY2012 ACTUAL	FY2013 ADOPTED	FY2013 REVISED	FY2014 PRELIMINARY	Increase (Decrease)	F = E/C	
	A	B	C	D	E = D-C		
DISTRICT OPERATED BUSES							
1 Wages and Benefits	51,519,403	50,244,115	50,244,115	50,777,535	533,420	1.1%	1
2 Services:							2
3 Board of Directors	49,373	52,900	52,900	51,800	(1,100)	-2.1%	3
4 Contracted Vehicle Maintenance	691,773	791,128	791,128	696,080	(95,048)	-12.0%	4
5 Property Maintenance	1,160,027	1,258,500	1,258,500	1,273,500	15,000	1.2%	5
6 Professional Services	4,644,819	4,777,013	4,941,054	4,173,153	(767,901)	-15.5%	6
7 Technical Services	4,224,885	4,829,402	4,920,055	5,280,779	360,724	7.3%	7
8 Other Services	345,807	1,277,066	1,277,066	1,507,128	230,062	18.0%	8
9							9
10 Materials & Supply:							10
11 Fuel and Lubricants	5,522,482	6,551,477	6,551,477	6,491,659	(59,818)	-0.9%	11
12 Bus Parts and Materials	1,483,582	1,758,740	1,758,740	1,886,670	127,930	7.3%	12
13 Uniform and Drivers Expense	302,269	400,970	400,970	443,122	42,152	10.5%	13
14 Timetables and Tickets	137,234	171,800	171,800	172,000	200	0.1%	14
15 Office Supplies/Printing	252,831	342,137	342,137	369,267	27,130	7.9%	15
16 Other Materials and Supply	123,974	156,500	156,500	156,500	0	0.0%	16
17							17
18 Utilities:							18
19 Telecommunications	347,425	580,500	580,500	602,470	21,970	3.8%	19
20 Other Utilities	968,096	981,600	981,600	989,000	7,400	0.8%	20
21 Insurance Costs	2,493,061	2,647,000	2,647,000	2,640,150	(6,850)	-0.3%	21
22 Workers' Compensation	3,141,221	3,197,060	3,197,060	3,231,060	34,000	1.1%	22
23 Taxes and License Fees	493,488	573,823	573,823	569,109	(4,714)	-0.8%	23
24 Fixed Route Accessibility	1,107,717	994,064	994,064	1,035,143	41,079	4.1%	24
25 Leases and Rentals	108,246	119,800	119,800	124,483	4,683	3.9%	25
26 Prmtnl and Legal Advertising	99,148	238,500	238,500	275,200	36,700	15.4%	26
27 Training & Business Travel	137,666	164,050	164,050	207,765	43,715	26.6%	27
28 Dues and Membership	82,619	87,200	87,200	91,652	4,452	5.1%	28
29 Postage and other	62,992	349,003	360,290	200,049	(160,241)	-44.5%	29
30							30
31 Total District Operated Buses	79,500,138	82,544,348	82,810,329	83,245,274	434,945	0.5%	31
32							32
33 CONTRACTED BUS SERVICES							33
34 Contracted Urban Bus Service	14,709,731	15,059,320	15,059,320	15,041,393	(17,927)	-0.1%	34
35 Other Related Costs	353,041	361,600	361,600	347,720	(13,880)	-3.8%	35
36 Insurance Costs	644,516	655,000	655,000	655,000	0	0.0%	36
37 Coastside Services	643,473	647,020	647,020	857,553	210,533	32.5%	37
38 Redi Coast Non-ADA	231,520	219,700	219,700	254,209	34,509	15.7%	38
39 Other Related Costs	28,643	47,040	47,040	101,400	54,360	115.6%	39
40 La Honda Pescadero	52,500	52,500	52,500	55,125	2,625	5.0%	40
41 Southcoast - Pescadero	137,577	140,000	140,000	160,896	20,896	14.9%	41
42 Other Related Costs-SamCoast	15,349	14,180	14,180	6,630	(7,550)	-53.2%	42
43 Total Contracted Bus Service	16,816,350	17,196,360	17,196,360	17,479,926	283,566	1.6%	43
44							44
45 TOTAL MOTOR BUS	96,316,488	99,740,708	100,006,689	100,725,200	718,511	0.7%	45

SAN MATEO COUNTY TRANSIT DISTRICT
FY2014 PRELIMINARY OPERATING BUDGET

	FY14 PRELIMINARY Compared to FY13 REVISED						BUDGET	
	FY2012 ACTUAL	FY2013 ADOPTED	FY2013 REVISED	FY2014 PRELIMINARY	Increase (Decrease)	PERCENT CHANGE		
	A	B	C	D	E = D-C	F = E/C		
AMERICAN DISABILITY ACT PROGRAMS								
46	Elderly & Disabled/Redi-Wheels	5,162,299	6,964,200	6,964,200	6,359,982	(604,218)	-8.7%	46
47	Other Related Costs	2,219,118	2,826,395	2,826,395	2,937,197	110,802	3.9%	47
48	ADA Sedan Service	2,919,115	1,779,190	1,779,190	2,534,802	755,612	42.5%	48
49	ADA Accessibility Support	789,948	1,029,525	1,029,525	1,189,580	160,055	15.5%	49
50	Coastside Support	1,341,810	1,362,910	1,362,910	1,244,339	(118,571)	-8.7%	50
51	Insurance Costs	1,151,037	515,000	515,000	515,000	0	0.0%	51
52	TOTAL ADA PROGRAMS	13,583,327	14,477,220	14,477,220	14,780,900	303,680	2.1%	52
53								53
54	MULTI-MODAL TRANSIT PROGRAMS							54
55								55
56	CALTRAIN SERVICE							56
57	Peninsula Rail Service	10,620,002	14,000,000	14,000,000	5,440,000	(8,560,000)	-61.1%	57
58	Total Caltrain Service	10,620,002	14,000,000	14,000,000	5,440,000	(8,560,000)	-61.1%	58
59								59
60	OTHER SUPPORT							60
61	Dumbarton Express Service	125,377	157,820	157,820	0	(157,820)	-100.0%	61
62	SamTrans Shuttle	2,357,226	2,678,540	2,678,540	2,697,891	19,351	0.7%	62
63	SM/Caltrain Shuttle	1,459,670	0	0	0	0	0.0%	63
64	Maintenance Multimodal Fac	124,518	179,100	179,100	157,790	(21,310)	-11.9%	64
65	Total Other Support	4,066,791	3,015,460	3,015,460	2,855,681	(159,779)	-5.3%	65
66								66
67	Multi-Modal Promotion	0	0	0	0	0	0.0%	67
68								68
69	TOTAL MULTI-MODAL PROGRAMS	14,686,793	17,015,460	17,015,460	8,295,681	(8,719,779)	-51.2%	69
70								70
71	TOTAL OPERATING EXPENSES	124,586,608	131,233,388	131,499,369	123,801,781	(7,697,588)	-6%	71

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **PRELIMINARY FISCAL YEAR 2014 CAPITAL BUDGET**

ACTION

This report is submitted for informational purposes only. No Board action is required. Staff will bring this item back to the Board at its June 5, 2013 meeting with a request the Committee recommend Board adoption of the Fiscal Year (FY) 2014 Capital Budget at that time.

SIGNIFICANCE

In light of the current fiscal climate, the FY2014 Capital Budget contains only those projects necessary and essential to sustain the San Mateo County Transit District's (District) existing service and infrastructure network, without compromising the District's vision as set forth in the District's adopted Strategic Plan. The FY2014 Capital Budget contains the following major elements:

- **Revenue Vehicles and Support Equipment Replacement** – Includes the replacement of 19 2007 El Dorado Cutaways as these vehicles have reached the end of their useful lives. This category also includes the annual procurement of bus parts, engines and transmissions, replacement of maintenance support equipment and the replacement of service support vehicles. The amount budgeted for this category totals \$3,318,875.
- **Information Technology (IT) Software and Hardware Upgrade & Replacement** – Includes additional funds to fully fund the Radio Backbone Project which will replace the District's aging and unsupported communications equipment, Computer Aided Dispatch and Automatic Vehicle Location mobile equipment. The amount proposed to be budgeted for this project in FY2014 totals \$2,700,000.

Also included are funds to fully fund the PeopleSoft System Integration Project/Business Optimization Program. Funds will come from all three agencies, SamTrans, the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority, which share the project costs proportionately based on benefits accruing to each agency. The amount proposed to be budgeted for this project in FY2014 totals \$2 million.

The proposed Capital Budget in this category also includes replacement and

upgrade of Information Technology equipment, networks, and software applications necessary to maintain the connectivity of various departments and external communications. Finally funds are included to replace the existing in-house web-based platform with an outside vendor-hosted software for the procurement website. The total amount budgeted in the IT-related category, including the three projects discussed above, totals \$5,659,000.

- **Planning / Development** – Includes funding to update the Strategic Plan which will lay out a vision for the agency’s core business for the next five years. This category also includes program planning and management. The amount budgeted for this category totals \$786,401.
- **Facilities** – Includes rehabilitation and improvement projects to ensure that maintenance and administrative facilities are adequately maintained to support the District’s revenue service operations. Projects in this category include pavement rehabilitation at North Base and South Base and maintenance of existing heating, ventilation and air conditioning system at the Central offices. The amount budgeted for this category totals \$297,000.
- **Safety and Security** – Includes security improvement projects to continue the SamTrans safety and security program. The project in this category will install closed circuit television cameras at Central, South Base and North Base. The amount budgeted for this category totals \$1 million.
- **Contingency** – Funding for any unforeseen and emergency capital expenditures during the fiscal year. The amount budgeted for this category totals \$250,000.

BUDGET IMPACT

Of the \$11,311,276 recommended for the FY2014 Capital Budget, the total amount of sales tax required is \$5,345,625. Federal, State and other fund sources make up the remaining amount of \$5,965,651 to fully fund the FY2014 Capital Budget.

BACKGROUND

The District’s Capital Budget is developed on an annual basis. A comprehensive call for projects was issued District wide. The capital projects submitted were reviewed and prioritized for consistency with District policy directives and key Strategic Plan Initiatives. In keeping with the District’s need to conserve financial resources, the final recommendations reflect the most critical projects that support existing District revenue service without compromising either safety or security. In addition, the program is developed to leverage as much external funding and grants as possible.

Among other factors, projects submitted this year were evaluated and prioritized based on maintenance and enhancement of existing transit operations relative to operational and legal requirements and mandates, along with opportunities for business process improvements.

Prepared By: Leslie Fong
Éva Goode, Manager, Budgets

650-508-6332
650-508-7914

San Mateo County Transit District										
Proposed Fiscal Year 2014 Capital Budget*										
#	PROJECT TITLE	PROJECT DESCRIPTION	Total Estimated Project Cost	Previously Budgeted	FY2014 Budget Request	Remaining	FUNDING SOURCES			
							FEDERAL	STATE	OTHER	DIS. SALES TAX
1 REVENUE VEHICLES REPLACEMENT										
1.1	Replacement (19) Paratransit Minivans	Replace 19 2007 El Dorado Cutaways at the end of their useful lives.	\$ 1,888,125		\$ 1,888,125	\$ 1,510,500	\$ -	\$ -		\$ 377,625
	<u>Subtotal</u>				\$ 1,888,125	\$ 1,510,500	\$ -	\$ -		\$ 377,625
2 REVENUE VEHICLE SUPPORT										
2.1	Major Bus Components	Annual funding for procurement of bus parts.	\$ 1,210,250		\$ 1,210,250	\$ -	\$ -	\$ -		\$ 1,210,250
2.2	Maintenance Equipment	Replacement of maintenance support equipment at the end of its useful life.	\$ 120,000		\$ 120,000	\$ -	\$ -	\$ -		\$ 120,000
2.3	Non-Revenue Service Support Vehicles	Replace 3 non-revenue service support vehicles that have reached the end of their useful lives.	\$ 100,500		\$ 100,500	\$ -	\$ -	\$ -		\$ 100,500
	<u>Subtotal</u>				\$ 1,430,750	\$ -	\$ -	\$ -		\$ 1,430,750
3 INFORMATION TECHNOLOGY										
3.1	Technology Refresh	Replace and upgrade servers and out of warranty printers, copiers, fax machines and scanners. Warranty is expiring in FY2014.	\$ 890,000		\$ 890,000	\$ -	\$ -	\$ -		\$ 890,000
3.2	Procurement Website Upgrade	Replace existing in-house web-based platform with a hosted software from an outside vendor.	\$ 69,000		\$ 69,000	\$ -	\$ -	\$ -		\$ 69,000
3.3	Radio Backbone (RF Communications) Replacement and Upgrade	Replace mobile AVL and communications equipment that has reached the end of its useful life. Increase data and voice communications capabilities.	\$ 13,400,000	\$ 10,700,000	\$ 2,700,000	\$ 2,160,000	\$ 439,000	\$ 22,000	A	\$ 79,000
3.4	PeopleSoft Upgrade	Redesign and upgrade of PeopleSoft to better match the application to the business needs of the District.	\$ 20,337,112	\$ 18,337,112	\$ 2,000,000	\$ -	\$ -	\$ 834,151	B	\$ 1,165,849
	<u>Subtotal</u>				\$ 5,659,000	\$ 2,160,000	\$ 439,000	\$ 856,151		\$ 2,203,849
4 DEVELOPMENT										
4.1	Strategic Plan Update	Update the agency's policy frame work which will lay out a vision for the agency's core business	\$ 286,401		\$ 286,401	\$ -	\$ -	\$ -		\$ 286,401
4.2	Capital Program and Project Development	Capitalized funds for annual program development including but not limited to plans, budgets, programs, funding strategies, and preliminary engineering.	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -		\$ 250,000
4.3	Capital Program Management	Capitalized funds for program and project controls support, including monitoring project performance and delivery.	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -		\$ 250,000
	<u>Subtotal</u>				\$ 786,401	\$ -	\$ -	\$ -		\$ 786,401
5 FACILITIES/CONSTRUCTION										
5.1	Facilities Smaller Projects	Facility maintenance improvement account	\$ 107,000		\$ 107,000	\$ -	\$ -	\$ -		\$ 107,000

San Mateo County Transit District										
Proposed Fiscal Year 2014 Capital Budget*										
#	PROJECT TITLE	PROJECT DESCRIPTION	Total Estimated Project Cost	Previously Budgeted	FY2014 Budget Request	Remaining	FUNDING SOURCES			
							FEDERAL	STATE	OTHER	DIS. SALES TAX
5.2	Maintenance & Operating Facility Pavement Rehab: NB & SB Concrete Rehab	Rehab pavement at North and South Bases to bring the pavement to a state of good repair.	\$ 170,000		\$ 170,000	\$ -	\$ -	\$ -	\$ -	\$ 170,000
5.3	Central Heating, Ventilation & Air Conditioning (HVAC) Maintenance at Central	Conduct basic repair and maintenance of existing HVAC system that has reached the end of its useful life.	\$ 20,000		\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
	<i>Subtotal</i>				\$ 297,000	\$ -	\$ -	\$ -	\$ -	\$ 297,000
6	SAFETY AND SECURITY									
6.1	CCTV Improvements, Central Office and Bus Bases	Project would install cameras at Central, South Base and North Base to enhance the safety and security of our customers and employees	\$ 1,000,000		\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -
	<i>Subtotal</i>				\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -
7	OTHER									
7.1	Contingency	Annual set-aside for unforeseen and emergency capital expenditures.	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	<i>Subtotal</i>				\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	GRAND TOTAL				\$ 11,311,276	\$ -	\$ 3,670,500	\$ 1,439,000	\$ 856,151	\$ 5,345,625
	NOTES:									
	A) \$22,000 coming from previous year funding									
	B) Funding will come from PCJPB and SMCTA for their share of the project									



BOARD OF DIRECTORS 2013

CAROLE GROOM, CHAIR
JEFF GEE, VICE CHAIR
JERRY DEAL
ROSE GUILBAULT
SHIRLEY HARRIS
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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, MAY 1, 2013 – 2:40 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of April 3, 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
APRIL 3, 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. Cassman, A. Chan, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Jerry Deal called the meeting to order at 3:27 p.m.

Approval of Minutes of Legislative Committee Meeting of March 13, 2013

The Committee approved the minutes (Matsumoto/Lloyd).

Update on the State and Federal Legislative Program

State

Executive Officer, Public Affairs, Mark Simon said Acting Business Transportation and Housing Secretary Brian Kelly has formed a California Transportation Finance Working Group to explore options for meeting the State's long-term transportation funding needs and priorities. Public transit agencies will be represented in the working group through the California Transit Association (CTA). The first meeting of the working group is April 9. One of the first things the group will be discussing is a recent report card issued by the American Society of Civil Engineers that gave the State an overall grade of "C" and cites a lack of sufficient investment for the operations and maintenance of existing facilities and dedicated funding sources for the new improvements to the system. The report also states there is a need for \$10 billion per year for ongoing maintenance of existing facilities. An investment of \$36.5 billion would be necessary to raise transportation to a "B" grade.

Mr. Simon said CTA will have its annual spring Legislative Conference on May 13 and 14 in Sacramento. This provides members with an opportunity to meet with State transportation leaders and advocate for Cap and Trade revenues and implementation of Moving Ahead for Progress in the 21st Century. In the past Board members have attended the conference and used it as an opportunity to meet with the San Mateo County Transit District's legislative delegation. Staff will be in touch with the Board to see who would like to participate.

Federal

Mr. Simon said Congress continues to work on passing a continuing resolution and start work on the Fiscal Year 2014 appropriations. Last year investment in the California High-speed Rail Project was a key topic during the appropriations process and it looks like it will be again. Republican Congressman Jeff Denham and Kevin McCarthy have

requested the Government Accountability Office (GAO) review the project's cost, ridership and revenue projections. A recently released GAO report gave the project an overwhelmingly positive review.

Mr. Simon said there is an interesting study on home values that showed homes within a half-mile of transportation withstood the decline in housing values better and responded and rebounded faster than any other type of housing.

Adjourned: 3:36 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

On April 22, two key bills passed the Assembly Transportation Committee:

- AB 797 (Gordon) passed on a 12-4 vote. The bill would authorize the San Mateo County Transit District (SamTrans) and the Santa Clara Valley Transportation Authority (VTA) to advance transit projects using a Construction Management General Contractor (CMGC) project delivery method. By allowing for the engagement of a construction manager early in the design process, CMGC can help provide greater cost certainty, ensure project constructability and streamline the overall project delivery process. As a charter city, San Francisco already has CMGC authority. Extending the authority to VTA and SamTrans will also provide the authority for Peninsula Corridor Joint Powers Board projects.
- The committee also approved AB 574 (Lowenthal) on a 12-4 vote. The bill reflects the Transportation Coalition for Livable Communities' recommendations for the investment of State cap-and-trade revenues. The legislation establishes a program to fund regional sustainable communities strategies using cap-and-trade revenues and establishes a competitive grant program to maximize investments. Funding for transit operations, maintenance and infrastructure are all eligible expenses under the bill.

FEDERAL ISSUES

President's Budget

On April 10, the President released his Fiscal Year 2014 Federal Budget recommendation.

Highlights include:

- Full appropriation of authorized Moving Ahead for Progress in the 21st Century (MAP-21) funding levels for highways and transit.
- A one-time \$50 billion transportation infrastructure investment including \$27 billion for highways, \$9 billion for transit, \$5 billion for rail and \$4 billion for the TIGER multimodal grant program.
- Conversion of the Highway Trust Fund into a Transportation Trust Fund that would encompass Amtrak and high-speed rail program funding. This would insulate these programs from discretionary funding cuts, but the budget does not discuss how funding for the Highway Trust Fund would be expanded to accommodate these additional programs.
- An initial \$10 billion investment in a National Infrastructure Bank that would offer credit assistance for transportation, water and energy projects.
- A \$40 billion rail reauthorization proposal that includes \$3.6 billion per year for new passenger rail corridors.
- \$500 million for the TIGER multimodal grant program

Prepared By: Seamus Murphy, Government and Community
Affairs Director

650-508-6388

San Mateo County Transit District State Legislative Matrix 4/22/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 8 Perea D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY NAT. RES. 4/9/2013 - From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 10. Noes 3.) (April 8). Re- referred to Com. on NAT. RES.</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program.</p> <p>This bill would provide that the State Air Resources Board (state board), until January 1, 2024, 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 person 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 January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the 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, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs.</p>	<p>Support</p>

**San Mateo County Transit District
State Legislative Matrix 4/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 25 Campos D Employment: social media.	ASSEMBLY P.E.,R. & S.S. 4/16/2013	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. This bill would apply the provisions described above to public employers. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties. Last amended on 3/14/2013	
AB 26 Bonilla D California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.	ASSEMBLY NAT. RES. 4/8/2013 - Set for hearing.	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. This bill would prohibit the Controller from using moneys in the fund for cash flow loans to the General Fund. Amended on 3/19/2013	

**San Mateo County Transit District
State Legislative Matrix 4/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 37 Perea D Environmental quality: California Environmental Quality Act: record of proceedings.	ASSEMBLY APPR. 4/16/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 15). Re-referred to Com. on APPR.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require, until January 1, 2017, for specified projects or upon the request of a project applicant and the consent of the lead agency, that the lead agency 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, for specified projects, a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last amended on 3/18/2013</p>	
AB 153 Bonilla D California Global Warming Solutions Act of 2006: offsets.	ASSEMBLY NAT. RES. 4/9/2013 - Re-referred to Com. on NAT. RES.	<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. Last amended on 4/8/2013</p>	

San Mateo County Transit District State Legislative Matrix 4/22/2013

Bill ID/Topic	Location	Summary	Position
AB 160 Alejo D California Public Employees' Pension Reform Act of 2013: exceptions.	ASSEMBLY P.E.,R. & S.S. 4/15/2013 - Re-referred to Com. on P.E.,R. & S.S.	<p>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 a conflict with federal law. Last amended on 4/11/2013</p>	Watch
AB 179 Bocanegra D Public transit: electronic transit fare collection systems: disclosure of personal information.	ASSEMBLY TRANS. 4/15/2013 - Set for hearing.	<p>Existing law prohibits a transportation agency from selling or providing personally identifiable information 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 after 4.5 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. The bill would require transportation agencies that obtain personally identifiable information of a person from electronic toll collection or electronic transit fare collection systems to discard that information after 6 months, as specified.</p>	Watch
AB 185 Hernández, Roger D Open and public meetings: televised meetings.	ASSEMBLY L. GOV. 4/18/2013 - Re-referred to Com. on L. GOV.	<p>The Ralph M. Brown Act requires that an audio or video recording of an open and public meeting made at the direction of a local agency is subject to inspection pursuant to the California Public Records Act and may be erased or destroyed 30 days after the recording. Existing law requires that any inspection of an audio or video recording shall be provided without charge on equipment made available by the local agency.</p> <p>The bill would provide that an audio or video recording of an open and public meeting made at the direction of a local agency may be erased or destroyed 2 years after the recording. Last amended on 4/17/2013</p>	

**San Mateo County Transit District
State Legislative Matrix 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 204 Wilk R</p> <p>Vehicles: green vehicles: fees.</p>	<p>ASSEMBLY PRINT 1/31/2013</p>	<p>Existing law establishes the Department of Motor Vehicles. Existing law provides for the registration of vehicles by the Department of Motor Vehicles, including the imposition of various fees and requirements in connection with registration.</p> <p>This bill would express the intent of the Legislature to enact legislation to impose a fee in conjunction with registration on green vehicles to address the costs of those vehicles using public roads and highways.</p>	
<p>AB 206 Dickinson D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>SENATE RLS. 4/15/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</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. Last amended on 4/1/2013</p>	

**San Mateo County Transit District
State Legislative Matrix 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 229 John A. Pérez D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>ASSEMBLY APPR. 4/18/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (April 17). Re-referred to Com. on APPR.</p>	<p>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 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 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 of a city 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 a city to form a district to finance a project or projects on a former military base, if specified conditions are met. Last amended on 4/8/2013</p>	

**San Mateo County Transit District
State Legislative Matrix 4/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 266 Blumenfield D Vehicles: high-occupancy vehicle lanes.	ASSEMBLY APPR. 4/16/2013	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2015, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime.</p> <p>This bill would extend the operation of those provisions to January 1, 2018, for certain low-emission vehicles, and would extend the operation of those provisions to January 1, 2020, for other specified low-emission vehicles, as specified, or , in either case, until the Secretary of State receives that specified notice , whichever occurs first. The bill would also repeal duplicate provisions of law, delete obsolete provisions of law relating to hybrid vehicles, and make additional conforming changes. Amended 4/9/2013</p>	
AB 278 Gatto D California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.	ASSEMBLY APPR. 4/8/2013 - Re-referred to Com. on APPR.	<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 determining the carbon intensity of fuels under the Low Carbon Fuel Standard regulations or another scoring system, to consider specified matters. The bill would require the state board to identify, to the extent feasible, environmental laws and practices of the jurisdiction from which the fuel originates that may affect greenhouse gas emissions from the production and transportation of fuel. Last amended on 4/4/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 313 Frazier D Vehicles: electronic wireless communicatio ns devices: prohibitions.	ASSEMBLY APPR. 4/16/2013	<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.</p>	
AB 317 Hall D Transportation: state highways.	ASSEMBLY PRINT 2/13/2013	<p>Existing law requires the California Transportation Commission to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program process, consistent with estimated available funding. Existing law sets forth specified program categories for which funds made available for transportation capital improvement projects may be programmed and expended.</p> <p>This bill would make a non-substantive change to these provisions.</p>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 380 Dickinson D</p> <p>California Environmental Quality Act: notice requirements</p>	<p>ASSEMBLY L. GOV. 4/2/2013 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 6. Noes 2.) (April 1). Re-referred to Com.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would 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 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 periods specified by CEQA does not commence until the notices are 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.</p>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
AB 410 Jones-Sawyer D Public employee health benefits: enrollment.	ASSEMBLY APPR. 4/10/2013 -	<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.</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 as an annuitant of the employer from which he or she first retired, upon meeting specified conditions, including that the person's subsequent retirement occurs within 120 days after separation of employment or the person is subject to disability retirement, as specified, the person had at least 5 years of credited service for the employer from which he or she first retired or qualifies for a contribution payable by an employer under disability retirement, and that the person is not eligible for a postretirement health benefit contribution from the employer from which he or she subsequently retires.</p>	
AB 416 Gordon D State Air Resources Board: Local Emission Reduction Program.	ASSEMBLY APPR. 4/11/2013	<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. Last amended on 4/4/2013</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 417 Frazier D</p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY THIRD READING 4/22/2013 - Action From SECOND READING: Read second time. To THIRD READING.</p>	<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 county clerk. Last amended on 4/18/2013</p>	
<p>AB 431 Mullin D</p> <p>Regional transportation plan: sustainable communities strategy: funding.</p>	<p>ASSEMBLY TRANS. 4/16/2013 - Re-referred to Com. on TRANS.</p>	<p>Existing law requires certain transportation planning activities by designated transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated by federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt, as part of the regional transportation plan in urban areas, a sustainable communities strategy, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.</p> <p>This bill would authorize a transportation planning agency that is designated as a metropolitan planning organization to impose a transactions and use tax, as specified, at a rate of no more than 0.5 percent even if the combined rate of this tax and other specified taxes imposed in the county, exceeds, if certain requirements are met. The bill would require the ordinance to contain an expenditure plan, with not less than 25 percent of available net revenues to be spent on each of the 3 categories of transportation, affordable housing, and parks and open space, in conformity with the sustainable communities strategy, with the remaining net available revenues to be spent for purposes determined by the transportation planning agency to help attain the goals of the sustainable communities strategy. Last amended on 4/15/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 441 Patterson R High-Speed Rail Authority: contracts.	ASSEMBLY TRANS. 2/28/2013 - Referred to Com. on TRANS.	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, 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>	
AB 453 Mullin D Sustainable communities.	ASSEMBLY APPR. SUSPENSE FILE	<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.</p>	
AB 463 Logue R High-Speed Rail Authority: contracts.	ASSEMBLY TRANS. 4/15/2013	<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>	

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Bill ID/Topic	Location	Summary	Position
AB 466 Quirk-Silva D Federal transportation funds.	ASSEMBLY APPR. 4/16/2013	<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. Last Amended on 3/14/2013</p>	
AB 481 Lowenthal D High-speed rail.	ASSEMBLY A. & A.R. 4/9/2013	<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. Last amended on 4/1/2013</p>	
AB 493 Daly D Toll facilities.	ASSEMBLY THIRD READING 4/18/2013 - Read second time. Ordered to third reading.	<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. Amended 4/17/2013</p>	

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State Legislative Matrix 4/22/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 515 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>ASSEMBLY JUD. 3/12/2013 - Re-referred to Com. on JUD.</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. Last Amended on 3/11/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 528 Lowenthal D State Rail Plan: High-Speed Rail Authority business plan.	ASSEMBLY TRANS. 4/17/2013 - Re-referred to Com. on TRANS.	<p>Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially for submission to the Legislature, Governor, and specified entities. The plan consists 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 specified business plan, with 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 and recast the items required to be included in the 2 elements of the 10-year State Rail Plan and would eliminate the 10-year timeframe for the State Rail Plan. The bill would change the first date to May 1, 2014, by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit to the Legislature the business plan. This bill contains other related provisions. Last amended on 4/16/2013</p>	
AB 529 Lowenthal D Vehicles: motor carriers: inspections and fees.	ASSEMBLY TRANS. 4/8/2013 - Set for hearing.	<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 revise and recast these provisions as the Basic Inspection of Terminals (BIT) program. The bill would define motor carrier for this purpose as the registered owner, lessee, licensee, or bailee of specified vehicles. The bill would 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. Non-priority terminals would not be required to be inspected less than 6 years since their last inspection. Last Amended on 3/19/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 541 Daly D Buses: illuminated advertising: University of California, Irvine.	ASSEMBLY SECOND READING 4/22/2013	<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 operate a pilot program similar to the one operated by the City of Santa Monica. The bill would request that the university submit a report by July 1, 2018, on the viability of advertisement sales relating to illuminated signs on public buses to the Legislature.</p>	
AB 543 Campos D California Environmental Quality Act: translation.	ASSEMBLY NAT. RES. 4/9/2013 - Set for hearing.	<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 certain notices required by the act and a summary of any negative declaration, mitigated negative declaration, or environmental impact report, when the impacted community has a substantial number of non-English-speaking people. Last amended on 4/8/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 572 Atkins D California Global Warming Solutions Act of 2006: market-based compliance mechanisms.	ASSEMBLY NAT. RES. 3/18/2013 - Re-referred to Com. on NAT. RES.	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.</p> <p>This bill, for purposes of determining the viability of incentivizing greenhouse gas emissions reductions through increased energy efficiency, would require the Public Utilities Commission , in consultation with the state board and the State Energy Resources Conservation and Development Commission, to develop one or more protocols, as specified, to enable 3rd -party intermediaries to document, aggregate, and trade or sell on behalf of specified entities, the greenhouse gas emissions reductions value of energy efficient measures that are more stringent than applicable building code standards.</p> <p>Last amended on 3/14/2013</p>	
AB 574 Lowenthal D California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.	ASSEMBLY TRANS. 4/18/2013	<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. Last amended on 4/15/2013</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 603 Cooley D</p> <p>Public contracts: design-build: Capitol Southeast Connector Project.</p>	<p>ASSEMBLY TRANS. 4/17/2013 - Re-referred to Com. on TRANS.</p>	<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 Capitol Southeast Connector Joint Powers Authority to utilize design-build procurement for the Southeast Connector Project in Sacramento County, subject to authorization by the commission. 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. Last Amended on 4/16/2013</p>	
<p>AB 616 Bocanegra D</p> <p>Local public employee organizations: dispute: fact-finding panel.</p>	<p>ASSEMBLY P.E.,R. & S.S. 3/20/2013 - Re-referred to Com. on P.E.,R. & S.S.</p>	<p>Existing law requires the governing body of a 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 provides that an employee organization may request that the parties' differences be submitted to a fact-finding 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 fact-finding 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 instead authorize an employee organization, if the dispute was not submitted to a mediation, to request in writing that the public agency submit the parties' differences to a fact-finding panel not later than 60 days following the date that either party provided the other with a written notice of a declaration of impasse. 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 fact-finding panel, as specified. The bill would also authorize each party to select a person to serve as its member of the fact-finding panel. This bill contains other related provisions and other existing laws. Last Amended on 3/19/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 662 Atkins D Local government: infrastructure financing districts.	ASSEMBLY CONSENT CALENDAR 4/22/2013	<p>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. Existing law, effective February 1, 2012, dissolved all redevelopment agencies and community development agencies and provides for the designation of successor agencies, as specified.</p> <p>This bill would delete the prohibition on infrastructure financing district including any portion of a redevelopment project area.</p>	
AB 680 Salas D Transportation: interregional road system.	ASSEMBLY APPR. 4/16/2013	<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 inter-county routes.</p> <p>This bill would include State Highway Route 43 as an eligible interregional and inter-county route. Last amended on 3/19/2013</p>	
AB 690 Campos D Jobs and infrastructure financing districts: voter approval.	ASSEMBLY L. GOV. 4/16/2013 - In committee: Hearing postponed by committee.	<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 infrastructure financing districts (JIDs) 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 non-taxing 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. Last amended on 4/9/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 695 Mansoor R Public employees' health benefits.	ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.	<p>The Public Employees' Medical and Hospital Care Act (PEMHCA), which is administered by the Board of Administration of the Public Employees' Retirement System (PERS), authorizes the board to contract for health benefit plans for employees and annuitants, as defined. PEMHCA requires the state and each employee or annuitant to contribute a portion of the cost of providing the benefit coverage afforded under the approved health benefit plan in which the employee or annuitant is enrolled. Contributions and premiums paid under PEMHCA are deposited in the Public Employees' Health Care Fund and the Public Employees' Contingency Reserve Fund, which are continuously appropriated funds.</p> <p>This bill would make technical, non-substantive changes to a provision of the Public Employees' Medical and Hospital Care Act.</p>	
AB 696 Mansoor R Public employment: pensions.	ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.	<p>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 and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan, setting the maximum benefit allowable for employees first hired on or after January 1, 2013, as a formula commonly known as 2.5% at age 67 for nonsafety members, one of 3 formulas for safety members, 2% at age 57, 2.5% at age 57, or 2.7% at age 57, and 1.25% at age 67 for new state miscellaneous or industrial members who elect to be in Tier 2. Under PEPRA, the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in certain other provisions.</p> <p>This bill would make technical, non-substantive changes to this provision.</p>	
AB 707 Ting D Vehicles.	ASSEMBLY TRANS. 4/11/2013	<p>Existing law provides that the prima facie speed limit is 25 miles per hour when passing a senior center or other facility primarily used by senior citizens that is next to a street other than a state highway and posted with a standard "SENIOR" warning sign. Existing law provides that a local authority is not required to erect the standard "SENIOR" warning sign until it receives donations from a private source to cover the costs of erecting the signage and the local authority determines that the proposed signing should be implemented. Existing law provides, however, that a local authority may pay for the cost of erecting the signs with any other funds available to it.</p> <p>This bill would instead provide that a local authority is required to erect a standard "SENIOR" warning sign when it determines that the proposed signing should be implemented. The bill would also authorize a local authority to request grant funding to pay for the erection of those warning signs from the Pedestrian Safety Account. Last amended on 4/9/2013</p>	

San Mateo County Transit District State Legislative Matrix 4/22/2013

Bill ID/Topic	Location	Summary	Position
AB 730 Alejo D Monterey-Salinas Transit District.	ASSEMBLY L. GOV. 4/9/2013	<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. Last amended on 4/1/2013</p>	
AB 738 Harkey R Public entity liability: bicycles.	ASSEMBLY JUD. 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>	
AB 749 Gorell R Public-private partnerships.	ASSEMBLY TRANS. 4/15/2013 - Set for hearing.	<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. Last amended on 4/11/2013</p>	

**San Mateo County Transit District
State Legislative Matrix 4/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 756 Melendez R California Environmental Quality Act: judicial review: public works projects.	ASSEMBLY JUD. 4/15/2013 - Re-referred to Com. on JUD.	<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. 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.</p> <p>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. Last amended on 4/11/2013</p>	
AB 792 Mullin D Local government: open meetings.	ASSEMBLY THIRD READING 4/8/2013 - Read second time. Ordered to third reading.	<p>The Ralph M. Brown Act enables the legislative body of a local agency to call both regular and special meetings. The act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public, and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. The act requires that the agenda or notice be freely accessible to members of the public, and be posted on the local agency's Internet Web site, if the local agency has one.</p> <p>This bill, if the local agency is unable to post the agenda or notice on its Internet Web site because of software, hardware, or network services impairment beyond the local agency's reasonable control, would require the local agency to post the agenda or notice immediately upon resolution of the technological problems. The bill would provide that the delay in posting, or the failure to post, the agenda or notice would not preclude a local agency from conducting the meeting or taking action on items of business, provided that the agency has complied with all other relevant requirements. Last amended on 4/1/2013</p>	

San Mateo County Transit District State Legislative Matrix 4/22/2013

Bill ID/Topic	Location	Summary	Position
AB 797 Gordon D Transit districts: contracts.	ASSEMBLY TRANS. 4/16/2013 - Re-referred to Com. on TRANS.	<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. Last Amended on 4/15/2013</p>	Support
AB 822 Hall D Local government retirement plans.	ASSEMBLY E. & R. 4/11/2013 -	<p>Under existing law, the adoption of a charter or amendment to a charter of a city or city and county may be submitted to the voters at a statewide general, statewide primary, or regularly scheduled municipal election.</p> <p>This bill would require a charter or charter amendment that proposes to alter, replace, or eliminate the retirement benefit plan of employees of the city or city and county to be submitted to voters at a statewide general election.</p>	
AB 842 Donnelly R High-speed rail.	ASSEMBLY TRANS. 4/8/2013 - In committee: Set first hearing. Failed passage. Reconsiderati on granted.	<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.</p>	

San Mateo County Transit District State Legislative Matrix 4/22/2013

Bill ID/Topic	Location	Summary	Position
AB 863 Torres D Transit projects: environmental review process.	ASSEMBLY TRANS. 4/8/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.	<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>	
AB 898 Ting D Zero-emission vehicles: infrastructure.	ASSEMBLY PRINT 2/25/2013 - Read first time.	<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>	
AB 909 Gray D Metal theft and related recycling crimes.	ASSEMBLY APPR. SUSPENSE FILE 4/17/2013	<p>Existing law establishes the Board of State and Community Corrections to, among other things, promote effective state and local efforts and partnerships in California's adult and juvenile criminal justice system.</p> <p>This bill, on and after January 1, 2015, would require the board 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 board, and, upon appropriation by the Legislature, would make moneys in the fund available for purposes of the program.</p>	

San Mateo County Transit District State Legislative Matrix 4/22/2013

Bill ID/Topic	Location	Summary	Position
AB 935 Frazier D San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.	ASSEMBLY APPR. 4/11/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 10). Re-referred to Com. on APPR.	<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 also require that the 3 members appointed by the Governor be a resident of the County of Contra Costa selected from a list of 3 nominees provided by the Contra Costa Transportation Authority, a resident of the County of San Mateo selected from a list of 3 nominees provided by the San Mateo County Transportation Authority, and a resident of the County of Solano selected from a list of 3 nominees provided by the Solano Transportation Authority. The bill would require the Governor to appoint a resident of the county of one of these transportation authorities that fails to submit a list of 3 nominees to the Governor within 45 days of a vacancy. This bill contains other existing laws. Last amended on 3/18/2013</p>	
AB 946 Stone D Transit buses: Counties of Monterey and Santa Cruz.	ASSEMBLY TRANS. 4/11/2013 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 9. Noes 0.) (April 10). Re-referred to Com. on TRANS.	<p>Existing law creates the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District with various powers and duties relative to the operation of public transit in those counties. Existing law generally requires vehicles to be driven upon the right half of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway.</p> <p>The bill would authorize the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District, in conjunction with the Department of Transportation, to conduct a transit-bus only program using the shoulders of certain state highways as transit-bus only traffic corridors, with the segments to be determined jointly by the districts and the department. The bill would thereby authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit districts. The bill would require the districts to work with the department and the Department of the California Highway Patrol to develop guidelines that ensure driver and vehicle safety and the integrity of the infrastructure. The bill would require monitoring of the state of repair of the highway shoulders used in the program, and would require the districts to be responsible for all costs attributable to the program.</p>	

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State Legislative Matrix 4/22/2013**

Bill ID/Topic	Location	Summary	Position
AB 953 Ammiano D California Environmental Quality Act.	ASSEMBLY APPR. 4/16/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 3.) (April 15). Re-referred to Com. on APPR.	<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.</p>	
AB 971 Garcia D Public agency employers: paratransit providers: criminal history information.	ASSEMBLY L. & E. 4/18/2013.	<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 authorize a specified social services paratransit agency to receive specified state and local criminal history information with respect to its contracted providers, and would further make technical, non-substantive, and conforming changes. This bill contains other related provisions and other existing laws. Last amended on 4/18/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 1002 Bloom D Vehicles: registration fee: sustainable communities strategies.	ASSEMBLY TRANS. 4/17/2013 - Re-referred to Com. on TRANS.	<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. Last amended on 4/16/2013</p>	
AB 1031 Achadjian R Local government: open meetings.	ASSEMBLY PRINT 2/25/2013 - Read first time.	<p>Existing law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for holding regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public and all persons be permitted to attend unless a closed session is authorized.</p> <p>This bill would make technical, non-substantive changes to a provision of the Ralph M. Brown Act.</p>	
AB 1046 Gordon D Department of Transportation: Innovative Delivery Team Demonstration Program.	ASSEMBLY TRANS. 4/1/2013 - Re- referred to Com. on TRANS.	<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. Last amended on 3/21/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 1047 Linder R Commercial driver's licenses.	ASSEMBLY TRANS. 4/1/2013 - Re-referred to Com. on TRANS.	<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. Last amended on 3/21/2013</p>	
AB 1051 Bocanegra D Housing.	ASSEMBLY TRANS. 4/17/2013 TRANS.	<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. Last amended on 4/8/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 1070 Frazier D California Transportation Financing Authority.	ASSEMBLY TRANS. 4/4/2013 - Re-referred to Com. on TRANS.	<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. Last amended on 4/3/2013</p>	
AB 1077 Muratsuchi D Sales and use taxes: vehicle license fee: exclusion: alternative fuel motor vehicles.	ASSEMBLY REV. & TAX 4/3/2013 - Re-referred to Com. on REV. & TAX.	<p>The Sales and Use Tax Law defines the terms "gross receipts" and "sales price."</p> <p>This bill would, on and after January 1, 2014, and before January 1, 2022, exclude from the terms "gross receipts" and "sales price," in the sale of a new alternative fuel motor vehicle, any amount allowed as a credit under a specified provision of the Internal Revenue Code, relating to new qualified plug-in electric drive motor vehicles, and any amounts received, awarded, or allowed pursuant to a state incentive program for the purchase or lease of an alternative fuel vehicle. This bill contains other related provisions and other existing laws. Last amended on 4/2/2013</p>	
AB 1102 Grove R Air resources: greenhouse gas emissions.	ASSEMBLY NAT. RES. 4/1/2013 - Re-referred to Com. on NAT. RES.	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board, known as ARB, by regulation, to adopt a market-based compliance mechanism to further the achievement of the statewide greenhouse gas emissions limits.</p> <p>This bill would require the ARB, if the ARB adopts a market-based compliance mechanism that provides for the auctioning of greenhouse gas allowances, to auction program allowances consigned by an electrical corporation or a local publicly owned electric utility before auctioning any other allowances. Last amended on 3/21/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 1181 Gray D Public employee organizations: members: paid leaves of absence.	ASSEMBLY P.E.,R. & S.S. 4/4/2013 - Re-referred to Com. on P.E.,R. & S.S.	<p>The Meyers-Millas-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 representing 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 when they are testifying or representing the employee organization in other employment relations matters. 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. Last amended on 4/3/2013</p>	
AB 1193 Ting D Bikeways.	ASSEMBLY L. GOV. 4/17/2013 - Re-referred to Com. on L. GOV.	<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 related provisions and other existing laws. Last amended on 4/16/2013</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1194 Ammiano D</p> <p>Safe Routes to School Program.</p>	<p>ASSEMBLY APPR. 4/16/2013</p>	<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 non-infrastructure activities, as specified. The bill would require the program to be funded by an annual appropriation in the budget act of not less than \$46,000,000, consisting of federal and state transportation funds eligible to be expended for this purpose. The bill would require 20% of program funds to be used for non-infrastructure 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. The bill would also delete references to a superseded federal transportation act. Last Amended on 4/1/2013</p>	
<p>AB 1211 Linder R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANS. 3/21/2013 - Referred to Com. on TRANS.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which may also be used, until January 1, 2015, by certain eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles.</p> <p>This bill would make technical, non-substantive changes to these provisions.</p>	
<p>AB 1290 John A. Pérez D</p> <p>Transportation planning.</p>	<p>ASSEMBLY TRANS. 3/11/2013 - Referred to Com. on TRANS.</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 Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex officio members without vote.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1314 Bloom D</p> <p>Vehicles: compressed natural gas vehicles: inspections.</p>	<p>ASSEMBLY TRANS. 4/1/2013 - Re- referred to Com. on TRANS.</p>	<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. This bill contains other related provisions and other existing laws. Last amended on 3/21/2013</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1375 Chau D</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: Clean Technology Investment Account.</p>	<p>ASSEMBLY NAT. RES. 4/1/2013 - Re-referred to Com. on NAT. RES.</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 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. That law permits money from the fund be allocated for research, development, and deployment of innovative technologies, measures, and practices related to programs and projects funded under the Global Warming Solutions Act. That law also prohibits the state from using moneys in the fund unless the state determines that the use of the moneys furthers the regulatory purposes of 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 money from the Greenhouse Gas Reduction Fund into the Clean Technology Investment Account. This bill would make the funds available for the research, development, and deployment of the above-described Global Warming Solutions Act programs and projects while creating jobs and reducing greenhouse gas emissions. Last amended on 3/21/2013</p>	
<p>AB 1380 Committee on PERS</p> <p>County employees' retirement.</p>	<p>ASSEMBLY P.E.,R. & S.S. 4/2/2013 - Re-referred to Com. on P.E.,R. & S.S.</p>	<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.</p> <p>This bill would prohibit the application of the above-described authorizations to a member who is subject to the PEPRA for that member's membership in the county retirement system. The bill would also authorize a member who is subject to the PEPRA and has completed 5 years of service and has reached the minimum retirement age applicable to that member, or has reached 70 years of age, to retire upon filing a written application with the board, as specified. This bill contains other existing laws. Last amended on 4/1/2013</p>	

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Bill ID/Topic	Location	Summary	Position
ACA 8 Blumenfield D Local government financing: voter approval.	ASSEMBLY L. GOV. 4/8/2013 - Re-referred to Com. on L. GOV.	<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. 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.</p> <p>This bill contains other related provisions and other existing laws. Last amended on 4/4/2013</p>	
SB 1 Steinberg D Sustainable Communities Investment Authority.	SENATE T. & H. 4/15/2013	<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. Last amended on 4/15/2013</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 11 Pavley D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>SENATE APPR. 4/18/2013 - Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program.</p> <p>This bill would provide that the State Air Resources Board (State board), until January 1, 2024, 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 person 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 January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the 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, no later than July 1, 2013, would require the state board and air districts to jointly 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. This bill contains other related provisions and other existing laws. Last amended on 4/18/2013</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 13 Beall D</p> <p>Public employees' retirement benefits.</p>	<p>ASSEMBLY DESK 4/11/2013 - In Assembly. Read first time. Held at Desk.</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 I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in other provisions for non-safety and safety members. The bill would clarify the application of PEPRA to employees who were employed prior to January 1, 2013, who have service credit in a different retirement system. 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 PEPRA. Last amended on 2/6/2013</p>	
<p>SB 24 Walters R</p> <p>Public employees' retirement: benefit plans.</p>	<p>SENATE P.E. & R. 1/10/2013 - Referred to Com. on P.E. & R.</p>	<p>Existing law regulates state and local public retirement systems and generally requires public employees who are new members, as defined, of those systems, on and after January 1, 2013, to participate in specified benefit plans. Existing law permits a public employer that, before January 1, 2013, offers a defined benefit pension plan that provides a defined benefit formula with a lower benefit factor at normal retirement age, and results in a lower normal cost, than the defined benefit formula required for new employees on and after January 1, 2012, to continue to offer that defined benefit formula and excepts the employer from specified requirements regarding pensionable compensation. Existing law requires, in the case of these plans, if a new defined benefit formula is adopted on or after January 1, 2013, that the formula meet certain requirements and, among other things, be approved by the Legislature. Existing law prescribes the same requirements for a retirement benefit plan that consists solely of a defined contribution plan if the employer, on or after January 1, 2013, adopts a new defined benefit pension plan or defined benefit formula, as specified.</p> <p>This bill would eliminate the requirement that the Legislature approve the changes in the instances described above. This bill would also authorize a local agency public employer or public retirement system that offers a defined benefit pension plan to offer a benefit formula with a lower benefit factor at normal retirement age and that results in a lower normal cost than the benefit formulas that are currently required, for purposes of addressing a fiscal necessity.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY DESK 4/11/2013 - In Assembly. Read first time. Held at Desk.</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 non-taxing 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 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. Last amended on 3/6/2013</p>	
<p>SB 54 Hancock D</p> <p>Retirement: county employees.</p>	<p>ASSEMBLY P.E.,R. & S.S. 4/10/2013 - Hearing postponed by committee. In P.E.,R. & S.S.</p>	<p>The California Public Employees' Pension Reform Act of 2013 requires each county retirement system created pursuant to the County Employees Retirement Law of 1937 to use a retirement formula commonly known as 2.5% at 67 years of age for non-safety members first hired on or after January 1, 2013, except that a lower retirement formula may be used as specified. The County Employees Retirement Law of 1937 authorizes the Alameda County Board of Supervisors to provide service retirement allowances for general members based on one of 2 formulas commonly known as the 2% at 57 years of age formula or the 1.64% at 57 years of age formula.</p> <p>This bill would authorize the Alameda County Board of Supervisors to adopt a resolution that would provide service retirement allowances based on a formula commonly known as the 2% at 65 years of age formula for general members hired after approval of the resolution, as specified. Last amended on 2/13/2013</p>	

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Bill ID/Topic	Location	Summary	Position
SB 56 Roth D Local government finance: vehicle license fee adjustments.	SENATE G. & F. 4/17/2013 - Set, first hearing. Hearing canceled at the request of author.	<p>The Vehicle License Fee Law establishes, in lieu of any ad valorem property tax upon vehicles, an annual license fee for any vehicle subject to registration in this state. Beginning with the 2004-05 fiscal year and for each fiscal year thereafter, existing law requires that each city, county, and city and county receive a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Existing law requires that these amounts be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities.</p> <p>This bill would, for the 2013-14 fiscal year, provide for a new vehicle license fee adjustment amount, as specified. This bill would also, for the 2013-14 fiscal year and for each fiscal year thereafter, provide for a vehicle license fee adjustment amount for certain cities incorporating after a specified date, as provided. Last amended on 3/4/2013</p>	
SB 110 Steinberg D California Transportation Commission: guidelines.	ASSEMBLY 4/22/2013	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act.</p>	
SB 142 DeSaulnier D Public transit.	SENATE APPR. 4/17/2013	<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. Last amended on 4/1/2013</p>	

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Bill ID/Topic	Location	Summary	Position
SB 230 Knight R Local transportation funds: performance audits.	SENATE T. & H. 4/16/2013 - In committee T. & H.	<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.</p> <p>Last Amended on 3/18/2013</p>	
SB 232 Monning D Private employment: transit employees.	SENATE APPR. SUSPENSE FILE 4/22/2013	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified.</p> <p>This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	
SB 286 Yee D Vehicles: high-occupancy vehicle lanes.	SENATE THIRD READING 4/16/2013 - Read second time. Ordered to third reading.	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2015, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime.</p> <p>This bill would extend the operation of those provisions to January 1, 2018, or until the Secretary of State receives that specified notice. The bill would additionally permit the department to issue a valid identifier to a vehicle that meets California's transitional zero emission (TZE) standards. Last amended on 3/18/2013</p>	

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Bill ID/Topic	Location	Summary	Position
SB 408 De León D Transportation funds.	SENATE RLS. 2/28/2013 - Referred to Com. on RLS.	<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>	
SB 436 Jackson D California Environmental Quality Act: notice.	SENATE E.O. 4/12/2013 - Set for hearing May 1.	<p>The California Environmental Quality Act, commonly referred to as CEQA, requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, also known as an EIR, on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires the lead agency to call at least one scoping meeting for a project that may affect highways or other facilities under the jurisdiction of the Department of Transportation if the meeting is requested by the department, or for a project of statewide, regional, or area wide significance. CEQA requires the lead agency to provide to specified entities a notice of at least one scoping meeting.</p> <p>This bill would require a lead agency to conduct at least one public scoping meeting for the specified projects and to provide notice to the specified entities of at least one public scoping meeting. This bill contains other related provisions and other existing laws. Last amended on 4/3/2013</p>	
SB 444 Hueso D State Highway Route 86: relinquishment.	SENATE T. & H. 4/11/2013 - Re-referred to Com. on T. & H.	<p>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law also authorizes the commission to relinquish certain state highway segments to local agencies.</p> <p>This bill would authorize the commission to relinquish to the Cities of Brawley, El Centro, and Imperial and the County of Imperial specified portions of State Highway Route 86 under certain conditions. This bill would also re-designate a specified portion of State Highway Route 86 as a part of State Highway Route 78 following relinquishment. This bill would require the relinquishments to be done at no cost to the state, unless the commission makes a finding of need. Last amended on 4/4/2013</p>	

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Bill ID/Topic	Location	Summary	Position
SB 469 Corbett D Public contracts: local agencies: public transit vehicles.	SENATE T. & H. 3/27/2013	<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>	
SB 525 Galgiani D California Environmental Quality Act: exemptions.	SENATE E.Q. 4/12/2013 - Set for hearing May 1.	<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
SB 557 Hill D High-speed rail.	SENATE T. & H. 4/4/2013 - Set for hearing April 23.	<p>Existing law creates the High-speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable, High-speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. 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.</p>	Support
SB 613 DeSaulnier D Bay Area Toll Authority.	SENATE T. & H. 4/4/2013 - Set for hearing April 30.	<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 impose certain limitations on the actions of the authority in exercising its powers. The bill would provide that the authority may acquire, construct, manage, maintain, lease, or operate facilities required solely for the management of Bay Area state-owned toll bridges or to provide access to those bridges. The bill would prohibit revenues in any reserve funds established by bond covenants or other agreements from being invested in real estate. The bill would prohibit investments in real estate of money not required for immediate necessities. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
SB 617 Evans D California Environmental Quality Act.	SENATE E.Q. 4/12/2013 - Set for hearing May 1.	<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. Last Amended on 4/1/2013</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 628 Beall D</p> <p>Infrastructure financing: transit priority projects.</p>	<p>SENATE T. & H. 4/18/2013 - Set for hearing May 7.</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 20% 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 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. Last Amended on 4/10/2013</p>	

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Bill ID/Topic	Location	Summary	Position
SB 633 Pavley D CEQA.	SENATE E.Q. 4/12/2013 - Set for hearing May 1.	<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, referred to as categorical exemptions.</p> <p>This bill would specify that the 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 revise 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, by January 1, 2016, to certify and adopt the proposed revisions to the guidelines. 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. Last Amended on 4/11/2013</p>	

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Bill ID/Topic	Location	Summary	Position
SB 731 Steinberg D Environment: California Environmental Quality Act and sustainable communities strategy.	SENATE RLS. 3/11/2013 - Referred to Com. on RLS.	<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 state the intent of the Legislature to enact legislation revising CEQA to, among other things, provide greater certainty for smart infill development, streamline the law for specified projects, and establish a threshold of significance for specified impacts. This bill contains other related provisions and other existing laws.</p>	
SB 751 Yee D Local planning: metropolitan planning organizations.	SENATE G. & F. 4/19/2013 - Set for hearing May 1.	<p>Existing law provides for the designation of transportation planning agencies throughout the state with various powers and duties relative to transportation planning and programming. Existing law provides for the allocation of certain transportation funds, including revenues derived from sales tax in the amount of 1/4% of the sales in each county, which are deposited in the local transportation fund. Certain transportation planning agencies in urbanized areas are also designated under federal law as metropolitan planning organizations.</p> <p>This bill would require a transportation planning agency that is also designated as a metropolitan planning organization to publicly report any action taken, as defined, and the vote or abstention on that action of every member present. By requiring a transportation agency to perform new duties, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 4/11/2013</p>	

**San Mateo County Transit District
State Legislative Matrix 4/22/2013**

Bill ID/Topic	Location	Summary	Position
SB 785 Wolk D Design-build.	SENATE G. & F. 4/11/2013 - Set for hearing May 1.	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 4/1/2013</p>	
SB 787 Berryhill R Environmental quality: the Sustainable Environmental Protection Act.	SENATE E.Q. 4/18/2013 - From committee with author's amendments . Read second time and amended. Re-referred to Com. on E.Q.	<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. Last Amended on 4/18/2013</p>	

San Mateo County Transit District State Legislative Matrix 4/22/2013

Bill ID/Topic	Location	Summary	Position
<p>SB 792 DeSaulnier D</p> <p>Regional entities: Bay Area.</p>	<p>SENATE G. & F. 4/18/2013 - Set for hearing April 30.</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 regional entities 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 joint policy committee to prepare a regional organization plan for the affected regional entities. The regional organization plan would include a plan for integrating, by July 1, 2016, certain major planning documents of the individual entities into a comprehensive regional plan that also addresses other specified goals, and a plan for consolidating certain functions that are common to the regional entities. The regional organization plan would also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would require the joint policy committee to ensure public participation in the development and adoption of the plan, to hold at least one public hearing in each county of the region, and to adopt a final plan by June 30, 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 regional entities. The bill would require the joint policy committee, until a comprehensive regional plan is adopted, to conduct a review of the major planning documents and associated policies , and plans, and regulations of each regional entity, including an assessment of the consistency of the documents, policies, plans, and regulations with each other, with the requirements of Senate Bill 375 of the 2007-08 Regular Session , and with the goals and policies adopted by the advisory committee on economic competitiveness . The bill would require the joint policy committee to issue a consistency report describing the findings of each review and to hold hearings in that regard, and would require the applicable regional entity to consider the findings. The bill would require all cost savings derived from implementation of the regional organization plan to be directed to the joint policy committee's general fund. 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. Last Amended on 4/10/2013</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 4/22/2013**

Bill ID/Topic	Location	Summary	Position
SB 798 De León D California Green Infrastructure Bank Act.	SENATE G. & F. 4/15/2013 - Set, first hearing. Hearing canceled at the request of author.	<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.</p>	
SB 811 Lara D State Highway Route 710.	SENATE T. & H. 4/19/2013 - Author's amendments	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.</p> <p>This bill would impose various additional requirements on the department with respect to the proposed program of improvements for the State Highway Route 710 Corridor in the County of Los Angeles. The bill would require the department, in conjunction with various other entities, to, among other things, develop and implement a comprehensive public transportation plan, create and implement a comprehensive pedestrian and bicycle improvements element, implement certain improvement programs and projects relative to the Los Angeles River and certain tributaries, provide various community benefits to schools and other facilities, and engage in certain job training, workforce development, and targeted hiring activities. The bill would require the department to allocate \$3,000,000 annually from project funds for job training during the life of the Route 710 Corridor project, subject to appropriation by the Legislature.. Last amended on 4/3/2013</p>	

San Mateo County Transit District State Legislative Matrix 4/22/2013

Bill ID/Topic	Location	Summary	Position
SCA 4 Liu D Local government transportation projects: special taxes: voter approval.	SENATE G. & F. 4/10/2013 - Set for hearing May 15.	<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. 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. The measure would also make conforming and technical, non-substantive changes. Last amended on 3/19/2013</p>	Support
SCA 6 DeSaulnier D Initiative measures: funding source.	SENATE APPR. SUSPENSE FILE 4/8/2013 - Placed on APPR. suspense file.	<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>	
SCA 8 Corbett D Transportation projects: special taxes: voter approval.	SENATE G. & F. 4/10/2013 - Set for hearing May 15.	<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. The measure would also make conforming and technical, non-substantive changes.</p>	Support

**San Mateo County Transit District
State Legislative Matrix 4/22/2013**

Bill ID/Topic	Location	Summary	Position
SCA 9 Corbett D Local government: economic development: special taxes: voter approval.	SENATE G. & F. 4/10/2013 - Set for hearing May 15.	<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. The measure would also make conforming and technical, non-substantive changes.</p>	
SCA 11 Hancock D Local government: special taxes: voter approval.	SENATE G. & F. 4/10/2013 - Set for hearing May 15.	<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. The measure would also make conforming and technical, non-substantive changes.</p>	Support



BOARD OF DIRECTORS 2013

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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, MAY 1, 2013- 3:00 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of March 13, 2013
2. Adoption of SamTrans Service Plan, Adoption of the Negative Declaration and Approval of the Title VI 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
MARCH 13, 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, 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 2:26 p.m.

Approval of Minutes of Planning, Development and Sustainability Committee Meeting of February 13, 2013

The Committee approved the minutes (Harris/Lloyd).

Adoption of SamTrans Title VI Standards and Policies

Planner, Michael Eshleman reported:

- Title VI states any agency that receives Federal funding may not discriminate based on race, color or national origin when fare or service changes are made.
- In October 2012 the Federal Transit Administration (FTA) released new guidance that requires Board approval and submittal of policies governing major service changes, assessment of disparate impacts, assessment of disproportionate burdens and implementation of service standards and policies to ensure that activities are in accordance with Title VI non-discrimination requirements.
- The Major Service Change Policy, Disparate Impact Policy and Disproportionate Burden Policy apply specifically to the equity analysis that staff conducts only when there is a service or fare change. The Service Standards and Policies apply to the triennial audit.
 - Major Service Change Policy:
 - Criteria for determining when a service change is significant enough to require a thorough analysis of potential effects on protected populations.
 - The proposed draft policy sets a threshold of any change of 25 percent or more vehicle revenue miles in a one-week period, except for routes with fewer than 10 daily trips unless the route is eliminated entirely.
 - Disparate Impact Policy
 - Determines the threshold when adverse effects of a fare or service change are borne disproportionately by minority populations.
 - The proposed recommendation is for a 20 percent threshold based on cumulative impact of the changes.

- Disproportionate Burden Policy
 - Determines the threshold when adverse effects of a fare or service change are borne disproportionately by low-income populations versus minority populations.
 - The proposed recommendation is for a 20 percent threshold based on cumulative impact of the changes.
- Service Standards and Policies
 - Established to monitor performance in quantifiable and qualitative measures/metrics.
 - Have been used to monitor compliance to Title VI in previous triennial program submissions.
 - Service standards include vehicle load, vehicle headway, on-time performance and service availability.
 - Service policies include vehicle assignment and transit amenities.
- Public meetings were held in Pacifica, Daly City, San Carlos and East Palo Alto.
- Public comment was accepted through March 5 at the public meetings, e-mail, regular mail and phone.

Director Jeff Gee asked how many comments were received and how the attendance was at the meetings. Mr. Eshleman said attendance was sparse but those who attended were asking questions about the SamTrans Service Plan (SSP).

A motion (Gee/Lloyd) to adopt the SamTrans Title VI Standards and Policies was approved unanimously by roll call.

Update on the SSP

Executive Officer, Planning and Development April Chan reported:

- The purpose of the SSP is to improve service where customers need it, discontinue routes or segments that aren't working and try innovative ways of delivering transportation services.
- The SSP Guiding Principles focus on customers, service, service markets, financial stability and coordinated planning.
- In crafting the SSP, staff wanted to balance various elements of the Guiding Principles, focus the plan to improve efficiency, effectiveness and ridership for the system as a whole, and understand the trade-offs needed to move SamTrans into the future.
- The original SSP was shared with the community, riders, bus operators, stakeholders and city councils in August 2012.
- Outreach in fall 2012 yielded more than 1,200 comments.
 - Major comment themes included keep routes the same, change the routes in a different way, expand routes, increase frequency and concern about how changes to routes will impact specific populations.
 - Staff evaluated every comment. For underperforming routes there was a major effort to meet customer's needs.

- The nine major changes are:
 - Route 110: Early morning trips added and schedule starts at 6 a.m.
 - Route 118: Peak-hour service restored and enhanced morning service from Route 110.
 - Route 121: Mid-day service restored.
 - Route 251: Service to Beach Park service restored.
 - Route 270: Service east of Highway 101 was restored.
 - Route 275: Select Saturday trips to Cañada College.
 - Routes 280 and 281: Service changes are subject to East Palo Alto shuttle coordination.
 - Route 292: Off-peak and weekend service to San Francisco restored.
- These changes will save up to \$1.5 million.
- Staff estimates, with the route changes, this will increase ridership by 372,000.
- Next steps:
 - Hold public meetings in March in El Granada, East Palo Alto, San Carlos and Brisbane.
 - Hold the public hearing at the April 3 Board meeting.
 - The public comment period closes April 15.
 - Revise the draft recommendations in April, as needed.
 - Present a final SSP for Board consideration at the May 1 meeting.
 - Implement changes late 2013/early 2014.

Director Adrienne Tissier asked if Route 121 goes into the Southern Hills neighborhood in Daly City. Deputy CEO Chuck Harvey said the added service is school trips. There is no regular service because geographically it is a hard area to serve.

Director Tissier thanked staff for adding the service to the east side of Highway 101 on Route 270.

Chair Carole Groom thanked Ms. Chan and Mr. Harvey for their incredible work on the SSP. She said initially she was skeptical on many of the changes and very concerned the changes would harm those who needed the bus to get to work and home in the evening. She was very concerned this proposal was requiring people to transfer to (Bay Area Rapid Transit) BART and have a higher fare. Chair Groom said Ms. Chan and Mr. Harvey put together a fare schedule and it shows it will not cost riders much more when they have to take a SamTrans bus to BART to get to work in San Francisco. She said there was a lot of discussion on hours of service. Chair Groom said many people who attended the public meetings were very concerned that their lifeline was being taken away and it was staff's sensitivity to come to this final draft SSP to present to the public.

Director Matsumoto said the SSP was pushed out because of the Title VI policies and standards. She said kudos to staff for delaying the project to incorporate Title VI in the process.

Public Comment

Jerry Grace, San Pablo, said Route 397 has low ridership. Mr. Harvey said not all routes with low ridership are being eliminated. Route 397 is the Owl service and runs all night long.

Sonny Koya, South San Francisco said he is a CAC member and rides Route 292. He wants to personally thank staff for listening to the riders and not making any changes to Route 292.

Capital Projects Quarterly Status report – 2nd Quarter Fiscal Year 2013

No discussion.

Adjourned: 3:03 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development & Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: April Chan
Executive Officer, Planning & Development

SUBJECT: **ADOPTION OF SAMTRANS SERVICE PLAN (SSP), ADOPTION OF THE NEGATIVE
DECLARATION AND APPROVAL OF THE TITLE VI EQUITY ANALYSIS**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Adopt the [SamTrans Service Plan](#) (Exhibit 1); and
2. Adopt Negative Declaration pursuant to the [California Environmental Quality Act \(CEQA\)](#) (Exhibit 2); and
3. Consider and approve the [Title VI equity](#) analysis for the SSP (Exhibit 3).

SIGNIFICANCE

The final recommendations for the SSP represent the culmination of two years of analysis and public outreach on how the agency can deliver transit service that better meets the needs of customers and is sustainable. The agency has hosted 52 public meetings and received more than 1,750 comments from throughout the county. All recommended changes over this process are summarized in the attached overview of SSP recommendations.

The final recommendations respond to comments made on the draft final SSP, released on March 13, 2013. During the 30-day public comment period, SamTrans received 550 comments through written and electronic communication, as well as through verbal comments from a Board public hearing on April 3, 2013 and five public meetings held throughout the region in mid-March. In response, staff recommends further changes, including:

- Route 17. Based on comments from Coastside riders, proposed service changes will be coordinated with Route 294 service changes to eliminate or minimize transfer delays in Half Moon Bay.
- Route 140. To address comments from San Francisco International Airport about improving service from the Pacifica and San Bruno areas, we recommend

extending service to end at the SFO AirTrain station, pending SFO approval to allow SamTrans use of their facilities.

- Route 251. Based on customer input from the Foster City community, staff recommends that off-peak service alternate routing direction to improve access.
- Route 260. Because of uncertainty about a potential Belmont community shuttle, staff recommends retaining Saturday service at the current frequencies from Cipriani/Continental in Belmont to the San Carlos Caltrain station via Ralston, Bridge Parkway, and Holly Street, subject to on-going coordination with the City of Belmont.
- Route 274. In response to concerns regarding elimination of Saturday service along Farm Hill Boulevard, staff recommends having Route 275 trips serve Cañada College on Saturdays via Alameda de las Pulgas and Farm Hill.
- Route 295. To mitigate the loss of Route 295 in the Santa Cruz Ave Corridor in Menlo Park, staff recommends operating Route 85 between Sharon Park and Menlo Park Caltrain/El Camino Real weekdays roughly every 45 minutes between 6:30am and 9:00am and every 60 minutes between 3:30pm and 6:30pm. The route will pass through the intersection of Avey Ave and Alameda de las Pulgas, an area of concern noted by those speaking at the April SamTrans Board meeting. Route 85 will also connect with Menlo-Atherton High School, which will dictate most scheduled times for this service in order to meet bell times.
- Route 296. Based on bus operator input regarding proposed changes to Routes 280 and 281, staff recommends realigning Route 296 to serve Pulgas Avenue in East Palo Alto as well as increasing frequency on Sundays to 30 minutes.
- Route KX. In response to comments from the Citizens' Advisory Committee, staff recommends extending off-peak trips to the San Bruno BART station.

The final recommendations clarify the potential scope of alternative pilot services that is being developed in consultation with the Pacifica and San Carlos communities. Proposed service could involve deviated fixed-route or modified demand-responsive services and be launched in concert with the fixed-route recommendations of the SSP.

While adoption of the SSP signals the end of the planning process, it begins the important process of implementing, monitoring, and reporting on what we learn from these changes. Implementation of route changes would occur anywhere from Summer 2013 through Summer 2014 and include a marketing and informational campaign to support customers as they adapt to route changes. The final recommendations call for a robust monitoring system that will track how service and ridership change over time. Further, staff will develop a comprehensive process to solicit customer feedback, measure results, and provide frequent updates to the Board. The SSP is ultimately a living program that can change as circumstances develop to ensure the agency continues to redefine how successful transit service is delivered to the county.

The proposed Negative Declaration was developed pursuant to CEQA environmental requirements and released for a 30-day public review period. The Initial Study confirms that implementation of the SSP would not result in any significant adverse impacts on the environment.

Finally, a Title VI equity analysis has been prepared that assesses the potential effects of the final SSP on minority and low-income populations. The analysis is consistent with the Board-adopted policies on Title VI and finds that the SSP would neither result in disparate impact on minority communities nor disproportionately burden low-income communities.

BUDGET IMPACT

Implementation of the SSP's service recommendations are intended to be cost and revenue neutral, though potential increases in revenue and reductions in cost are projected.

BACKGROUND

The SSP's comprehensive service changes are designed to increase ridership and revenue at no additional operating cost. Following adoption of the SSP, SamTrans would initiate an implementation program to execute the recommendations.

Prepared by: Douglas Kim, Director, Planning

650-508-6278

SamTrans Service Plan - Route Recommendations At-a-Glance

The SamTrans Service Plan is an in-depth study of the San Mateo County bus system that seeks to do more of what works, less of what doesn't and try new things.

Brisbane, Colma, Daly City, San Bruno & South San Francisco

Route	Service Plan Route Recommendation	Other Travel Options
24	No Change Recommended	N/A
35	No Change Recommended	N/A
36	No Change Recommended	N/A
38	No Change Recommended	N/A
43	No Change Recommended	N/A
46	No Change Recommended	N/A
120	Improve weekday and weekend service span. Operate more frequent Sunday service.	N/A
121	Realign route in the Crocker/Southern Hills area, no changes to schedule or frequency.	None
122	Faster travel times and a less circuitous trip through the Westborough area.	None
123	Recommended for Discontinuation. Duplicative of Route 121.	SamTrans routes 121, 122
130	This revised route will travel between Colma BART Station and Daly City BART Station along Hillside Boulevard.	SamTrans routes ECR, 131
131	New route will follow Route 130's existing alignment in South San Francisco until it reaches South San Francisco BART Station, where it will travel to Serramonte Shopping Center	None
132	Operate selected trips on school days along Linden Avenue, Grand Avenue, Orange Avenue, and Del Monte Avenue.	SamTrans routes 130, 131, ECR
133	Increase service frequency to 30 minutes on weekdays and Saturdays and to 60 minutes on Sundays between Airport Boulevard/Linden Avenue and San Bruno BART; discontinue route segment between Serramonte Shopping Center and Spruce Avenue/ Huntington Avenue.	SamTrans routes 130,131, ECR
140	Extend alignment to SFO's AirTrain station at the Rental Car Center via San Bruno Ave and MacDonald (pending coordination with SFO).	SamTrans routes 141 and the San Bruno shuttle
141	Realign route via San Mateo Avenue to more directly serve the San Bruno BART Station. Run selected trips on segments along 3 rd Avenue.	None



Belmont, Burlingame, Foster City, Millbrae & San Mateo

Route	Service Plan Route Recommendation	Other Travel Options
53	No Change Recommended	N/A
54	No Change Recommended	N/A
55	No Change Recommended	N/A
58	No Change Recommended	N/A
250	Split into two routes. Route 250 will continue to serve downtown San Mateo directly from Norfolk Street via 3 rd Avenue	SamTrans route 252
251	Re-route the alignment and operate morning clockwise service through Metro Center Boulevard and Bridgepointe Circle before serving Foster City neighborhoods including; Park Boulevard, Shell Boulevard, and Edgewater Boulevard. Afternoon service would operate counter-clockwise. Mid-day service would alternate direction.	None
252	A new route split from Route 250, Route 252 will link the Humboldt Avenue/Monte Diablo Avenue area to downtown San Mateo, San Mateo Caltrain Station, and El Camino Real.	N/A
260	Truncate Saturday alignment to extend between Cipriani/Continental and San Carlos Caltrain station via Bridge Parkway and Holly Street.	None
262	Operate limited trips on school days only and discontinue other trips.	SamTrans routes 260, 295
297	No Change Recommended	N/A
359	Recommended for Discontinuation	SamTrans routes 251, ECR and Caltrain

Route	Service Plan Route Recommendation	Other Travel Options
KX	Shorten route to operate between Redwood City Caltrain Station and San Bruno BART Station via San Francisco International Airport (SFO) all day with weekday peak-only service into San Francisco. Hourly service between Redwood City and San Bruno BART via SFO on weekends.	SamTrans route 292, Caltrain and BART
ECR	Consolidate routes 390/391 between Daly City and Palo Alto and run every 15 minutes during weekdays. Discontinue service into San Francisco. Improve weekend service to every 15 minutes during the day.	Muni 14, 14L, 14X, Caltrain, and BART
292	Move Downtown San Mateo route alignment from B Street to Delaware Street	N/A
294	Discontinue duplicative service with Route 17 north of Half Moon Bay. Increase weekday frequency to 60 minutes. Serve College of San Mateo on selected trips and realign route to serve San Mateo Medical Center on every trip. Introduce 120-minute weekend frequency.	SamTrans route 17
295	Discontinue service south of San Carlos Caltrain Station. Operate selected school day trips along Brittan Avenue and Alameda de las Pulgas in San Carlos.	SamTrans route 275, San Carlos Alternative Service Pilot
296	Improve service frequency to 15 minutes during weekdays and 30 minutes on Saturday. Align route to service the Pulgas Avenue corridor in East Palo Alto.	N/A
390 & 391	Consolidate into one route (ECR) between Daly City and Palo Alto, every 15 minutes on weekdays. Discontinue service into San Francisco. Improve weekend service to every 15 minutes during the day.	Muni 14, 14L, 14X, Caltrain, and BART
397	No Change Recommended	N/A

El Granada, Half Moon Bay, Miramar, Montara, Moss Beach, Pacifica & Princeton

Route	Service Plan Route Recommendation	Other Travel Options
14	Operate selected trips on school days only and discontinue other trips.	Pacifica Alternative Service Pilot
16	No Change Recommended	N/A
17	Extend route from its current northern terminal in Montara to the Linda Mar Park and Ride in Pacifica on weekdays, matching the current weekend alignment. Increase frequency to 60 minutes. Minimize transfer time with Route 294.	N/A
110	Improve morning service.	N/A
112	No Change Recommended	N/A
118	Operate peak hour only service.	SamTrans routes 110, 112

Proposed Pilot Service in Pacifica	N/A
Proposed Pilot Service in San Carlos	N/A

Atherton, East Palo Alto, Menlo Park, Portola Valley, Redwood City, San Carlos & Woodside

Route	Service Plan Route Recommendation	Other Travel Options
72	No Change Recommended	N/A
73	No Change Recommended	N/A
83	No Change Recommended	N/A
85	Add 2 additional trips in both the AM and PM peak.	N/A
270	Operate 30 minute southbound and 60 minute northbound service to Marsh Road via Veterans, Broadway and Bay; and 60 minute northbound service from Marsh Road via East Bayshore and Veterans. Discontinue service to Seaport Center office park.	Climate Best Shuttle
271	Operate limited trips on school days only and discontinue other trips. Discontinue service north of Roosevelt to Redwood City Caltrain Station.	None
274	Discontinue Saturday service.	SamTrans route 275
275	A new route will along Woodside Road will operate every 30 minutes on weekdays and every 60 minutes on Saturday. Selected Saturday trips will operate to Cañada College via Alameda de las Pulgas and Farm Hill Boulevard.	N/A
280*	Recommended for Discontinuation	SamTrans Route 296, East Palo Alto shuttle
281*	Straighten the alignment along Newbridge Street in East Palo Alto. Weekday frequency increased to 15 minutes.	N/A

* Changes to routes 280 and 281 are contingent upon coordinating with the City of East Palo Alto shuttle

RESOLUTION NO. 2013-

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

* * *

ADOPTING THE SAMTRANS SERVICE PLAN, ADOPTING THE ASSOCIATED CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) NEGATIVE DECLARATION AND APPROVING THE ASSOCIATED TITLE VI ANALYSIS

WHEREAS, pursuant to Resolution No. 2009-66, the Board of Directors (Board) of the San Mateo County Transit District (District) adopted a 2009-2013 SamTrans Strategic Plan; and

WHEREAS, an important component of the SamTrans Strategic Plan called for development of a comprehensive operations analysis (COA) designed to make the District's operations more efficient in serving the diverse communities within the District's service area, as well as to provide recommendations to meet future transit demand within the region; and

WHEREAS, the COA was initiated in 2011 as the SamTrans Service Plan (SSP); and

WHEREAS, the District established the following goals for the SSP: to assess the effectiveness of the District's services, programs, and planning initiatives; to continue to meet the needs of transit-dependent communities; to improve the quality of life and mobility for the community; to begin to address east-west connectivity; and to actively engage cities and local and regional stakeholders; and

WHEREAS, the District conducted two years of public outreach, including hosting 52 public meetings and receiving over 1,750 comments from riders throughout the county on how the agency can deliver transit service that better meets the needs of riders; and

WHEREAS, based on the above goals and the public input gathered through the above-referenced outreach, the District developed a draft final SSP, which was released on March 13, 2013 for a 30-day public comment period; and

WHEREAS, during the public comment period on the draft final SSP, the District received over 250 written comments and oral comments made during a public hearing conducted by the Board on April 3, 2013 and during five public meetings held throughout the SamTrans service area in mid-March; and

WHEREAS, based upon public comments received during the April 3, 2013 public hearing and subsequent public meetings, staff has proposed various further refinements

of the SSP, including changes affecting several routes, and has presented recommendations clarifying the potential scope of alternative pilot services being developed in consultation with Pacifica and San Carlos communities; and.

WHEREAS, the final SSP also calls for implementation of a robust monitoring system to track service and ridership changes over time and the development of a comprehensive process to solicit customer feedback, measure results, and provide frequent updates to the Board; and

WHEREAS, the District has prepared an Initial Study/Negative Declaration (IS/ND) on the possible environmental effects of the SSP and circulated it for public comment in the manner required by law; and

WHEREAS, all comments on the IS/ND has been reviewed and considered by staff, leading to the conclusion that none of the points raised requires a change in the finding in the Initial Study that the SSP would not have a significant effect on the environment and, therefore, supports adoption of a Negative Declaration; and

WHEREAS, Title VI of the Civil Rights Act of 1964 requires recipients of Federal grants and other assistance to operate their programs and services without regard to, or discrimination based on, race, color or national origin; and

WHEREAS, the Federal Transit Administration issued Circular FTA C 4702.1B, effective October 1, 2012, setting forth requirements and guidelines for Title VI compliance; and

WHEREAS, as set forth in the above-referenced Circular, the District is required to perform a Title VI Equity Analysis in conjunction with all major service 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 Major Service Change, Disparate Impact and Disproportionate Burden Policies to govern when service change equity analyses are required and to set thresholds for when effects of fare or major service changes are deemed to have disproportionate effects on minority or low-income passengers or populations; and

WHEREAS, staff has prepared and presented to the Board a Title VI Equity Analysis that assesses the potential effects of the SSP on minority and low-income populations; and

WHEREAS, the Title VI Equity Analysis concludes that the SSP would result in no disparate impacts on minority passengers or disproportionate burdens on low-income passengers; and

WHEREAS, staff recommends that the Board adopt the SSP, adopt the associated Negative Declaration, and consider and approve the associated Title VI Equity Analysis.

NOW, THEREFORE, BE IT RESOLVED that:

1. The Board hereby finds and declares that, based upon its independent judgment following review of the Initial Study and proposed Negative Declaration, and consideration of the record of the project as a whole, there is no evidence before the District that the proposed SSP will have a significant effect upon the environment and therefore adopts the Negative Declaration; and
2. The Board hereby designates the District Secretary as the custodian of the documents constituting the record of proceedings upon which this decision is based; and
3. The Board hereby directs the District Secretary to file a Notice of Determination with the County Clerks of San Mateo, Santa Clara, San Francisco; and
4. The Board hereby finds pursuant to Title VI of the Civil Rights Act of 1964 that the SSP will not have a disparate impact on minority populations or a disproportionate burden on low-income populations; and
5. The Board adopts the SSP and approves the associated Title VI Equity Analysis; and
6. Staff is authorized to implement the SamTrans service changes and other programs set forth in the SSP and analyzed in the Initial Study and Title VI Equity Analysis.

Regularly passed and adopted this 1st day of May, 2013 by the following vote:

AYES;

NOES:

ABSTAIN:

San Mateo County Transit District

ATTEST:

District Secretary



JERRY DEAL
JEFF GEE
CAROLE GROOM
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, MAY 1, 2013 – 3:20 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 April 3, 2013
 - b. Acceptance of Statement of Revenues and Expenses for March 2013
 - c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2013
3. **PUBLIC COMMENT**
Public comment by each individual speaker shall be limited to one minute
4. **REPORT OF THE CHAIR**
5. **REPORT OF THE GENERAL MANAGER/CEO**
6. **COMMUNITY RELATIONS COMMITTEE**
(Accessibility, Senior Services, and Community Issues)
ACTION
 - a. Designation of May as "Older Americans Month"

SUBJECTS DISCUSSED

- b. Student "Art Takes a Bus Ride" Contest
- c. Accessibility Update
- d. PCC Update
- e. Citizens Advisory Committee Liaison Report
- f. Multimodal Ridership Report – February 2013

7. FINANCE COMMITTEE

RESOLUTION

- a. Authorize Adoption Publication of the Proposed Disadvantaged Business Enterprise Overall Goal of 1 Percent for Fiscal Years 2014-206 for Federal Transit Administration Funds
- b. Authorize Implementation of a Fuel Hedging Program for the Fiscal Year Ending June 30, 2014, Authorize the Execution and Delivery of Documents Necessary to Implement Fuel Hedging Program and Authorize Taking all Action Necessary Relating to the Implementation and Execution of the Fuel Hedging Program
- c. Authorize Award of Contracts to AppleOne Employment Services, IntelliBridge Partners, Manpower Inc., Premier Staffing Sources, SearchPros Staffing and Wollborg/Michelsson Personnel Services for On-call Temporary Staffing Services in the Estimated Aggregate Not-to-Exceed Amount of \$5,650,000 for a Five-year Term
- d. Authorize Execution of Contracts over \$100,000 for Informational Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2014 for an Aggregate Not-to-Exceed Amount of \$850,000
- e. Authorize Execution of Contracts over \$100,000 for Technology-Related Products and Services to Vendors Under Cooperative Purchasing Agreements for Fiscal Year 2014 for an Aggregate Not-to-Exceed Amount of \$1,500,000

SUBJECTS DISCUSSED

- f. Update on Business Optimization Program
- g. Preliminary Fiscal Year 2014 Operating Budget
- h. Preliminary Fiscal Year 2014 Capital Budget

8. LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

9. PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE

RESOLUTION

- a. Adoption of SamTrans Service Plan, Adoption of the Negative Declaration and Approval of the Title VI Equity Analysis

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 – June 5, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

14. ADJOURNMENT

INFORMATION TO THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING
APRIL 3, 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. and led the Pledge of Allegiance.

PUBLIC HEARING FOR THE DRAFT FINAL SAMTRANS SERVICE PLAN (SSP) AND ACCOMPANYING CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ENVIRONMENTAL DOCUMENT AND DRAFT INITIAL STUDY/NEGATIVE DECLARATION (IS/ND)

Chair Groom said the Board will conduct a public hearing to receive public input on the SSP and accompanying CEQA and draft IS/ND.

District Secretary Martha Martinez said the efforts to inform the public of today's public hearing began with the Board's decision on March 13 to call today's hearing. Advertisements about today's hearing appeared in the *Examiner*, *Palo Alto Daily News*, *Half Moon Bay Review*, *Pacifica Tribune*, *El Reportero*, *El Observador*, *the Asian Journal* and *Sing Tao*. A news release was issued on March 15 announcing the Draft Final SSP.

Ms. Martinez said public outreach meetings were held in El Granada on March 16 with three attendees; East Palo Alto on March 18 with two attendees; two meetings in San Carlos, one in the evening of March 19 with five attendees and one on the morning of March 20 with 19 attendees; and in Brisbane on March 20 with 45 attendees.

Ms. Martinez said since the release of the Draft SSP in August 2012, SamTrans has received 1,365 comments. Comments will be received until April 15, 2013.

Executive Officer, Planning and Development, April Chan reported:

- The purpose of the SSP is to do more of what works, less of what doesn't and try new things.
- The SSP Guiding Principles are:
 - Customers
 - Service
 - Service Markets
 - Financial Stability
 - Coordinated Planning

- In developing the SSP, staff wanted to balance various elements of the Guiding Principles, improve efficiency, effectiveness and ridership for the system as a whole, and understand the trade-offs needed to move SamTrans into the future.
- All levels of the community were engaged in the process including customers, public, operators, stakeholders and city councils.
- More than 1,300 comments have been received and every comment was evaluated.
- Every major effort was made to meet customers' needs for underperforming routes.
- The service recommendations are:
 - Improve El Camino service by consolidating Routes 390 and 391 into a weekday Route ECR. This will increase frequency to 15 minute intervals between Daly City and Palo Alto.
 - Modify San Francisco service by reallocating resources to stronger performing services within San Mateo County. Discontinue Route 391 into San Francisco, discontinue Route KX into SF during non-peak and weekend hours, and withdraw the proposed changes to Route 292.
 - Improve weekday service in the core market areas of Daly City, South San Francisco, Redwood City and East Palo Alto by increasing frequency of service to every 15 minutes on Routes 120, 130, 131, 296 and 281.
 - Discontinue Routes 123, 280 and 359 due to low ridership and low productivity.
 - Mitigate reduced fixed-route service with two pilot demand response programs in San Carlos and Pacifica. If the program works it will be expanded to other cities.
- Staff estimates these new recommendations will bring in approximately 400,000 new riders.
- By State and Federal law the SSP must undergo a CEQA review. The initial study finds no significant impacts.
- Next steps include:
 - Comment period closes April 15.
 - Between April 15 and 30 staff will revise the Draft Final SSP and CEQA documents as needed.
 - At the May 1 Board meeting, staff will seek Board consideration and adoption of the SSP, CEQA document and Title VI analysis.
 - Implement the proposed service changes between fall 2013 and spring 2014.

Public Comment

Laura Lorenger, Redwood City, said she works at Community Gatepath and rides Route 260. She said Route 260 will no longer be running on Saturdays and is concerned about accessibility and not having this bus.

William Ames Farrell, Menlo Park, said he is concerned about Route 295 being taken away. He rides this route every day to get to work and if it is removed he won't be able to get to work. It is unsafe for anyone to walk on this route and there are many people who have special needs and challenges that use Route 295.

Marci Denike, Family Housing and Adult Resources, said she works with four men who live in a house on Alameda de la Pulgas in Menlo Park and rely on Route 295. Without this route these men would be forced to walk two miles each way to El Camino Real to catch a bus.

Kevin Wise, Family Housing and Adult Resources, said he takes Route 295 and is scared he will get hit by a car if he has to walk to El Camino Real because there are no sidewalks. He said it is not a safe place to walk so please keep Route 295.

Karen Forigiani, Peoples First, said she is irritated with the situation with Route 295. A lot of people need this route. She said she will do what she has to do to save this route for all the people that use it.

Regan Farfan, Belmont, said there is a gentleman who is autistic who uses Route 295. If this route is eliminated it will take him an additional two hours to get to work. The path people have to walk to get to El Camino Real is not safe. Eliminating the route is not an option. Maybe a few runs in the morning and night could be added instead of complete elimination.

Jay Rojas, ASCC Student Government, Cañada College, read two letters from students who need Route 260 to get to Cañada College on Saturdays.

Eric Scott, San Francisco, said there has been no effective public outreach in San Francisco for Route KX. Route KX is the quickest transit option between San Francisco International Airport (SFO) and downtown San Francisco. Route 292 is proposed as an alternate, but there is nothing that competes with Route KX.

Joan O'Keefe, San Mateo, said she rides Route 250 and 251 daily. She has to question how Route 250 is operated. Looking at the revised plans it seems people are being forced to use Bay Area Rapid Transit (BART). She said seniors need better service.

Patricia Niederhofer, Foster City, said on behalf of passengers on Route 251 she thanked staff for restoring the service on Beach Park. She said passengers are concerned with the reduction in service because it works well with commuters, but will be a hardship for those who ride during the day.

Graciela Zabalbeascoa, Foster City, said she uses Route 251 every day and needs the service.

Tona Sanchez, Foster City, said she uses Route 251 and lives close to Beach Park. She was told the route will not serve Beach Park and it will be quite a long walk if there is no service in this area.

Maria Huning, Cañada College, said she is a bit confused on Route 274 based on the report released in March and today's presentation. They tell two different things. One that Route 274 is going to be completely eliminated and then today staff says the route is going to be modified from a direction that most students don't take. She said ridership will be completely different between spring and fall due to the number of

classes and students. She works with low income and first generation families who use Cañada College services and one of their biggest complaints is they can't make their class because of the bus schedule. She hopes staff can work with the college to resolve some of these issues.

Kathleen McLaughlin, Redwood City, said she gets the bus at El Camino Real and Roosevelt and asked if the route can be extended farther south. Ms. McLaughlin said Route 274 is her main bus and a lot of the people on this bus didn't know of any changes to this route. She asked if staff could speak to the riders on this route.

Jim Engvall, Belmont, said he needs Routes 295 and KX to get to meetings.

Leah Sachs, Menlo Park said Route 295 is a lifeline in the area. She said she has walked from Alameda de las Pulgas to the Menlo Park Caltrain Station many times and there is no sidewalk and it is not safe to walk.

Legal Counsel David Miller said the Board has conducted a public hearing and all the outreach done exceeds the minimum legal requirements. The Board may proceed to close the public hearing.

A motion (Lloyd/Gee) to close the public hearing was approved by all.

Chair Groom said no action is being taken today and the Board will make their final decision at the May 1 Board meeting.

General Manager/CEO Michael Scanlon said staff will consider all comments received today.

Meeting recessed to committee meetings at 2:59 p.m.

Meeting reconvened at 3:36 p.m.

CONSENT CALENDAR

- a. Approval of Minutes of Board of Directors Meeting of March 13, 2013
- b. Acceptance of Statement of Revenues and Expenses for February 2013

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

PUBLIC COMMENT

None.

REPORT OF CHAIR

No report.

REPORT OF THE GENERAL MANAGER/CEO

General Manager/CEO Michael Scanlon reported:

- Manuel Juarez was recognized with a 30-year Safe Worker Award.

- February ridership on Route ECR increased 1.5 percent on Saturdays and 6 percent on Sundays. For the month, ridership was up 3.5 percent.
- On March 25 staff assisted in the event celebrating the opening of the Tom Lantos Tunnels at Devil's Slide. SamTrans buses were critical in safely moving people through the tunnels and to and from the event.
- Accessible Services staff is reviewing a suggestion to put Braille medallions at key transit stations in a possible pilot program at Sequoia Station next year.
- Bus Contracts staff is working on a combined Request for Proposals with the San Mateo County Transit District, the Peninsula Corridor Joint Powers Board and the Peninsula Traffic Congestion Relief Alliance. It will be advertised in May.
- Runbook 111 goes into effect June 16 with on-time adjustments to Routes 122 and 120 to accommodate school bell times for the summer.
- Director Karyl Matsumoto and the city of South San Francisco were commended for selling bus tokens at City Hall at 400 Grand Avenue.
- SamTrans is up and live as of April 2 on Google Maps.
- The reading file contains the new *Transit Fun Guide*.
- Thanked all the Board members who attended the SSP public meetings.

Director Rose Guilbault complimented staff on the Google Maps application.

Director Matsumoto thanked staff for their engagement with the public at the SSP public meetings. She was very impressed with the number of staff who attended the meetings.

Chair Groom said it is painful when she hears people say there was no outreach knowing how much was done by staff.

COMMUNITY RELATIONS COMMITTEE – R. Guilbault

MOTION

- a. Appointment of Citizens Advisory Committee Members

A motion (Lloyd/Gee) to appoint Kathryn Heatley, Bill Lock, Judy McKie and Heinz Plischke to the Citizens Advisory Committee was approved unanimously.

SUBJECTS DISCUSSED

- b. Accessibility Update
- c. PCC Update
- d. Citizens Advisory Committee Liaison Report
- e. Multimodal Ridership Report – February 2013

FINANCE COMMITTEE – S. Harris

RESOLUTIONS

- a. Authorize Reaffirmation of the Investment Policies and Annual Reauthorization to Invest Monies with the Local Agency Investment Fund
- b. Authorize Revision of the Fuel Hedging Policy to Conform to Dodd-Frank, Award of Contract to Orrick, Herrington & Sutcliffe, LLP to Serve as Special Counsel for

Not-to-Exceed Fee of \$125,000, Approve the Fiscal Year 2014 Fuel Hedging Program and Authorize Execution of Documents and Payment Premium for Commodity Price Cap for the Fiscal Year 2014 Fuel Hedging Program

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

SUBJECTS DISCUSSED

- c. Assessment of the Fiscal Year 2013 Fuel Hedging Program

LEGISLATIVE COMMITTEE – J. Deal

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

WRITTEN COMMUNICATIONS

No discussion

BOARD MEMBER REQUESTS/COMMENTS

Director Zoe Kersteen-Tucker thanked staff for all their work on the Devil's Slide Tunnel opening. She said for many attendees it was their first time riding public transportation.

Director Shirley Harris said the speakers at the Devil's Slide Tunnel event were amazing and Director Kersteen-Tucker did a great job.

DATE AND TIME OF NEXT MEETING –May 1, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Teamsters Union, Local 856 (Bus Instructors)

Mr. Miller said as permitted by the Brown Act, the Board will meet in closed session to receive a report on pending labor negotiations with the Teamsters Union, Local 856 representing the employees in the bus instructors unit.

Meeting adjourned to closed session at 3:52 p.m.

Meeting reconvened to open session at 4:04 p.m.

Mr. Miller said the Board met in closed session to receive a report from the chief labor negotiator on pending negotiations with the Teamsters Union local representing the bus instructors. Reports will be rendered to the Board as negotiations transpire. There is no action to be taken at this time.

Meeting adjourned at 4:05 p.m.