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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, JUNE 5, 2013 – 2:00 p.m.

ACTION

1. Approval of Minutes of Community Relations Committee Meeting of May 1, 2013

INFORMATIONAL

2. Accessibility Update – Tina DuBost
3. PCC Update - Mike Levinson
4. Citizens Advisory Committee Liaison Report - Peter Ratto
5. Mobility Management Report - Caltrain
6. Multimodal Ridership Report – April 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
MAY 1, 2013**

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

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

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

Director Karyl Matsumoto called the meeting to order at 2:04 p.m.

Approval of Minutes of Community Relations Committee (CRC) Meeting of April 3, 2013

The Committee approved the minutes (Gee/Harris).

Designation of May as "Older Americans Month"

Director Matsumoto said staff is asking the Board to adopt a proclamation designating May as "Older Americans Month." This is a time to focus on the benefits and services older Americans bring to the community and to appreciate the importance of transportation in allowing them to access community resources. Director Matsumoto said since Sandra Lang is not present yet we will wait for her arrival to present her the proclamation.

Committee Chair Rose Guilbault arrived at 2:07 p.m.

Student "Art Takes a Bus Ride" Contest

General Manager/CEO Michael Scanlon said this is the ninth year SamTrans and the San Mateo County Office of Education have worked in partnership to sponsor this contest. The six winning entries were selected from 400 entries, representing 25 schools, and were judged to best illustrate the theme "Window to Your City." Mr. Scanlon said the winning entries will be featured on adcards inside SamTrans buses and a bus has been wrapped with the artwork of the winners.

Rita Haskin, Executive Officer, Customer Service and Marketing, presented the winners:

Director Adrienne Tissier arrived at 2:10 p.m.

- Tymofiy Kornyevev, 1st Grade, Sandpiper Elementary
- Lukas Wiggers, 2nd Grade, Central Elementary

- Keya Arora, 3rd Grade, Sandpiper Elementary
- Taylor Gee, 4th Grade, Sandpiper Elementary
- Adrienne Evans, 5th Grade, North Star Academy
- Alina Kalmeyer, 6th Grade, Hillview Middle School

The committee recessed at 2:14 p.m. to view the wrapped bus.

The committee reconvened at 2:26 p.m.

Public Comment

Jerry Grace, San Pablo, said the contest is a great idea. He said he told the Bay Area Rapid Transit they should have an art contest, too.

Accessibility Update – Tina DuBost

Accessibility Coordinator Tina Dubost said eligibility evaluator, Care Evaluators, has a new Regional Manager, Kathy Eastwood.

Paratransit Coordinating Council (PCC) Update – Mike Levinson

PCC Chair Mike Levinson reported:

- The PCC bi-annual retreat will be held on June 11 at the San Carlos Library.
- The contract extension for Nelson Nygaard has been signed.
- The PCC received information on passengers classified as “don’t leave alone” who have been left alone on Redi-Wheels. A meeting was held with staff and MV Transportation to address this issue.

Citizens Advisory Committee (CAC) Liaison Report - Peter Ratto

CAC Chair Peter Ratto reported on the April 24 meeting:

- Welcomed three new members to the CAC.
- Received a presentation on the final SamTrans Service Plan (SSP) recommendations by Doug Kim, Director, Planning. The CAC supported the SSP with the exception of the discontinuation of Route KX to San Francisco on weekends and off-peak hours.

Multimodal Ridership Report – March 2013

Chuck Harvey, Deputy CEO, reported:

- Bus average weekday ridership (AWR) was 42,490, a decrease of 1.6 percent. If ridership is compared to Fiscal Year 2011 to now the decrease is 7 percent.
- Paratransit AWR was up 3.7 percent.
- Caltrain AWR was up 13.5 percent.
- Caltrain shuttles AWR was up 9 percent.
- For the year total March ridership is 1.1 million rides.
- Year to date total bus ridership is 9.3 million rides.

Adjourned: 2:36 p.m.

The committee reconvened at 4:03 p.m.

Designation of May as “Older Americans Month” (Continued)

Ms. Lang was not able to attend so the proclamation will be delivered to her.

A motion (Lloyd/Gee) to designate May as “Older Americans Month” was unanimous.

Adjourned: 4:05 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **ACCESSIBILITY REPORT**

ACTION

This 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 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 April 9 PCC meeting, April 2 AL-Com meeting, and March 4 SACC 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

SAMTRANS ACCESSIBILITY ADVISORY COMMITTEE

MEETING SUMMARY – MARCH 4, 2013

PRESENT: Alec Karp (Chair), Cam Acker, Tom Collette, Jim Engvall

ABSENT: Doris Maez

GUEST: Donald Jacobberger, Jennifer Sutton

SAMTRANS STAFF: Tina Dubost; Richard Lesser; Ted Yurek, SamTrans Senior Planner

I. INTRODUCTIONS

II. AGENDA

III. APPROVAL OF MINUTES

The minutes for the 1/14/13 meeting were approved.

IV. FIXED ROUTE BUS AND CALTRAIN

A. CALTRAIN GALLERY CAR WHEELCHAIR CAPACITY INCREASE PROJECT

Ted Yurek presented. The project has been pending for about year while details were worked out with the new train operations contractor, TASI (Transit America Services Inc.), and is now in progress.

The existing seating configuration in Gallery train sets provides two spaces for wheelchairs in the "access car". The purpose of the project is to create a third wheelchair space. Currently, a third wheelchair can only be accommodated if the passenger can move from their wheelchair to a regular seat and fold up their wheelchair.

To create the third space, two passenger seats adjacent to the existing wheelchair area are being removed. The project started with one prototype, and will include all twenty gallery access cars. Approximately one car a week will be retrofitted during the time routine servicing is performed. The operation consists of removing the seat, filling the holes in the carpet, and posting signs. The project is expected to cost approximately \$25,000.

B. SAMTRANS OPERATIONS NOTICE ON STREET LEVEL BOARDING

SamTrans Standard Operating Procedure (S.O.P.) require that when a bus ramp is lowered to street level, rather than to the raised curb, to board or de-board a passenger with a wheelchair, the Operator must get out of their seat to provide boarding assistance, due to the greater slope of the ramp. The Operator will help to

steady and push a manual wheelchair, or stand behind a power chair to guard against tipping over or getting stuck. This situation may happen rarely enough that a driver could forget the requirement over time. A SamTrans instructional notice was recently circulated to remind Operators of this S.O.P.

Jim Engvall stated that he experienced this situation in his power chair, de-boarding at second and El Camino Real in San Mateo. It was recommended that passengers should ask for assistance in that circumstance if the Bus Operator neglects to provide it. A detailed consumer report to customer service can also help so that the Operator in question can have the requirement accentuated in conversation with a supervisor.

If a full bus does not stop for a waiting passenger in a wheelchair, this is not in compliance with the S.O.P. The bus is required to stop, make a call to radio control, and inform the waiting passenger with wheelchair of the time of arrival of the next bus. If the next bus is more than 30 minutes away, an "extra-board" bus or paratransit van may be dispatched. If a passenger with a wheelchair is passed up by a bus without following this procedure, a consumer report to Customer Service can help so that a supervisor can review the S.O.P. with the Bus Operator.

V. PARATRANSIT UPDATE

Tina Dubost reported that Redi-Wheels' on-time performance is improving. In January they exceeded the 90% standard and February is anticipated to be even better. The interactive voice response for reminder calls is near 100% (for night before calls). The initiation of same day reminder calls awaits improvements in the accuracy of the ETA (estimated time of arrival) generated by the scheduling software. A software update may be necessary, and the process to fully approve the expenditure and make the upgrades will take about six months.

VI. CITIZENS ADVISORY COMMITTEE UPDATE

Tom Collette reported that the last meeting was cancelled. Concern has been voiced about the possibility that Foster City bus routes may be cut. Other discussions have centered on Title VI problems with Oakland airport connectors. The federal government held back some funding because BART did not fully comply with requirements regarding the analysis of how changes would impact low income consumers. This delayed the project. That agency's Title VI process has since been improved.

This was Tom Collette's last meeting, and the committee thanked him for his time and dedication of many years.

VII. VALLEY TRANSPORTATION AUTHORITY COMMITTEE OF TRANSPORTATION ACCESSIBILITY UPDATE

VTA is putting a bus stop improvement project into effect. There are eighteen locations - three in Palo Alto, four in Santa Clara, and a couple in unincorporated areas. After setting up a temporary bus stop nearby, an improved, fully accessible stop is constructed. The project includes doing road-work and laying out concrete pads that

decrease wear and tear on the roadway. Each improved stop is completed in a ten to sixteen day period, the main time constraint being the time it takes for the concrete to set.

Outreach, which is the VTA counterpart to Redi-Wheels paratransit, is getting ready to look for a new contractor.

VTA is installing "safety barriers" at light rail stations to protect from passengers mistakenly stepping off the platform between cars, and is planning to have them completed by June.

VIII. ANNOUNCEMENTS AND OTHER BUSINESS

Richard Lesser addressed issues at the main bus stop for College of San Mateo (CSM), which provides some challenges for passengers boarding and de-boarding in wheelchairs. The College had constructed a new bus stop and shelter without a raised curb, which causes the bus ramp to be lowered to street level, leaving a steeper slope for boarding than if it is lowered to a raised curb. SamTrans drivers' standard operating procedure is to provide boarding assistance in that situation, and the importance of this has been re-emphasized. Richard set up a meeting with the facilities manager at CSM College of San Mateo to discuss these challenges and explore whether they can build a curb there.

A proposal to install Braille medallions on bus stop poles at the Redwood City transit center is in active consideration. These medallions would have bus route numbers and directions (N, S, E, W) at each bus's boarding location.

Jennifer Sutton praised the online Caltrain ticket vending survey, remarking that it was accessible for visually impaired customers who use screen readers. Christiane Kwok created this survey. She will be invited to speak at a future meeting.

Alec Karp asked about a sign in Menlo Park that is badly placed for pedestrian safety. It is at Ravenswood and the east side of the train tracks, and may belong to the municipality.

Alec also brought attention to the counter-weights on barriers that descend to prohibit crossing the tracks when trains approach at San Mateo Caltrain station. They are difficult for low vision people to see, and may cause a hazard when they descend into the walkway. Proposed bright yellow stickers on these counter-weights may not meet low-vision requirements. A striped pattern is more visible, as contrast is key.

Richard Lesser stated that requests for either shelters or benches at bus stops are usually accommodated if there is sufficient space at the location to comply with ADA requirements.

This committee is seeking additional members.

The committee enjoyed their annual appreciation luncheon after the meeting.

IX. SET DATE FOR NEXT MEETING

The next meeting will be on Monday, May 6th, 2013, from 11:30 am to 1:00 pm.

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL
Advocacy /Legislative (AL-Com) Committee Meeting**

**MEETING MINUTES
April 2, 2013**

ATTENDANCE

Members Present: Stephanie Hill, AL-Com Chair; Mike Levinson, PCC Chair; Aki Eejima, Consumer; Bill Welch, SamTrans; Diane Griffith, Consumer; Shayla Walsh, CID.

Absent: Dale Edwards, Consumer; Barbara Kalt, Rosener House; Allan Newlands, COD.

Guests: Maisoon Sahouria, CID; Linda Rhine, Nelson\Nygaard; Enrique Silvas, SamTrans; Erin Swartz, PCC Staff.

(Total Attendance: 10) Quorum—No

WELCOME/INTRODUCTION

Chair Stephanie Hill welcomed everyone to the April AL-Com meeting and called the meeting to order at 1:00 p.m.

APPROVAL OF JANUARY AL-COM MINUTES

Stephanie asked for a vote of approval for the January Minutes. Mike moved to approve the January Minutes, Diane seconded the motion. The minutes were approved with no abstentions.

LEGISLATIVE UPDATE

No report.

LOCAL ADVOCACY ISSUES—OPEN DISCUSSION

Today's guest speakers were Maisoon Sahouria and Shayla Walsh from CID (Center for Independence of Individuals with Disabilities).

Maisoon presented information about the peer support group offered through CID. The group is held on Tuesdays from 3-4 p.m. at CID. It is for individuals with disabilities who would like to share their experiences, as well as learn about resources for housing, transportation, employment, and awareness of other services. Maisoon also works as an advocate at CID and shared her contact information and flyers for opportunities from CID.

Maisoon added that she is available to provide advocacy for students with disabilities who are in high school or college, in order to make educational services more accessible.

Shayla provided an update on the ACCESS NOW! Regional Summit Campaign Plan that took place in February. The campaign briefing will take place on Thursday, April 4, 2013 from 10-11 a.m. Interested people can contact CID or SCNet to register for future meetings. The ACCESS NOW! Draft Campaign Plan has been created to prepare for the Statewide Campaign Briefing.

The Bay Area-North Coast Region has developed a Community Living Campaign with seven goals:

- 1.) Commit to securing same-day service on paratransit to make it easier for people with disabilities to get around.
- 2.) Commit to restoring and expanding fixed-route schedules and routes to improve transit options, without increasing fares.
- 3.) Commit to increasing enforcement of transit policies regarding the use of wheelchair spaces, seats for people with disabilities (apparent or non-apparent), wheelchair securement and sanitary conditions to improve safety and decrease vulnerability.
- 4.) Commit to working for better funding and living conditions in group homes and care homes, to increase freedom and housing opportunities for people with developmental disabilities.
- 5.) Commit to protecting and defending section 8 funding and changing section 8 to allow shared housing.
- 6.) Commit to passing city and county ordinances on universal design, requiring developers to include universal design features in new homes.
- 7.) Commit to identifying local funding for affordable and accessible housing to ensuring that local housing developments include affordable and accessible housing, and improving information and communication from housing referral agencies about openings and opportunities.

The Bay Area-North Coast Region has developed a Making Managed Care Campaign with four goals:

- 1.) Commit to mandatory consumer inclusion.
- 2.) Commit to educating managed care providers about the full communication needs of all beneficiaries, including alternate formats and other languages within the county's needs.
- 3.) Commit to educate people with disabilities to know their rights to have increased access to grievances, appeals, waivers and general information within the managed care system.
- 4.) If the 20% IHSS Cuts are restored by the courts we will commit to educating stakeholders about the need to keep IHSS services intact.

The Bay Area-North Coast Region has developed a Civil Rights Campaign with four goals:

- 1.) Commit to greater access for people across disability to make an informed and independent vote.
- 2.) Commit to getting access to homecare recognized as a civil right.

- 3.) Commit to advocating for full, equal and timely compliance with the Americans with Disabilities Act at private and public entities.
- 4.) Commit to strengthening access to civil rights education for people with disabilities.

COMPLAINT REVIEW COMMITTEE—OPEN DISCUSSION

Bill presented Tina's quarterly report. He explained the new format which provides information from each quarter in the previous and compares to with data from the current quarter. The report also includes the number of rides provided per quarter and the number of service complaints per thousand rides.

Service complaints per thousand rides remain better than the SamTrans standard of 2.5 complaints per thousand rides, which is very positive. The average for this quarter was 0.65 complaints per thousand rides, compared with the standard of 2.5 complaints per thousand rides. For the same quarter last year, there were 1.03 complaints per thousand rides.

Complaints about late vehicles decreased compared with previous quarters. There were 11 in the December to February 2013 quarter and 12 in the previous quarter. The on-time performance was better in the most recent quarter than in the previous quarter. MV is continuing to work to keep the on-time performance at or above the 90% standard.

Customer error complaints are similar to those in the same quarter last year. Complaints related to safety remain at or near zero, which is also very positive.

Comments under the heading, "Service Requests/General Policy," go up and down. There were more in this last quarter than in the one before it. However, there isn't a pattern to the service requests or policy questions. This is good because it means that the general information is answering customer's questions. Thanks to the PCC for their ongoing work in helping Redi-Wheels to communicate clearly to our customers.

Service requests were specific to the customer, such as questions about the fare assistance program, no-shows and pick-up locations. Another caller reported that the IVR system was mis-pronouncing a customer's first name.

Complaints related to driver proficiency and driver safety are of high importance to MV and drivers are tracked by MV when these types of complaints are received.

The biggest complaint category is customer error comments. Customer error complaints are those that SamTrans has determined are not valid. There are different underlying causes for a complaint to be determined "not valid." They can be described as, "He said/she said," "Customer does not understand the policy," "Not enough information," or "Customer was mistaken." When customers calls with complaints, the complaints are sent to MV for investigation.

MV checks Trapeze data, recorded phone calls with date and time stamps, driver manifests, and speaks with customers and/or drivers to obtain information. SamTrans

reviews their explanation and makes a determination of whether the complaint is valid. Elly also uses her professional judgment and experience.

The Eligibility Office offers riders additional information about SamTrans policies and all riders who are certified receive a *Paratransit Riders' Guide*, an information card, and policy reminders are given on telephone hold messages.

Mike reported his concern about taxi service. He said that drivers are not given disability information about riders that they are picking up even though he has been told by MV staff that they forward the information to Serra Cab. Mike related a personal experience from a recent trip he took to the San Mateo Library where the driver did not signal that he had arrived. The driver did not know that Mike was visually impaired and took several minutes to find Mike. As a follow-up, Mike agreed to submit a Redi-Wheels Comment Card about this incident.

Stephanie shared her experience with accommodations and fares that are misunderstood by drivers and dispatchers, when she is taking a ride during a shift change. Information about Stephanie's needs had not been relayed to the drivers and dispatchers who started their shift at the time of her ride.

The group discussed that they want to further explore this with Lynn Spicer of MV. Although Lynn was not present at the meeting, they recall that Lynn says relevant information about riders is sent electronically from MV to the Serra Taxicab drivers.

Henry reported that he reviews all of the complaints about taxi service and noted that there are common pick-up and drop-off areas at locations like shopping malls.

Stephanie requested an MV representative at all AI-Com meetings.

OTHER BUSINESS

Mike reported that BART will be changing the time of their board meetings to evening hours to accommodate more people who would like to attend.

The next quarterly AI-COM meeting will be held on July 2, 2013.

MEETING ADJOURNED: 3:00 P.M.

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL**

MEETING MINUTES April 9, 2013

ATTENDANCE: Members Present: Mike Levinson, Chair; Stephanie Hill, AI-Com Chair; Aki Eejima, Consumer; Diane Griffith, Consumer; Dan Mensing, Consumer; Myria Barnes-Jackson, DOR; Bill Welch, SamTrans; Dale Edwards, Consumer; Marie Violet, Sequoia Hospital; Dr. Michal Settles, Vice-Chair; Allan Newlands, COD.

ABSENTEES: Nancy Keegan, SC Adult Day Services; Maureen Dunn, Senior Focus; Barbara Kalt, Rosener House; Marshall Loring, PAC; Shayla Walsh, CID; Judy Garcia, Consumer; Sammi Riley, Consumer; Maxine Eastman, Consumer.

GUESTS: Sandra Lang, COA; Paul Lee, SamTrans; Elly Colwell, SamTrans; Tina Dubost, SamTrans; Henry Silvas, SamTrans; Lynn Spicer, MV Transportation; Jocelyn Feliciano, MV Transportation; David A. Smith, MV Transportation; Linda Rhine, Nelson/Nygaard; Erin Swartz, PCC Staff.

(Total Attendance: 21) Quorum--Yes.

WELCOME/INTRODUCTION

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

APPROVAL OF MARCH PCC MINUTES

Mike asked for a vote of approval for the March minutes. There was discussion by Mike regarding March minutes. The references to the San Carlos location for the PCC Retreat in June and the corrections to the February minutes will be removed from the March PCC minutes. Allan moved to approve the minutes and Stephanie seconded the motion. All minutes were approved with Michal abstaining. No opposition was noted.

COMMITTEE REPORTS

A. ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)

Stephanie reported that Maisoon Sahouria from CID presented at the April AI-Com meeting. Maisoon shared information about student advocacy services that she provides, as well as an update about the ACCESS NOW! Conference, summit, and campaign. An ongoing statewide summit was held in Berkeley and Mike attended. The meeting in Berkeley included discussions about civil rights, housing, and medical services. Maisoon also shared information about a peer support group and other services offered through CID. The next AI-Com meeting will be held on July 2, 2013 from 1-3 p.m. Linda shared that CID has HAP (Home Access Program) funding available for individuals with disabilities. Interested people can contact CID at (650) 645-1780.

B. GRANT/BUDGET REVIEW

Barbara absent, no report available.

C. EDUCATION COMMITTEE

Maureen absent, no report available. Linda reported that the next meeting will be May 14, 2013 from 3:45-4:45 p.m., following the PCC meeting. In advance of the meeting, members will be sent material for the new outreach strategy and are encouraged to bring comments to share at the meeting.

D. EXECUTIVE COMMITTEE

Mike reported that the last meeting was in March. Another meeting will be scheduled soon. Topics of discussion include taxi service and planning for the PCC Retreat in June.

The new Consumer Corps forms have been put in place. Tina presented a copy of the new Redi-Wheels Comment Cards. Before: "Redi-Wheels wants you to have a great trip..." And now "Redi-Wheels wants you to have a great trip, from making your reservation to reaching your destination."

Linda reported on the Consumer Corps Report January-March 2013, which is based on the new Consumer Corps form. 354 reports were received from January to March 2013. OTP for this time period was 91.8%. Night before reminder calls were received, with only two incomplete calls reported. Telephone holds for reservations were about 15%, with the longest time being 20 minutes. Driver assistance was positive, with most riders reporting that it met or exceeded needs. Riders reported only one instance of RediCoast use, while 25% rode in a taxicab and the rest riding in Redi-Wheels vehicles. Mike suggested adding a second statistic from question 11 b) on the new form, which asks, "Were you able to get one by asking the driver?" Linda confirmed that non-responses are not included in the data set used to generate reports. A discussion followed about whether Consumer Corps members should be asked to request a Comment Card or follow their routine behavior. Further discussion will take place at the Executive Committee meeting and a decision is pending.

SAM TRANS/REDI-WHEELS REPORT

A. Operational Report

Bill reported that he accompanied Lynn and Jocelyn of MV Transportation to a rider's residence to review whether or not Redi-Wheels minivans can accommodate this customer's extra-large wheelchair. Using measurements made at the rider's home, the group was able to determine that not all Redi-Wheels vehicles could work for the rider's type of mobility device because the wheelchair and the minivan opening were both 30 inches. Bill added that vehicles need to be assigned based on passenger needs and that Redi-Wheels is happy to work with riders to investigate what vehicles will work best for their needs.

Serra Cab vehicle variations include side-loading minivans, rear-loading minivans (wider entrance) and MV 1's (newest in the Serra taxicab fleet). The three MV 1's currently in use by Serra are specially designed for paratransit service with a ramp entry and wide entrance specifically to accommodate large mobility devices. Stephanie added her personal experience riding in a variety of Redi-Wheels vehicles.

Bill reported on RediCoast vehicles and the Comment Cards currently in place. The Comment Cards are on all RediCoast vehicles and are presently labeled as Redi-

Wheels. The Comment Cards are sent to the PCC mailing address, not to SamTrans or any other groups. No distinction between Redi-Wheels and RediCoast Comment Cards is made at this time. The next Coastside meeting is next Wednesday, April 17, and this issue will be further discussed at that time.

Bill reported on the Monthly Bay Area Regional Accessibility meeting at MTC. Drennan Shelton of MTC discussed 5310 funding and noted that there were 17 applicants with 183 total projects requesting \$4.7 million dollars. \$13 million dollars is available statewide. MTC will have to cut down and rank the 5310 Grant requests. SamTrans did not submit a grant request, and no non-profits applied in San Mateo County. SamTrans purchased two vehicles last year with 5310 grant money.

Bill also reported that two consultants came to SamTrans. They are under contract with FTA to prepare a report, "Accessible Transit for All." After a massive survey all over the U.S., 12 agencies were selected that represented a cross-section of transit agencies across the country. SamTrans was selected and identified as a mid-size, turn-key operation, which is the arrangement that SamTrans has with MV Transportation. Bill and Paul Lee gave the consultants a tour, during which SamTrans eligibility evaluations and operations were observed. What distinguished SamTrans and impressed the consultants, was the large number of advisory committees, especially with the advocacy, consumer corps, and bus committees.

The principal consultant, Marilyn Golden of DREDEF, observed phone wait time for reservations and how the data is used. The consultants discussed and had valuable suggestions for:

- Phone wait time—how SamTrans calculates this data and uses this information
- How to achieve higher productivity
- How to educate customers about cancelling rides
- The six-week driver training provided by MV Transportation (They were impressed.)
- Travel training—how to increase riders referred to it and encourage riders to take advantage of it
- Ways to improve eligibility for "trip by trip"

B. Performance Summary

Tina reported that the MOPS report shows total ridership and average weekday ridership in February 2013 was down slightly from February 2012. Same-day cancels increased from 5% to 8% during the same time period. Late cancels have improved and productivity is 1.69 passengers per hour. OTP is 91% and exceeds the standard!

C. Customer Comments

Elly reported that the total Comments by Category were increasing in all categories. The average response time is still under the 7-day turnaround limit. Comments by type, customer error and compliments are up slightly. The current rate is 3.2 comments per thousand rides and is current with to-date rate.

In response to Mike's question about how IVR comments are categorized, Elly noted that IVR Comments are not in a separate category. Elly groups comments by the nature of the comment, using her judgment about which category to place them in.

D. Safety Report

Lynn reported on March statistics. Two non-preventable accidents and two falls occurred with no injuries in resulting. Michal clarified that the report was for Redi-Wheels only. John Murphy used to report on both Redi-Wheels and RediCoast. Lynn offered to contact Santos to include the RediCoast statistics with the Redi-Wheels Safety Report. For March, Henry Silvas reported zero accidents on RediCoast, which reflects very few safety issues. Lynn confirmed that the driver safety awards would be held when there are 90 days or more without a preventable accident (non-preventable accidents are not included). Aki noted an issue with the yellow-colored foam-covered grab bars on Redi-Wheels vehicles and Paul agreed to contact maintenance to review the daily vehicle cleaning and sanitizing process.

LIAISON REPORTS

A. MTC REPORT

Marshall absent, no report.

B. AGENCY

Barbara absent, no report.

C. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal reported that the draft Agenda for the April 17 meeting has been sent out to members. Michal offered to share the Agenda with all individuals who are interested. SamTrans updates will be provided by Bill, with emphasis on the Comment Card. Bill will also provide informational updates on IVR, although it is not in use on the Coastside. Santos and David from MV Transportation provide an Operational Report for services on the Coastside. The Consumer Corner is a way for Coastside agencies to share issues they have, which are usually worked out informally with Santos. Michal will be adding more agenda items from today's PCC meeting. Michal will be working with others to reach out to Coastside riders that may be interested in joining the Consumer Corps.

Mike agreed to report on the Housing Assistance Program (HAP) funding available through CID. Mike and Linda will contact CID to find out if materials like applications are available. The next CTC meeting is scheduled for Wednesday, April 17, then July and Dec. The April meeting is the quarterly meeting and will be held at 535 Kelly Ave. in HMB from 9:30-11:00 a.m. Michal confirmed that the Coastside committee sets the date and time for the meetings. Linda asked about the ridership on the Coastside and Michal estimated that about 95% of the riders come from the three main agencies. A discussion followed about how Redi-Wheels forwards rider information for riders utilizing rides to or from the Coast. Tina confirmed that eligibility lasts up to three years and is the same for riders using transit in all counties in the greater Bay Area. Tina added that RediCoast services are used if either the origin or the destination is on the Coast. Stephanie shared that the time of the meetings might make it difficult for some riders to attend. Dale reported that in his experience, Coastside service from Daly City to HMB has been excellent.

D. EFFICIENCY REVIEW COMMITTEE (ERC)

Aki reported that the ERC met on April 2nd. There were 389 night before calls and 98% were successful. The ERC discussed Will Call rides and whether changes to the procedures for Will Call rides are necessary. SamTrans is researching the number of Will Call rides to determine how many riders use this option before any changes are made. The next ERC meeting will be held on Tuesday, May 7, 2013.

E. COMMISSION ON AGING (COA) REPORT

A PCC guest, Sandra Lang, reported that the most recent COA meeting was on Monday, April 8, 2013. She will share what she learned at the PCC meeting with COA and offered to provide COA updates for the PCC at the next meeting. COA is working to support COD, with a sub-committee focused on advocacy-legislative issues. She mentioned that there are many issues of interest to the COA. Bill added that SamTrans will be submitting a proclamation to the SamTrans board for Older Americans Month.

F. COMMISSION ON DISABILITY (COD) REPORT

Allan Newlands reported that an Open House will be held on Thursday, April 25 at the COD office in San Mateo at 225 37th Ave., Room 100. The meeting is an opportunity for people to meet commissioners and staff. COD wants to expand awareness of their purpose. Legislative advocacy is an issue that is a major focus. RSVP for the Open House by contacting Craig McCulloh at (650) 573-2480. A regular COD meeting will take place at the Open House. An email about the Open House was sent to PCC members on April 2.

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

Mike reported on the Systems Change Network (SCN). A conference call was held last Thursday, which was well-attended. SCN has focused work with MTC and BART first, although no actions have been taken yet.

H. DEPARTMENT OF REHABILITATION

Myria reported that there were no new updates.

OTHER BUSINESS

The next PCC meeting is Tuesday, May 4 at 1:30 p.m. at SamTrans. The PCC Retreat will be held on June 11, 2013 from 10:00 a.m. to 3:00 p.m. at the San Carlos Library, 610 Elm Street, Conference Room A.

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: **MOBILITY MANAGEMENT REPORT: CALTRAIN**

ACTION

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

SIGNIFICANCE

This presentation is part of this fiscal year's series of detailed mobility management reports presented to the Board. The District's four transportation modes – SamTrans motor bus, Americans with Disabilities Act Paratransit, Caltrain and Shuttles – are featured individually each month. This month features a report on the Caltrain service.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – APRIL 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 – APRIL 2013 COMPARED TO APRIL 2012

Total District Modes – 102,118, an increase of 4.2 percent.

Bus – 41,460, an increase of 0.9 percent.

Paratransit – 1,071, an increase of 2.9 percent.

Caltrain – 50,680, an increase of 10.3 percent.

Caltrain Shuttles – 6,758, a decrease of 15.8 percent.

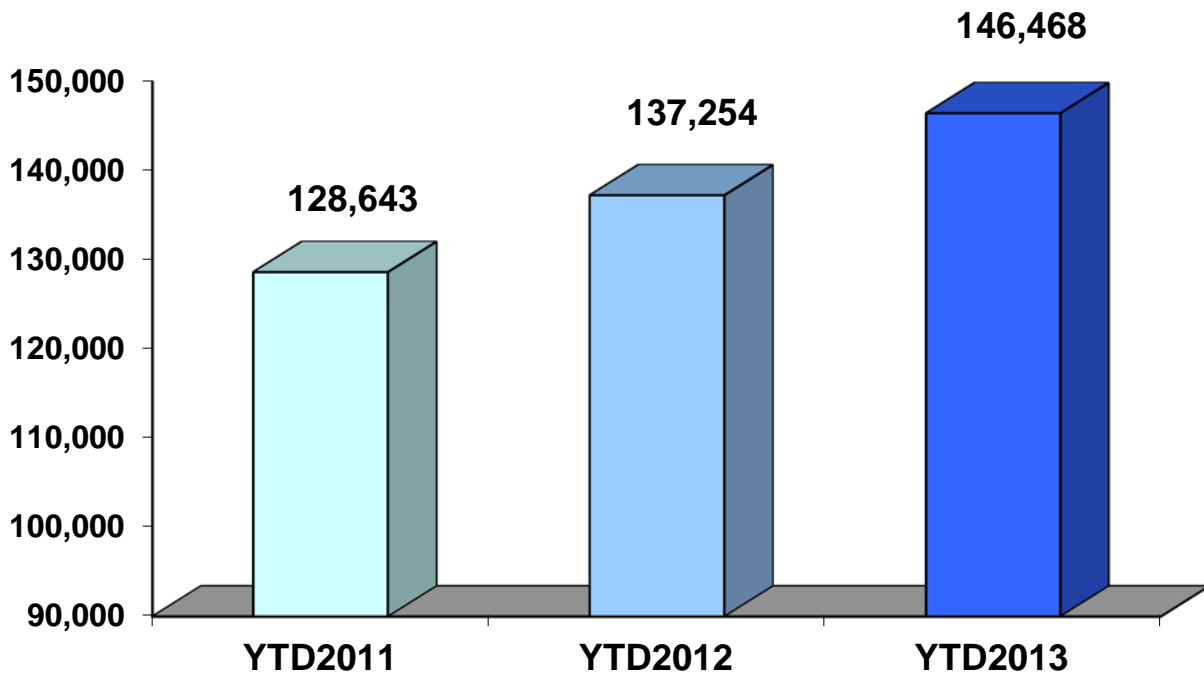
BART Shuttles – 2,149, an increase of 10.3 percent.

Table A
Average Weekday Ridership

| April 2013 | | | | FY2012/FY2013 |
|-------------------------------|----------------|----------------|----------------|----------------------|
| Mode | FY2011 | FY2012 | FY2013 | %Change |
| Bus | 43,690 | 41,070 | 41,460 | 0.9% |
| Paratransit | 1,098 | 1,041 | 1,071 | 2.9% |
| Caltrain | 40,760 | 45,930 | 50,680 | 10.3% |
| Caltrain Shuttle | 6,947 | 8,022 | 6,758 | -15.8% |
| BART Shuttle | 2,034 | 1,949 | 2,149 | 10.3% |
| Total | 94,529 | 98,012 | 102,118 | 4.2% |
| BART Extension (No Daly City) | 38,525 | 42,549 | 45,965 | 8.0% |
| Grand Total | 133,054 | 140,561 | 148,083 | 5.4% |

| Year to Date | | | | FY2012/FY2013 |
|-------------------------------|----------------|----------------|----------------|----------------------|
| Mode | FY2011 | FY2012 | FY2013 | %Change |
| Bus | 42,850 | 42,130 | 41,090 | -2.5% |
| Paratransit | 1,078 | 1,051 | 1,052 | 0.2% |
| Caltrain | 39,200 | 43,110 | 48,240 | 11.9% |
| Caltrain Shuttle | 5,451 | 7,213 | 8,059 | 11.7% |
| BART Shuttle | 2,040 | 1,829 | 2,175 | 18.9% |
| Total | 90,618 | 95,333 | 100,616 | 5.5% |
| BART Extension (No Daly City) | 38,024 | 41,921 | 45,851 | 9.4% |
| Grand Total | 128,643 | 137,254 | 146,468 | 6.7% |

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 April for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – APRIL 2013 COMPARED TO APRIL 2012

All District Modes – 2,636,040, an increase of 7 percent.

Bus – 1,061,690, an increase of 3.8 percent.

Paratransit – 26,302, an increase of 5.5 percent.

Caltrain – 1,351,540, an increase of 12 percent.

Caltrain Shuttles – 149,220, a decrease of 11.4 percent.

BART Shuttles – 47,288, an increase of 14.4 percent.

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

All District Modes – 25,616,653, an increase of 5.6 percent.

Bus – 10,403,780, a decrease of 1.9 percent.

Paratransit – 254,160, an increase of 0.3 percent.

Caltrain – 12,789,290, an increase of 11.4 percent.

Caltrain Shuttles – 1,714,918, an increase of 11.7 percent.

BART Shuttles – 454,505, an increase of 16.7 percent.

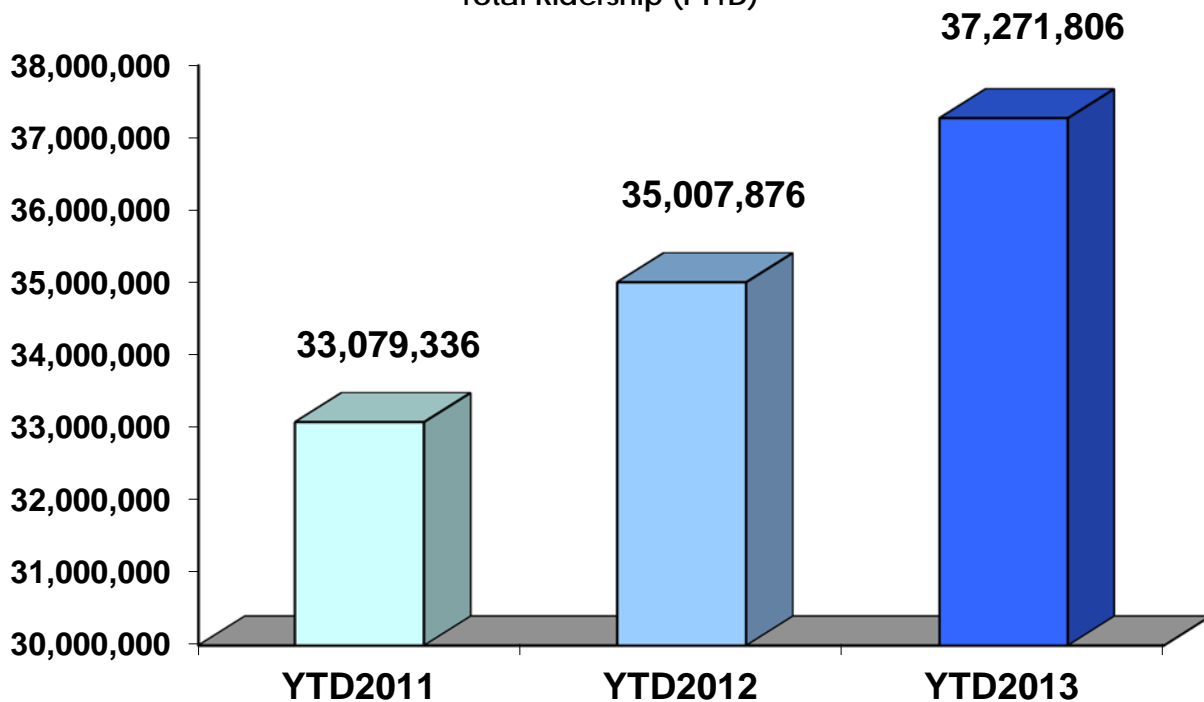
**Table B
Total Ridership**

| April 2013 | | | | <u>FY2012/FY2013</u> |
|----------------------------------|----------------------|----------------------|----------------------|-----------------------------|
| <u>Mode</u> | <u>FY2011</u> | <u>FY2012</u> | <u>FY2013</u> | <u>%Change</u> |
| Bus | 1,077,860 | 1,022,880 | 1,061,690 | 3.8% |
| Paratransit | 26,299 | 24,929 | 26,302 | 5.5% |
| Caltrain | 1,075,960 | 1,206,520 | 1,351,540 | 12.0% |
| Caltrain Shuttle | 145,874 | 168,465 | 149,220 | -11.4% |
| BART Shuttle | 43,135 | 41,319 | 47,288 | 14.4% |
| Total | 2,369,128 | 2,464,113 | 2,636,040 | 7.0% |
| BART Extension (No Daly City) | 974,889 | 1,072,875 | 1,181,707 | 10.1% |
| Grand Total | 3,344,017 | 3,536,988 | 3,817,747 | 7.9% |

| | | | |
|----------------------------------|----|----|----|
| <u>Weekdays per Month</u> | 21 | 21 | 22 |
|----------------------------------|----|----|----|

| Year to Date | | | | <u>FY2012/FY2013</u> |
|----------------------------------|----------------------|----------------------|----------------------|-----------------------------|
| <u>Mode</u> | <u>FY2011</u> | <u>FY2012</u> | <u>FY2013</u> | <u>%Change</u> |
| Bus | 11,120,890 | 10,606,430 | 10,403,780 | -1.9% |
| Paratransit | 262,557 | 253,526 | 254,160 | 0.3% |
| Caltrain | 10,341,410 | 11,480,810 | 12,789,290 | 11.4% |
| Caltrain Shuttle | 1,150,089 | 1,535,860 | 1,714,918 | 11.7% |
| BART Shuttle | 423,388 | 389,563 | 454,505 | 16.7% |
| Total | 23,298,334 | 24,266,189 | 25,616,653 | 5.6% |
| BART Extension (No Daly City) | 9,781,002 | 10,741,687 | 11,655,153 | 8.5% |
| Grand Total | 33,079,336 | 35,007,876 | 37,271,806 | 6.5% |

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – April 2013

Group Travel – Two groups took advantage of SamTrans’ new discount group sales pilot program. The program provides a 20 percent discount to groups that plan and pay for their bus trips in advance. The program was promoted through targeted direct mail and a news release. After each trip, staff requests the group provide SamTrans with feedback through an online survey. The inaugural group, which was an elementary school, provided the highest rating possible for five areas:

- Group sales process
- Processing time
- Customer service
- Onboard experience
- Overall experience

Connecting with Customers – Half Moon Bay and the Coastside were the focus of April’s *Connecting with Customers* event. A bilingual team of SamTrans staff rode Routes 17 and 294 on two days to thank customers for riding SamTrans. Staff answered questions and provided information on other services and projects SamTrans offers. The team also greeted customers at the bus stop at Main and Kelly streets in Half Moon Bay. Customers were offered a “thank you” wristband and pass holder. *Connecting with Customers* began in September and runs monthly through May. Previous locations visited include East Palo Alto, Redwood City, Hillsdale Shopping Center (San Mateo), Pacifica, Serramonte Center (Daly City), Daly City BART Station, and Mission/Evergreen & Mission/Goethe bus stops on the Daly City/San Francisco border. Information about the events is distributed via social media, SamTrans publications, city councils, and is available online (www.samtrans.com/customers).

Summer Youth Pass – With the return of the SamTrans Summer Youth Pass after a one-year hiatus, staff started early to promote it. The pass offers youth 17 years and younger three months of unlimited rides from June 1 through Aug. 31. The pass costs \$40, a 63 percent savings compared to three individual Monthly passes. The prime promotional outlets include schools and onboard information.

Miscellaneous – April is a busy time of year for transit fairs at businesses because many tie in the benefits of transit with Earth Day. Staff attended five business transit fairs, including a major downtown San Francisco business district event sponsored by BART. The outreach team provides information regarding the SamTrans service network and assists with planning employees’ trips.

Prepared by:

Rita P. Haskin, Executive Officer, Customer Service and Marketing
Michael Eshleman, Planner

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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, JUNE 5, 2013 – 2:20 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of May 1, 2013
2. Acceptance of Statement of Revenues and Expenses for April 2013
3. Authorize Adoption of Fiscal Year 2014 Operating Budget in the Amount of \$124,269,902
4. Authorize Adoption of Fiscal Year 2014 Capital Budget in the Amount of \$11,515,276
5. Approval of Salary Ordinance No. 95
6. Authorize Reduction of Employer Paid Member Contributions to the California Public Employees' Retirement System From 3 Percent to 2 Percent
7. Authorize Filing Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds
8. Authorize Entering into a Funding Agreement with the City/County Association of Governments of San Mateo County to Receive Measure M Funds
9. Authorize Clipper Memorandum of Understanding Amendment No. 2 with the Metropolitan Transportation Commission

CONTRACTS

10. Authorize Exercising the Option for Hosting and Application Support to the Agreement with Wipro, Inc. for PeopleSoft System Integration System in the Amount of \$7,275,099
11. Authorize Award of Contract to Serramonte Ford of Colma, California to Provide Ford, Factory-remanufactured Diesel Engines at a Total Estimated Cost of up to \$333,224 for a Five-year Term

12. Authorize Award of Contract to ACS Transport Solutions, Inc. to Provide Bus Radio System and Equipment Refresh for a Total Cost of \$7,429,458
13. Authorize Award of Contract to Dunbar Armored, Inc. to Provide Armored Car Pickup and Deposit of Daily Transit Revenue for a Total Estimated Cost of \$107,957 for a Three-year Base Term

Committee Members: Shirley Harris, Jerry Deal, Adrienne Tissier

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
MAY 1, 2013**

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

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

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

Committee Chair Shirley Harris called the meeting to order at 2:36 p.m.

Approval of Minutes of Finance Committee Meeting of April 3, 2013

The Committee approved the minutes (Guilbault/Gee).

Acceptance of Statement of Revenues and Expenses for March 2013

Gigi Harrington, Deputy CEO, said revenue is over budget by \$1.5 million. In Fiscal Year (FY) 2012 the San Mateo County Transit District (District) received \$69 million in sales tax revenue. Staff adjusted the FY2013 budget to \$68 million and it is currently trending over this number. Ms. Harrington said there are \$7 million in savings on the expense side. Last week, fuel was \$2.85 per gallon and year to date is \$3.15 per gallon. The fuel hedge resulted in revenue to the District of \$22,000 in March and \$245,000 year to date.

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

Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2013

Bill Osher, CSI Investment, said the portfolio was a bit boring for the quarter. The bond market did okay. He said short term, it doesn't look like interest rates are going to move. There has been some nice growth, particularly last quarter, at 2.5 percent. Mr. Osher said going forward, the impacts of the tax hikes plus the sequestration is going to sack growth for the next two quarters and interest rates will remain where they are or possibly drop. The private sector has grown more than 3 percent and this creates jobs and drives the stock market.

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

Authorize Adoption and Publication of the Proposed Disadvantaged Business Enterprise (DBE) Overall Goal of 1 Percent for Fiscal Years 2014-2016 for Federal Transit Administration (FTA) Funds

Raymond Lee, DBE Officer, said staff is proposing the Committee recommend the Board adopt and publish the 1 percent DBE goal. As a condition of receiving Federal funds, the District is required to establish an overall DBE participation goal on a triennial

basis. The goal is based on limited contracting opportunities. He said the bulk of the Federal funds for the next three years are for bus procurements and those funds are excluded from the District's DBE Program. The proposed goal was established under prescribed Federal methodologies. The current DBE goal was established at a 0 percent base, but the District has awarded more than \$2 million to DBE firms and \$79 million to women-minority firms over the past period.

Director Karyl Matsumoto said the DBE track record is outstanding, but with the amount that has been awarded she asked if there is anything that can be done from a policy standpoint. Mr. Lee said the DBE program only applies to Federal funds. The Federal funds that were used for these projects were specialized procurements done this past period, which have very little DBE participation.

Director Jeff Gee asked if there is a reporting requirement once the goal is adopted. Mr. Lee said this information is reported to the Federal Transit Administration on a semi-annual basis. General Manager/CEO Michael Scanlon said the information will be incorporated in the Quarterly Capital Progress Report.

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

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

Ms. Harrington said this is the fifth year staff is recommending hedging a portion of the fuel portfolio. She said she will go to the marketplace within two weeks and there are four possible bidders. The environment is very different this year compared to last year. With the market being steady the costs will be about one-third less compared to last year. Staff is recommending hedging 1.2 million gallons or 65 percent of the portfolio. Ms. Harrington said she will report back the results of the hedge at the August meeting.

Director Gee asked if it is better to have a range for hedging. Ms. Harrington said the Board has given her the authority to hedge between 50-75 percent of the fuel inventory.

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

Authorize Award of Contracts to AppleOne Employment Services, IntelliBridge Partners, Manpower Inc., Premier Staffing Sources, SearchPros Staffing and Wohlberg/Michelsson Personnel Services for On-call Temporary Staffing Services in the Estimated Aggregate Not-to-Exceed Amount of \$5,650,000

Cheryl Cavitt, Director, Contracts and Procurement, said staff is requesting award of contracts for on-call temporary staffing services. These contracts will provide a pool of firms, as needed, to supply temporary staff. This was a very competitive proposal process with 17 bidders, nine firms were interviewed and six are being recommended for award of contract.

Committee Chair Harris congratulated staff on awarding to at least one Small Business Enterprise/DBE company.

Director Gee requested the Board receive an annual report on where the funds are being used.

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

Authorize Execution of 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

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

Ms. Harrington said these two items are annual authorizations. This allows staff to move forward nimbly and not have to bring a number of items to the Board.

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

Update on Business Optimization Program (BOP)

Ms. Harrington reported:

- The Program is an implementation of PeopleSoft applications with strong emphasis on cradle-to-grave business process re-engineering, new modules, organizational change management, and professional training.
- Areas in the current scope include Finance, Contracts and Procurement, Grants, Human Resources, Payroll, and Budgets.
- A contract was awarded to Wipro, Inc. on January 12, 2011, for \$19 million.
- Phase 1 was completed in December 2011. The current phase is scheduled to go live on April 7, 2014.
- The contract included an un-priced option for hosting and application support. Staff evaluated various options for the long-term maintenance of the PeopleSoft Environment after go-live.
- The alternative to not awarding to Wipro was to do this option in-house and staff concluded it would be more expensive with risks.
- Scope of services includes infrastructure hosting services, infrastructure support, application support, and an integrated helpdesk for infrastructure and applications.
- Risks include the current data center is located in the basement of the District headquarters and is at risk for flood or earthquake. The District has no disaster recovery capabilities for its data center. The District does not have experienced staff that can plan, build, operate and maintain the infrastructure required to support the applications.
- The cost for the five years is \$7.2 million. Included in the FY2014 proposed budget are the funds for the first year.

Ms. Harrington said staff will be back in June to recommend exercising the option for \$7.2 million.

Director Matsumoto asked if the costs are being shared with the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority (TA). Ms. Harrington said yes, it is shared between the three business units.

Public Comment

Adina Levin, Menlo Park, said the effects of Hurricane Sandy showed how important it is to bring a transit system back so she is glad to hear the data center will be off-site.

Preliminary Fiscal Year 2014 Operating Budget

Ms. Harrington reported:

- FY2014 revenues are \$153 million.
 - Sales tax revenues are \$68 million and staff will watch closely and be back mid-year to recommend any possible adjustment.
 - Revenues decreased \$5.7 million because last year the District was repaid for the investment of the right of way.
- FY2014 operating expenses are \$124.2 million.
 - The debt service requirement for FY2014 is \$24.5 million
 - To balance the budget, \$1 million of reserves will be used.
 - The Caltrain contribution is at the TA contribution level of \$5.4 million.
- Staff will continue to work on the SamTrans Service Plan (SSP) to address short- and long-term service needs within available financial resources, and work with the Metropolitan Transportation Commission to secure a dedicated and sustainable funding source for the Bay Area's transit systems.

Director Gee asked if the SSP has been factored into the FY2014 budget.

Ms. Harrington said no.

Preliminary Fiscal Year 2014 Capital Budget

Eva Goode, Manager, Budgets, said:

- The FY2014 Capital Budget is \$11.3 million.
- The budget includes projects critical to maintaining current service levels, ensures facilities are maintained in a state of good repair and invests in improvements to provide a safe and secure environment for customers and employees.
- The FY2014 budget is divided into project categories.
 - Revenue Vehicle Replacement is \$1.9 million to replace 19 2007 El Dorado cutaways for paratransit service.
 - Revenue Vehicle Support is \$1.4 million, of which \$1.2 million is for bus parts, engines, and transmissions.
 - Information Technology is \$5.6 million, which includes \$2.7 million to fully fund the Radio Backbone Project, \$2 million for BOP and \$900,000 for annual replacement and upgrade of equipment.
 - Development includes \$800,000 to update the District's Strategic Plan.
 - Facilities is \$300,000 to maintain the District's facilities in a state of good repair.
 - Safety and Security is \$1 million to install closed-circuit televisions at District facilities.
- Funding sources for the FY2014 Capital Budget include Federal, State, other, and District sales tax.

Director Gee said out of \$11 million, only \$250,000 for contingency seems like a small amount. Ms. Goode said most of the capital projects build contingency into the project budget so this funds unexpected things. Mr. Scanlon said if something comes up that goes above the budget staff would be back for a budget amendment, but this is a catch-all for things that might come up.

Adjourned: 3:19 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
APRIL 30, 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 April 2013 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 13) are \$1,176,079 or 0.9 percent **better** than revised budget. *District ½ Cent Sales Tax* (page 1, line 7) is \$1,141,266 or 2 percent **better** than budget and *Other Interest, Rent, & Other Income* (page 1, line 10) are **better** than budget by \$256,600 or 5.3 percent offset by *Passenger Fares* (page 1, line 1) which are **worse** than budget by \$178,165 or 1.2 percent, and *Investment Interest* (page 1, line 8) are **worse** than budget by \$49,604 or 3.4 percent.

Expenses: *Total Expenses* (page 4, line 73) are \$7,890,874 or 7.2 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$6,886,300 or 8.3 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$774,599 or 6.4 percent and *Total Multimodal* (page 4, line 71) is **better** than budget by \$229,975 or 1.6 percent.

BUDGET IMPACT

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

Prepared By: Jeannie Chen, Senior Accountant
Sheila Tioyao, Manager, General Ledger

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

% OF YEAR ELAPSED: 83.3%

| | MONTH | YEAR-TO-DATE | | | | ANNUAL | | |
|---|-------------------|--------------------|--------------------|--------------------|----------------|---------------------|--------------------|---------------|
| | CURRENT ACTUAL | PRIOR ACTUAL | CURRENT ACTUAL | REVISED BUDGET | % REV BUDGET | APPROVED BUDGET | REVISED BUDGET | % REV BUDGET |
| SOURCES OF FUNDS | | | | | | | | |
| Operating Revenues | | | | | | | | |
| 1 Passenger Fares | 1,526,243 | 14,538,257 | 14,765,835 | 14,944,000 | 98.8 | 17,932,800 | 17,932,800 | 82.3 |
| 2 Local TDA and STA Funds | 3,248,577 | 35,622,157 | 31,914,880 | 31,914,880 | 100.0 | 35,492,900 | 38,361,930 | 83.2 |
| 3 State/Federal Operating Grants | 968,489 | 3,048,877 | 6,184,848 | 6,184,848 | 100.0 | 10,724,485 | 8,730,068 | 70.8 |
| 4 Measure A and AB434 Funds | 630,220 | 7,726,753 | 7,351,373 | 7,351,373 | 100.0 | 8,354,400 | 8,714,400 | 84.4 |
| 5 Subtotal - Operating Revenues | 6,373,529 | 60,936,044 | 60,216,936 | 60,395,102 | 99.7 | 72,504,585 | 73,739,198 | 81.7 |
| Other Revenue Sources | | | | | | | | |
| 7 District 1/2 Cent Sales Tax | 4,866,133 | 53,137,236 | 57,412,933 | 56,271,667 | 102.0 | 65,000,000 | 68,000,000 | 84.4 |
| 8 Investment Interest | 76,969 | 1,110,803 | 1,400,086 | 1,449,690 | 96.6 | 1,243,920 | 1,657,300 | 84.5 |
| 9 Pass through to Other Agencies | 11,833 | 181,790 | 377,638 | 371,655 | 101.6 | 467,959 | 536,959 | 70.3 |
| 10 Other Interest, Rent & Other Income | 510,969 | 4,010,268 | 5,079,794 | 4,823,194 | 105.3 | 6,023,708 | 6,023,708 | 84.3 |
| 11 Other Sources | 599,691 | 4,389,525 | 7,429,011 | 7,429,011 | 100.0 | 8,800,000 | 8,560,000 | 86.8 |
| 12 Subtotal - Other Revenues | 6,065,596 | 62,829,622 | 71,699,462 | 70,345,217 | 101.9 | 81,535,587 | 84,777,967 | 84.6 |
| 13 Total Revenues | 12,439,124 | 123,765,666 | 131,916,398 | 130,740,319 | 100.9 | 154,040,172 | 158,517,165 | 83.2 |
| 14 Capital Assistance | 861,380 | 2,187,870 | 4,459,968 | 4,459,968 | 100.0 | 32,297,067 | 56,708,875 | 7.9 |
| 15 Reserves Programmed for Capital | 290,639 | 5,805,200 | 4,181,584 | 4,181,584 | 100.0 | 525,780 | 13,321,254 | 31.4 |
| 16 Total Revenues - All Sources | 13,591,143 | 131,758,736 | 140,557,950 | 139,381,871 | 100.8 | 186,863,019 | 228,547,294 | 61.5 |
| USES OF FUNDS | | | | | | | | |
| Operations | | | | | | | | |
| 20 Motor Bus | 7,664,913 | 78,031,698 | 76,505,406 | 83,391,706 | 91.7 | 99,740,708 | 100,076,689 | 76.4 |
| 21 A. D. A. Programs | 1,199,486 | 11,157,444 | 11,375,133 | 12,149,732 | 93.6 | 14,477,220 | 14,407,220 | 79.0 |
| 22 Caltrain | 989,037 | 9,190,208 | 12,021,926 | 12,021,926 | 100.0 | 14,000,000 | 14,000,000 | 85.9 |
| 23 Other Multimodal Programs | 190,574 | 3,346,644 | 2,283,425 | 2,513,400 | 90.9 | 3,015,460 | 3,015,460 | 75.7 |
| 24 Subtotal - Operating Costs | 10,044,010 | 101,725,994 | 102,185,890 | 110,076,764 | 92.8 | 131,233,388 | 131,499,369 | 77.7 |
| Other Uses of Funds | | | | | | | | |
| 26 Pass through to Other Agencies | 11,833 | 181,790 | 377,638 | 383,918 | 98.4 | 467,959 | 541,532 | 69.7 |
| 27 Transfer Out to Debt Service | 2,037,787 | 20,374,990 | 20,377,868 | 20,377,868 | 100.0 | 24,453,463 | 24,453,463 | 83.3 |
| 28 Fiscal Agent Fees | 3,525 | 14,738 | 24,118 | 24,666 | 97.8 | 29,600 | 29,600 | 81.5 |
| 29 Land Transfer Interest Expense | 0 | 0 | 0 | 0 | 0 | 66,570 | 66,570 | 0.0 |
| 30 Subtotal - Other Uses | 2,053,145 | 20,571,518 | 20,779,624 | 20,786,452 | 100.0 | 25,017,592 | 25,091,165 | 82.8 |
| 31 Capital Programs | 1,237,688 | 9,187,952 | 9,461,080 | 9,461,080 | 100.0 | 41,172,847 | 81,085,910 | 11.7 |
| 32 Total Uses of Funds | 13,334,843 | 131,485,463 | 132,426,594 | 140,324,295 | 94.4 | 197,423,827 | 237,676,444 | 55.7 |
| 34 NET SURPLUS / (DEFICIT) | 256,301 | 273,273 | 8,131,356 | (942,425) | (862.8) | (10,560,808) | (9,129,149) | (89.1) |

% 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.

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
APRIL 2013**

% OF YEAR ELAPSED: **83.3%**

| | MONTH | YEAR-TO-DATE | | | | ANNUAL | | |
|--|----------------|--------------|----------------|----------------|--------------|-----------------|----------------|--------------|
| | CURRENT ACTUAL | PRIOR ACTUAL | CURRENT ACTUAL | REVISED BUDGET | % REV BUDGET | APPROVED BUDGET | REVISED BUDGET | % REV BUDGET |
| OPERATING REVENUES - MOTOR BUS | | | | | | | | |
| 1 TOTAL MOTOR BUS FARES | 1,455,303 | 13,890,287 | 14,102,581 | 14,280,833 | 98.8 | 17,137,000 | 17,137,000 | 82.3 |
| 2 LOCAL (TDA) TRANSIT FUND: | | | | | | | | |
| 3 General Operating Assistance | 2,742,190 | 30,569,366 | 26,544,560 | 26,544,560 | 100.0 | 29,121,548 | 31,871,276 | 83.3 |
| 4 STATE TRANSIT ASSISTANCE: | | | | | | | | |
| 5 Local STA Operating Assistance | 367,979 | 2,939,325 | 3,675,741 | 3,675,741 | 100.0 | 4,415,758 | 4,415,758 | 83.2 |
| 6 OPERATING GRANTS | | | | | | | | |
| 7 TOTAL OPERATING GRANTS | 906,588 | 2,728,706 | 5,689,873 | 5,689,873 | 100.0 | 9,725,142 | 7,730,725 | 73.6 |
| 8 DISTRICT 1/2 CENT SALES TAX: | | | | | | | | |
| 9 General Operating Asst. | 1,760,149 | 24,456,266 | 21,907,271 | 29,029,196 | 75.5 | 34,646,868 | 33,985,118 | 64.5 |
| 10 Accessibility Fixed Route | 86,725 | 921,827 | 864,319 | 828,387 | 104.3 | 994,064 | 994,064 | 86.9 |
| 11 TOTAL 1/2 CENT SALES TAX | 1,846,874 | 25,378,093 | 22,771,590 | 29,857,583 | 76.3 | 35,640,932 | 34,979,182 | 65.1 |
| 12 INVESTMENT INTEREST INCOME: | | | | | | | | |
| 13 Investment Interest Income | 40,142 | 40,558 | 1,027,034 | 1,073,656 | 95.7 | 966,720 | 1,209,140 | 84.9 |
| 14 OTHER REVENUE SOURCES: | | | | | | | | |
| 15 Overnight Deposits Interest Income | 0 | 507 | 42 | 270 | 15.5 | 360 | 360 | 11.7 |
| 16 Rental Income | 89,259 | 878,608 | 891,925 | 877,300 | 101.7 | 1,052,760 | 1,052,760 | 84.7 |
| 17 Advertising Income | 124,475 | 678,760 | 756,341 | 554,167 | 136.5 | 665,000 | 665,000 | 114.9 |
| 18 Other Income | 92,103 | 927,488 | 1,045,719 | 837,723 | 124.8 | 1,015,488 | 1,015,488 | 103.0 |
| 19 TOTAL OTHER REVENUES | 305,837 | 2,485,363 | 2,694,026 | 2,269,460 | 118.7 | 2,733,608 | 2,733,608 | 98.6 |
| 20 | | | | | | | | |
| 21 TOTAL MOTOR BUS | 7,664,913 | 78,031,698 | 76,505,406 | 83,391,706 | 91.7 | 99,740,708 | 100,076,689 | 76.4 |
| 22 | | | | | | | | |
| 23 AMERICAN DISABILITIES ACT: | | | | | | | | |
| 24 Passenger Fares Redi-Wheels | 70,940 | 647,970 | 663,254 | 663,167 | 100.0 | 795,800 | 795,800 | 83.3 |
| 25 Local TDA 4.5 Redi-Wheels | 97,418 | 1,608,821 | 1,284,679 | 1,284,679 | 100.0 | 1,463,713 | 1,583,015 | 81.2 |
| 26 Local STA - Paratransit | 40,990 | 504,645 | 409,900 | 409,900 | 100.0 | 491,881 | 491,881 | 0.0 |
| 27 Operating Grants | 61,901 | 320,170 | 494,975 | 494,975 | 100.0 | 999,343 | 999,343 | 49.5 |
| 28 Sales Tax - District ADA Programs | 486,539 | 3,657,502 | 3,778,127 | 4,474,901 | 84.4 | 4,986,373 | 4,614,071 | 81.9 |
| 29 Sales Tax - Paratransit Suppl. Coastsides | 106,507 | 1,119,451 | 1,042,747 | 1,112,425 | 93.7 | 1,362,910 | 1,292,910 | 0.0 |
| 30 Interest Income - Paratransit Fund | 34,268 | 336,279 | 342,494 | 350,726 | 97.7 | 277,200 | 410,200 | 83.5 |
| 31 Measure A Redi-Wheels | 194,673 | 2,127,052 | 2,296,458 | 2,296,458 | 100.0 | 2,600,000 | 2,720,000 | 84.4 |
| 32 Measure M Paratransit | 106,250 | 835,553 | 1,062,500 | 1,062,500 | 100.0 | 1,500,000 | 1,500,000 | 70.8 |
| 33 TOTAL ADA PROGRAMS | 1,199,486 | 11,157,444 | 11,375,133 | 12,149,732 | 93.6 | 14,477,220 | 14,407,220 | 79.0 |
| 34 | | | | | | | | |
| 35 MULTIMODAL TRANSIT PROGRAMS: | | | | | | | | |
| 36 Sales Tax - Caltrain | 0 | 546,570 | 0 | 0 | 0.0 | 0 | 0 | 0.0 |
| 37 Other Sources - Caltrain | 599,691 | 4,389,525 | 7,429,011 | 7,429,011 | 100.0 | 8,800,000 | 8,560,000 | 86.8 |
| 38 Transfer from TA for Caltrain | 389,346 | 4,254,113 | 4,592,915 | 4,592,915 | 100.0 | 5,200,000 | 5,440,000 | 84.4 |
| 39 TA Funded SM/Caltrain Shuttles | 0 | 906,421 | 0 | 0 | 0.0 | 0 | 0 | 0.0 |
| 40 Employer Share SM/Caltrain Shuttles | 0 | 260,886 | 0 | 0 | 0.0 | 0 | 0 | 0.0 |
| 41 AB434 Funds - SamTrans Shuttle | 46,200 | 439,167 | 462,000 | 462,000 | 100.0 | 554,400 | 554,400 | 83.3 |
| 42 Employer SamTrans Shuttle Funds | 98,882 | 1,264,019 | 1,323,268 | 1,491,234 | 88.7 | 1,790,100 | 1,790,100 | 73.9 |
| 43 Sales Tax - SamTrans Shuttle Program | 26,989 | 271,296 | 288,514 | 279,400 | 103.3 | 334,040 | 334,040 | 86.4 |
| 44 Sales Tax - Gen. Operating Asst. | 18,502 | 204,855 | 209,642 | 280,766 | 74.7 | 336,920 | 336,920 | 62.2 |
| 45 | | | | | | | | |
| 46 TOTAL MULTIMODAL | 1,179,611 | 12,536,852 | 14,305,351 | 14,535,326 | 98.4 | 17,015,460 | 17,015,460 | 84.1 |
| 47 | | | | | | | | |
| 48 TOTAL REVENUES | 10,044,010 | 101,725,994 | 102,185,890 | 110,076,764 | 92.8 | 131,233,388 | 131,499,369 | 77.7 |

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

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

% OF YEAR ELAPSED: **83.3%**

| 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 | 3,824,472 | 41,999,150 | 39,597,792 | 41,663,608 | 95.0 | 50,244,115 | 49,959,770 | 79.3 |
| 2 | | | | | | | | |
| 3 Services: | | | | | | | | |
| 4 Board of Directors | 7,267 | 41,137 | 40,410 | 44,117 | 91.6 | 52,900 | 52,900 | 76.4 |
| 5 Contracted Vehicle Maintenance | 56,431 | 568,761 | 399,782 | 659,273 | 60.6 | 791,128 | 791,128 | 50.5 |
| 6 Property Maintenance | 108,721 | 981,589 | 950,984 | 1,050,917 | 90.5 | 1,258,500 | 1,258,500 | 75.6 |
| 7 Professional Services | 303,127 | 2,863,701 | 2,527,778 | 4,133,821 | 61.1 | 4,777,013 | 4,996,653 | 50.6 |
| 8 Technical Services | 542,712 | 3,291,652 | 3,883,914 | 4,237,982 | 91.6 | 4,829,402 | 5,138,571 | 75.6 |
| 9 Other Services | 68,480 | 284,583 | 666,660 | 1,064,222 | 62.6 | 1,277,066 | 1,277,066 | 52.2 |
| 10 | | | | | | | | |
| 11 Materials & Supply: | | | | | | | | |
| 12 Fuel & Lubricants | 448,455 | 4,567,886 | 4,457,957 | 5,459,571 | 81.7 | 6,551,477 | 6,551,477 | 68.0 |
| 13 Bus Parts & Materials | 117,334 | 1,284,818 | 1,553,419 | 1,469,884 | 105.7 | 1,758,740 | 1,758,740 | 88.3 |
| 14 Uniforms & Driver Expense | 16,289 | 265,763 | 259,226 | 356,288 | 72.8 | 400,970 | 397,550 | 65.2 |
| 15 Timetables & Tickets | 8,708 | 98,155 | 114,857 | 143,167 | 80.2 | 171,800 | 171,800 | 66.9 |
| 16 Office Supplies / Printing | 23,627 | 192,614 | 184,904 | 286,107 | 64.6 | 342,137 | 342,137 | 54.0 |
| 17 Other Materials & Supply | 19,310 | 109,759 | 105,208 | 130,667 | 80.5 | 156,500 | 156,500 | 67.2 |
| 18 | | | | | | | | |
| 19 Utilities: | | | | | | | | |
| 20 Telephone | 32,017 | 264,243 | 293,722 | 483,750 | 60.7 | 580,500 | 580,500 | 50.6 |
| 21 Other Utilities | 73,823 | 805,153 | 803,209 | 818,000 | 98.2 | 981,600 | 981,600 | 81.8 |
| 22 Insurance Costs | 215,362 | 2,077,621 | 2,196,155 | 2,206,380 | 99.5 | 2,647,000 | 2,647,000 | 83.0 |
| 23 Workers' Compensation | 237,254 | 2,632,967 | 2,622,742 | 2,664,217 | 98.4 | 3,197,060 | 3,197,060 | 82.0 |
| 24 Taxes & License Fees | 38,765 | 411,340 | 403,746 | 478,186 | 84.4 | 573,823 | 573,823 | 70.4 |
| 25 Fixed Route Accessibility | 86,725 | 921,827 | 864,319 | 828,387 | 104.3 | 994,064 | 994,064 | 86.9 |
| 26 Leases & Rentals | 9,338 | 89,857 | 90,571 | 100,267 | 90.3 | 119,800 | 119,800 | 75.6 |
| 27 Promotional & Legal Advertising | 12,631 | 64,595 | 138,077 | 198,750 | 69.5 | 238,500 | 246,000 | 56.1 |
| 28 Training & Business Travel | 10,790 | 108,040 | 114,672 | 141,518 | 81.0 | 164,050 | 170,080 | 67.4 |
| 29 Dues & Membership | 6,092 | 68,366 | 70,928 | 73,188 | 96.9 | 87,200 | 87,320 | 81.2 |
| 30 Postage & Other | 2,152 | 47,944 | 38,150 | 297,365 | 12.8 | 349,003 | 360,290 | 10.6 |
| 31 | | | | | | | | |
| 32 Total District Operated Buses | 6,269,880 | 64,041,524 | 62,379,183 | 68,989,630 | 90.4 | 82,544,348 | 82,810,329 | 75.3 |
| 33 | | | | | | | | |
| 34 CONTRACTED BUS SERVICES | | | | | | | | |
| 35 Contracted Urban Bus Service | 1,211,797 | 12,241,551 | 12,324,497 | 12,549,433 | 98.2 | 15,059,320 | 15,059,320 | 81.8 |
| 36 Other Related Costs | 36,442 | 283,394 | 293,228 | 296,833 | 98.8 | 361,600 | 361,600 | 81.1 |
| 37 Insurance Costs | 50,289 | 544,834 | 514,818 | 545,810 | 94.3 | 655,000 | 655,000 | 78.6 |
| 38 Coastside Services | 61,921 | 534,592 | 582,634 | 590,567 | 98.7 | 647,020 | 694,020 | 84.0 |
| 39 Redi Coast Non-ADA | 19,196 | 192,128 | 190,389 | 207,999 | 91.5 | 219,700 | 242,700 | 78.4 |
| 40 Other Related Costs | (510) | 24,578 | 36,934 | 39,200 | 94.2 | 47,040 | 47,040 | 78.5 |
| 41 La Honda - Pescadero | 3,500 | 43,738 | 42,788 | 43,750 | 97.8 | 52,500 | 52,500 | 81.5 |
| 42 SamCoast - Pescadero | 12,214 | 113,020 | 115,385 | 116,667 | 98.9 | 140,000 | 140,000 | 82.4 |
| 43 Other Related Cost - SamCoast | 183 | 12,341 | 25,551 | 11,817 | 216.2 | 14,180 | 14,180 | 180.2 |
| 44 Total Contracted Bus Service | 1,395,033 | 13,990,175 | 14,126,223 | 14,402,077 | 98.1 | 17,196,360 | 17,266,360 | 81.8 |
| 45 | | | | | | | | |
| 46 TOTAL MOTOR BUS | 7,664,913 | 78,031,698 | 76,505,406 | 83,391,706 | 91.7 | 99,740,708 | 100,076,689 | 76.4 |

% 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
APRIL 2013**

% OF YEAR ELAPSED: 83.3%

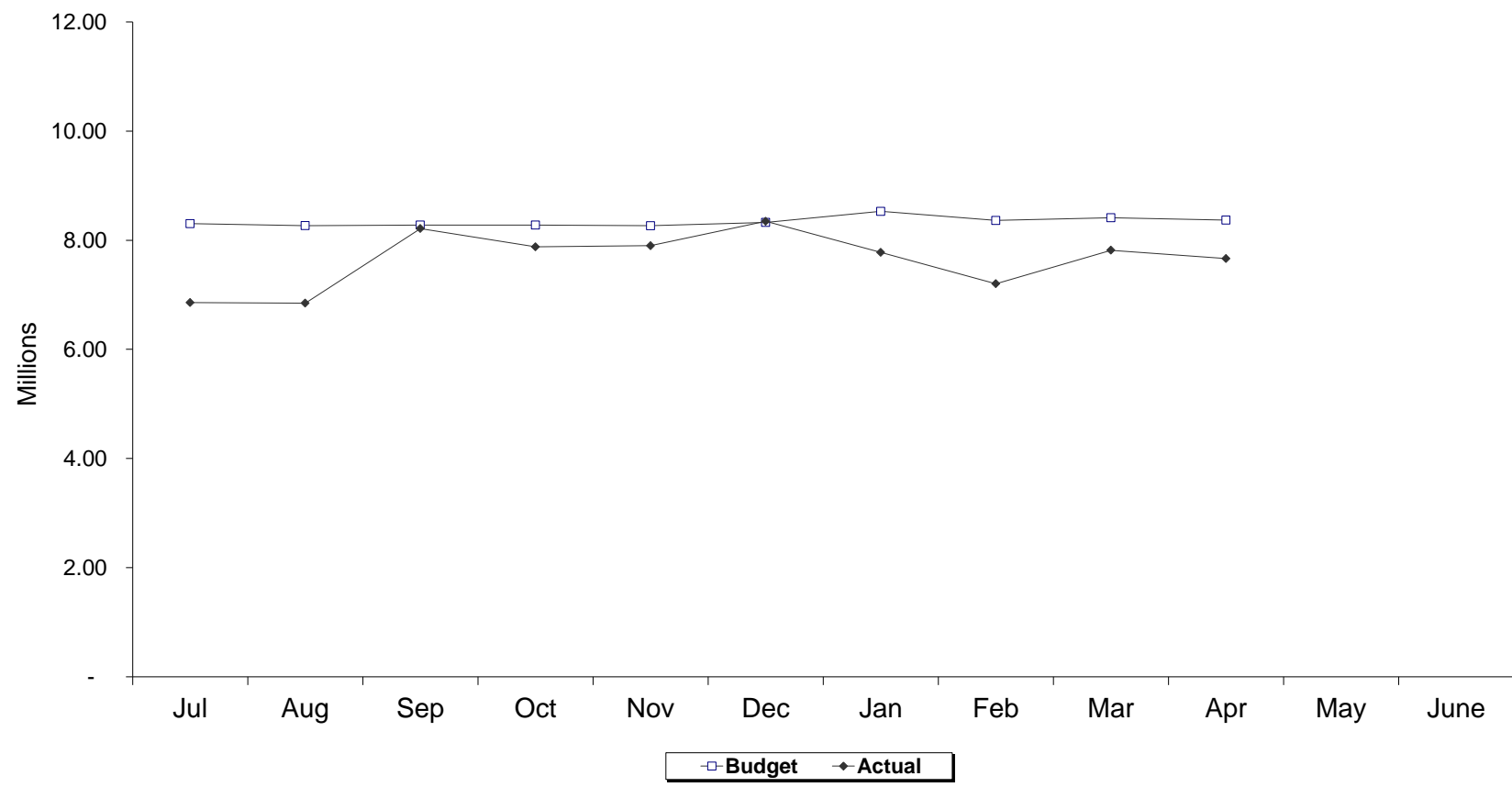
| EXPENSES | MONTH | YEAR-TO-DATE | | | | ANNUAL | | |
|---|-------------------|--------------------|--------------------|--------------------|--------------|--------------------|--------------------|--------------|
| | CURRENT ACTUAL | PRIOR ACTUAL | CURRENT ACTUAL | REVISED BUDGET | % REV BUDGET | APPROVED BUDGET | REVISED BUDGET | % REV BUDGET |
| AMERICAN DISABILITY ACT PROGRAMS | | | | | | | | |
| Elderly & Disabled/Redi-Wheels | 469,266 | 4,270,904 | 4,667,009 | 5,010,750 | 93.1 | 6,964,200 | 6,032,200 | 77.4 |
| Other Related Costs | 240,806 | 1,837,897 | 2,121,655 | 2,355,704 | 90.1 | 2,826,395 | 2,826,395 | 75.1 |
| Sedan Service | 284,927 | 2,425,215 | 2,487,977 | 2,488,060 | 100.0 | 1,779,190 | 2,836,190 | 87.7 |
| ADA Accessibility Support | 68,341 | 636,982 | 642,003 | 753,632 | 85.2 | 1,029,525 | 904,525 | 71.0 |
| Coastside ADA Support | 106,507 | 1,119,451 | 1,042,747 | 1,112,425 | 93.7 | 1,362,910 | 1,292,910 | 80.7 |
| Insurance Costs | 29,639 | 866,996 | 413,743 | 429,160 | 96.4 | 515,000 | 515,000 | 80.3 |
| TOTAL ADA PROGRAMS | 1,199,486 | 11,157,444 | 11,375,133 | 12,149,732 | 93.6 | 14,477,220 | 14,407,220 | 79.0 |
| MULTIMODAL TRANSIT PROGRAMS | | | | | | | | |
| CALTRAIN SERVICE | | | | | | | | |
| Peninsula Rail Service | 989,037 | 9,190,208 | 12,021,926 | 12,021,926 | 100.0 | 14,000,000 | 14,000,000 | 85.9 |
| Total Caltrain Service | 989,037 | 9,190,208 | 12,021,926 | 12,021,926 | 100.0 | 14,000,000 | 14,000,000 | 85.9 |
| OTHER SUPPORT | | | | | | | | |
| Dumbarton Express Service | 12,231 | 104,219 | 122,496 | 131,517 | 93.1 | 157,820 | 157,820 | 77.6 |
| SamTrans Shuttle Service | 172,071 | 1,974,482 | 2,073,783 | 2,232,633 | 92.9 | 2,678,540 | 2,678,540 | 77.4 |
| SM/Caltrain Shuttles | 0 | 1,167,307 | 0 | 0 | 0.0 | 0 | 0 | 0.0 |
| Maintenance Multimodal Facilities | 6,272 | 100,636 | 87,147 | 149,250 | 58.4 | 179,100 | 179,100 | 48.7 |
| Total Other Support | 190,574 | 3,346,644 | 2,283,425 | 2,513,400 | 90.9 | 3,015,460 | 3,015,460 | 75.7 |
| TOTAL MULTI-MODAL PROGRAMS | 1,179,611 | 12,536,852 | 14,305,351 | 14,535,326 | 98.4 | 17,015,460 | 17,015,460 | 84.1 |
| TOTAL EXPENSES | 10,044,010 | 101,725,994 | 102,185,890 | 110,076,764 | 92.8 | 131,233,388 | 131,499,369 | 77.7 |

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

SAN MATEO COUNTY TRANSIT DISTRICT

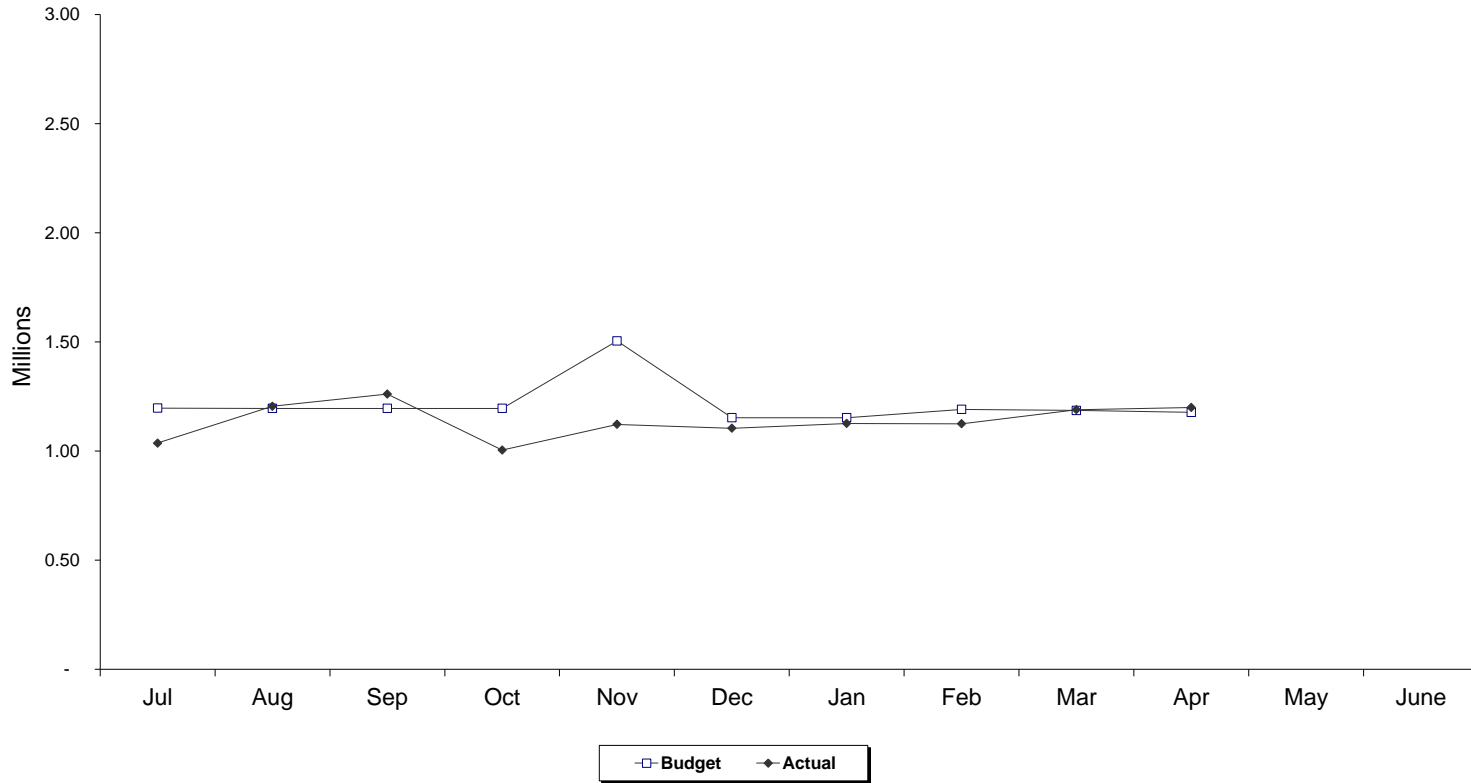
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2013



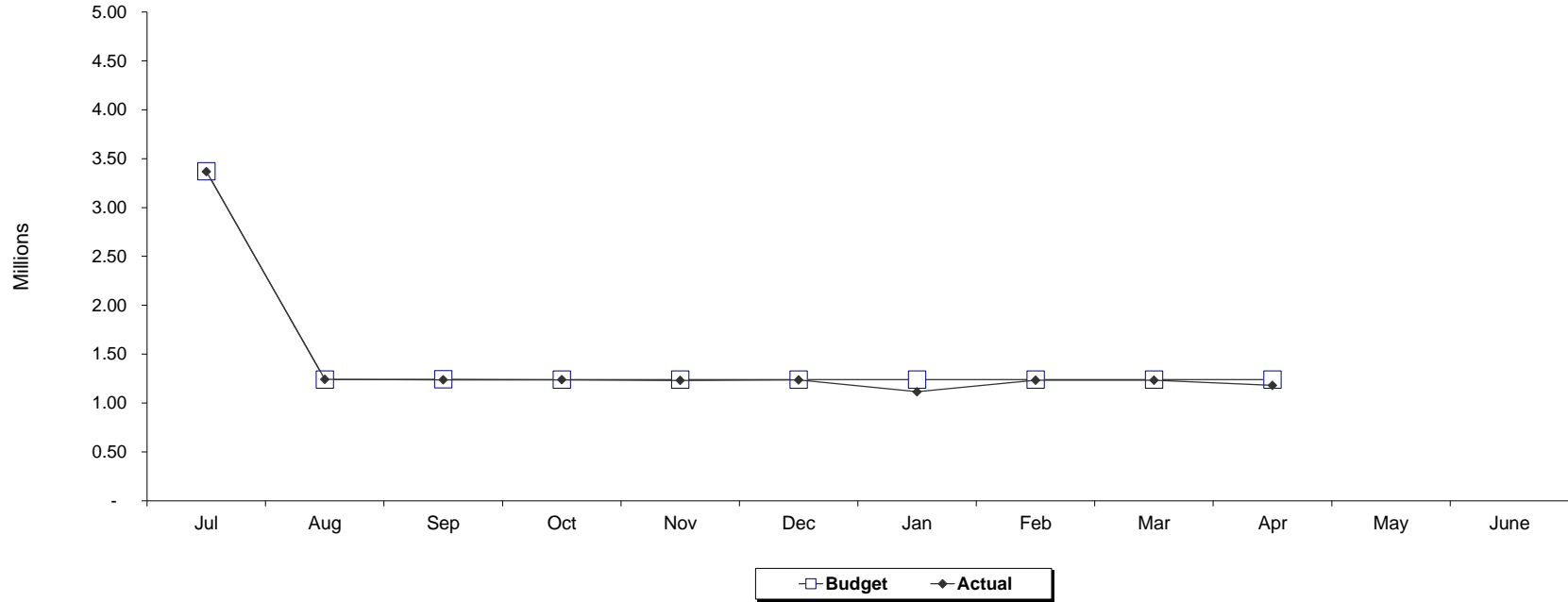
| | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | June |
|----------------------------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----|------|
| MONTHLY EXPENSES | | | | | | | | | | | | |
| Budget | 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 | 8,369,421 | | |
| 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 | 7,664,913 | | |
| 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 | 83,391,706 | | |
| 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 | 76,505,406 | | |
| 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 | 6,886,301 | | |
| Variance % | 17.42% | 17.31% | 11.79% | 10.05% | 8.93% | 7.39% | 7.60% | 8.39% | 8.24% | 8.26% | | |

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 | 1,177,188 | | |
| 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 | 1,199,486 | | |
| 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 | 12,149,732 | | |
| 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 | 11,375,133 | | |
| Variance - F(U) | 160,913 | 151,551 | 86,425 | 278,047 | 660,299 | 708,488 | 735,125 | 800,980 | 796,896 | 774,598 | | |
| Variance % | 13.44% | 6.33% | 2.41% | 5.81% | 10.50% | 9.52% | 8.55% | 8.18% | 7.26% | 6.38% | | |

**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 | 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 | 1,179,611 | | |
| 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 | 14,535,326 | | |
| 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 | 14,305,351 | | |
| Variance - F(U) | 4,492 | 3,648 | 10,892 | 13,585 | 22,864 | 27,699 | 153,312 | 161,536 | 169,519 | 229,975 | | |
| Variance % | 0.13% | 0.08% | 0.19% | 0.19% | 0.27% | 0.29% | 1.42% | 1.34% | 1.28% | 1.58% | | |

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

April 30, 2013

| DESCRIPTION | TOTAL INVESTMENT 04-30-13 | INTEREST RECEIVABLE 03-31-13 | INTEREST EARNED 04-30-13 | INTEREST RECEIVED 04-30-13 | ADJ. | INTEREST RECEIVABLE 04-30-13 |
|--------------------------|---------------------------------|------------------------------------|--------------------------------|----------------------------------|-----------------|------------------------------------|
| RESERVE FOR CAPITAL PROJ | 150,951.00 | 1,977.00 | 988.50 | 0.00 | 0.00 | 2,965.50 |
| LAIF -- CAPITAL PROJ | 7,961,486.82 | 5,697.71 | 1,726.97 | 5,553.58 | (144.13) | 1,726.97 |
| REIMB SECURITIES -- L76R | 76,833,098.66 | 172,264.89 | 55,070.34 | 87,980.91 | 21.61 | 139,375.93 |
| LAIF -- REIMB FUNDS L76R | 30,472,105.01 | 19,911.45 | 7,229.74 | 19,407.78 | (503.67) | 7,229.74 |
| PARATRANSIT FUNDS | 26,224,201.00 | 94,912.65 | 36,172.03 | 48,316.72 | (71.39) | 82,696.57 |
| LAIF -- PARATRANSIT | 715,706.29 | 438.22 | 148.20 | 427.15 | (11.07) | 148.20 |
| BANK OF AMERICA | 7,338,266.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Debt Service Reserves | | | | | | |
| Held by Trustee: | 17,077,511.98 | 0.00 | 711.56 | 0.00 | 0.00 | 711.56 |
| | <u>166,773,326.76</u> | <u>295,201.92</u> | <u>102,047.34</u> | <u>161,686.14</u> | <u>(708.65)</u> | <u>234,854.47</u> |

APRIL 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN

| | |
|-------------------------------------|------------------|
| Interest Earned 04/30/13 | 101,338.69 |
| Add: | |
| CEO Interest | 2,000.00 |
| Less: | |
| Commissions | (8,071.17) |
| Capital Gain(Loss) | (18,298.10) |
| Total Interest & Capital Gain(Loss) | <u>76,969.42</u> |

YEAR TO DATE -- SUMMARY

| | |
|--|---------------------|
| Interest Earned | 1,321,740.89 |
| Add: | |
| CEO Interest | 17,000.00 |
| Less: | |
| Commissions | (80,519.10) |
| Capital Gain(Loss) | 139,005.97 |
| Total Interest & Capital Gain(Loss) | <u>1,397,227.76</u> |
| Balance Per Ledger as of 04/30/13 | |
| Interest Acct. 409100 | 41.95 |
| Interest Acct. 409102 | 5,208.67 |
| Interest Acct. 409101 | 1,252,971.17 |
| Gain(Loss) Acct. 405210 | 139,005.97 |
| | <u>1,397,227.76</u> |

SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R
April 30, 2013

| TYPE OF SECURITY | CUSIP # | SETTLE DATE | ORIGINAL PURCHASE PRICE | GASB 31 ADJUSTED 06-30-12 | MARKET VALUE 04-30-13 | MATURITY DATE | INT RATE | RATE/DAY | APPL. DAYS | INTEREST REC'VBLE 03-31-13 | INTEREST EARNED 04-30-13 | INTEREST RECEIVED 04-30-13 | ADJ. | INTEREST REC'VBLE 04-30-13 | PAR VALUE |
|---|-----------|-------------|-------------------------|---------------------------|-----------------------|---------------|----------|----------|------------|----------------------------|--------------------------|----------------------------|--------------|----------------------------|-------------------|
| <u>GOVERNMENT BONDS</u> | | | | | | | | | | | | | | | |
| FHLMC | 313385NK8 | 4-29-13 | 7,996,022.22 | 7,996,022.22 | 7,996,066.66 | 10-25-13 | 0.000% | 0.0000 | 30 | 0.00 | 0.00 | | | 0.00 | 8,000,000 |
| FHLMC | 3134G2WG3 | 2-15-12 | 9,686,631.75 | 9,683,651.10 | 9,688,458.60 | 09-22-14 | 0.750% | 200.3125 | 30 | 1,802.81 | 6,009.38 | | | 7,812.19 | 9,615,000 |
| FHLMC | 3134G3SD3 | 03-28-12 | 9,996,000.00 | 10,052,200.00 | 10,050,100.00 | 09-28-15 | 0.750% | 208.3333 | 30 | 625.00 | 6,250.00 | | | 6,875.00 | 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 | 29 | 15,729.17 | 3,020.83 | 18,750.00 | | 0.00 | 5,000,000 |
| FHLMC | 3134G3UV0 | 5-23-12 | 5,000,000.00 | 5,001,550.00 | 5,001,600.00 | 11-23-15 | 0.750% | 104.1667 | 30 | 13,333.33 | 3,125.00 | | | 16,458.33 | 5,000,000 |
| FHLMC | 3134G3W55 | 03-12-13 | 8,502,380.00 | 8,500,000.00 | 8,518,275.00 | 11-24-15 | 0.450% | 106.2500 | 30 | 15,406.25 | 3,187.50 | | | 18,593.75 | 8,500,000 |
| FHLMC | 3135G0LM3 | 5-25-12 | 9,997,000.00 | 9,998,600.00 | 10,003,300.00 | 11-24-15 | 0.750% | 208.3333 | 30 | 26,458.33 | 6,250.00 | | | 32,708.33 | 10,000,000 |
| FHLMC | 3134G3Y20 | 12-28-12 | 5,000,500.00 | 5,006,300.00 | 5,006,000.00 | 11-27-15 | 0.500% | 69.4444 | 30 | 8,611.11 | 2,083.33 | | | 10,694.44 | 5,000,000 |
| FNMA | 3135G0RX3 | 12-07-12 | 7,005,250.00 | 7,006,930.00 | 7,007,840.00 | 11-27-15 | 0.500% | 97.2222 | 30 | 12,055.56 | 2,916.67 | | (0.01) | 14,972.22 | 7,000,000 |
| FED. FARM CREDIT BK | 31331HSL7 | 5-11-07 | 1,020,404.50 | 1,128,923.00 | 1,094,913.00 | 12-29-15 | 6.125% | 161.6319 | 30 | 14,870.14 | 4,848.96 | | | 19,719.10 | 950,000 |
| FHLMC | 3134G3SE1 | 03-21-12 | 8,505,312.50 | 8,545,475.00 | 8,551,255.00 | 03-21-16 | 1.000% | 236.1111 | 30 | 2,361.11 | 7,083.33 | | | 9,444.44 | 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 | 25 | 39,040.63 | 6,296.88 | 45,337.50 | (0.01) | (0.00) | 8,060,000 |
| | | | | | | | | | | | | | | | 95.29% |
| <u>TREASURY INFLATION PROTECTED SECURITIES</u> | | | | | | | | | | | | | | | |
| TREAS INFLATION INDEX | 912828KM1 | 01-21-10 | 3,737,186.68 | 3,928,130.97 | 3,915,290.40 | 04-15-14 | 1.250% | 133.2819 | 30 | 21,971.45 | 3,998.46 | 23,893.41 | 21.63 | 2,098.13 | 3,838,520 |
| LAIF | | | 30,472,105.01 | 30,472,105.01 | 30,472,105.01 | | | | | 19,911.45 | 7,229.74 | 19,407.78 | (503.67) | 7,229.74 | 30,472,105 |
| TOTAL LAIF | | | 30,472,105.01 | 30,472,105.01 | 30,472,105.01 | | | | | | | | | | |
| TOTAL A/C 121100 & 112010 | | | 89,529,869.35 | 89,952,462.69 | 89,900,726.46 | | | | | | | | | | |
| MATURED/CALLED | | | | | | | | | | | | | | | |
| FNMA | 3135G0KA0 | 5-3-12 | (8,084,744.20) | (8,094,980.40) | (8,065,077.80) | | | | | | | | | 0.00 | (8,060,000) |
| FNMA | 3136G0EJ6 | 5-03-12 | (4,998,437.50) | (5,009,700.00) | (5,002,550.00) | | | | | | | | | 0.00 | (5,000,000) |
| TOTAL | | | <u>76,446,687.65</u> | <u>76,847,782.29</u> | <u>76,833,098.66</u> | | | | | <u>172,264.89</u> | <u>55,070.34</u> | <u>87,980.91</u> | <u>21.61</u> | <u>139,375.93</u> | <u>89,463,521</u> |

**SAN MATEO COUNTY TRANSIT DISTRICT
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES
April 30, 2013**

| TYPE OF SECURITY | CUSIP # | SETTLE DATE | ORIGINAL PURCHASE PRICE | GASB 31 ADJUSTED 06-30-12 | MARKET VALUE 04-30-13 | MATURITY DATE | INT RATE | RATE/ DAY | APPL. DAYS | INTEREST RECVBLE 03-31-13 | INTEREST EARNED 04-30-13 | INTEREST RECEIVED 04-30-13 | ADJ. | INTEREST RECVBLE 04-30-13 | PAR VALUE |
|--------------------------------|-----------|----------------|-------------------------------|---------------------------------|-----------------------------|------------------|-------------|--------------|---------------|---------------------------------|--------------------------------|----------------------------------|-------------|---------------------------------|----------------|
| <u>GOVERNMENT BONDS</u> | | | | | | | | | | | | | | | |
| HOUSING URBAN DEVEL | 911759EB0 | 12-23-08 | 155,581.50 | 150,844.50 | 150,951.00 | 08-01-17 | 7.908% | 32.9500 | 30 | 1,977.00 | 988.50 | | | 2,965.50 | 150,000 |
| LAIF | | | 7,961,486.82 | 7,961,486.82 | 7,961,486.82 | | | | | 5,697.71 | 1,726.97 | 5,553.58 | (144.13) | 1,726.97 | 7,961,487 |
| TOTAL LAIF | | | 7,961,486.82 | 7,961,486.82 | 7,961,486.82 | | | | | | | | | | |
| TOTAL A/C 121100 & 112010 | | | 155,581.50 | 150,844.50 | 150,951.00 | | | | | | | | | | |
| TOTAL | | | 155,581.50 | 150,844.50 | 150,951.00 | | | | | 1,977.00 | 988.50 | 0.00 | 0.00 | 2,965.50 | 150,000 |

17-May-13

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
April 30, 2013**

| TYPE OF SECURITY | CUSIP # | SETTLE DATE | ORIGINAL PURCHASE PRICE | GASB 31 ADJUSTED 06-30-12 | MARKET VALUE 04-30-13 | MATURITY DATE | INT RATE | RATE/DAY | APPL. DAYS | INTEREST REC'VBLE 03-31-13 | INTEREST EARNED 04-30-13 | INTEREST RECEIVED 04-30-13 | ADJ. | INTEREST REC'VBLE 04-30-13 | PAR VALUE |
|---|-----------|-------------|-------------------------|---------------------------|-----------------------|---------------|----------|----------|------------|----------------------------|--------------------------|----------------------------|----------------|----------------------------|-------------------|
| <u>GOVERNMENT BONDS</u> | | | | | | | | | | | | | | | |
| FHLM | 3137EABX6 | 1-30-09 | 5,015,200.00 | 5,166,550.00 | 5,081,950.00 | 01-07-14 | 2.500% | 347.2222 | 30 | 29,166.67 | 10,416.67 | | (0.01) | 39,583.33 | 5,000,000 |
| FHLM | 3137EACB3 | 3-26-10 | 2,510,690.00 | 2,597,375.00 | 2,557,950.00 | 04-23-14 | 2.500% | 173.6111 | 30 | 27,430.56 | 5,208.33 | 31,250.00 | | 1,388.89 | 2,500,000 |
| FNMA | 31398AU34 | 2-15-12 | 5,299,150.00 | 5,276,000.00 | 5,229,450.00 | 07-28-15 | 2.375% | 329.8611 | 30 | 20,781.25 | 9,895.83 | | | 30,677.08 | 5,000,000 |
| FHMLC | 3134G3SD3 | 03-28-12 | 4,998,000.00 | 5,026,100.00 | 5,025,050.00 | 09-28-15 | 0.750% | 104.1667 | 30 | 312.50 | 3,125.00 | | | 3,437.50 | 5,000,000 |
| FHMLC | 3134G3SE1 | 03-21-12 | 5,503,437.50 | 5,529,425.00 | 5,533,165.00 | 03-21-16 | 1.000% | 152.7778 | 30 | 1,527.78 | 4,583.33 | | | 6,111.11 | 5,500,000 |
| | | | | | | | | | | | | | | | 82.01% |
| <u>TREASURY INFLATION PROTECTED SECURITIES</u> | | | | | | | | | | | | | | | |
| TREAS INFLATION INDEX | 912828KM1 | 03-26-10 | 2,639,162.36 | 2,805,807.83 | 2,796,636.00 | 04-15-14 | 1.288% | 98.0955 | 30 | 15,693.89 | 2,942.87 | 17,066.72 | (71.38) | 1,498.66 | 2,741,800 |
| | | | | | | | | | | | | | | | 17.99% |
| LAIF | | | 715,706.29 | 715,706.29 | 715,706.29 | | | | | 438.22 | 148.20 | 427.15 | (11.07) | 148.20 | 715,706 |
| TOTAL LAIF | | | 715,706.29 | 715,706.29 | 715,706.29 | | | | | | | | | | |
| TOTAL A/C 122010 | | | 25,965,639.86 | 26,401,257.83 | 26,224,201.00 | | | | | | | | | | |
| TOTAL | | | 25,965,639.86 | 26,401,257.83 | 26,224,201.00 | | | | | 94,912.65 | 36,172.03 | 48,316.72 | (71.39) | 82,696.57 | 25,741,801 |

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

BUDGET AMENDMENTS

| | Amount | Line Item | Description |
|--------|-------------|-----------|-------------------------------------|
| Apr-13 | | | No Budget Amendments in April 2013. |
| | <u>\$ -</u> | Total | <u>\$ -</u> Total |

BUDGET REVISIONS

| | Amount | Line Item | Description |
|--------|-------------|-----------|------------------------------------|
| Apr-13 | | | No Budget Revisions in April 2013. |
| | <u>\$ -</u> | Total | <u>\$ -</u> Total |

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

5/15/13 1:41 PM

| 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 | 5,052,800 | (89,200) | 5,052,800 |
| 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 | | (1,711,900) | (94,500) |
| 9 Months Total | 48,548,000 | 51,048,000 | | 47,488,999 | 1,711,900 | 52,759,900 |
| 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 | | (1,711,900) | 33,100 |
| FY2013 Total | 65,000,000 | 68,000,000 | FY2013 Total | 47,488,999 | 0 | 68,000,000 |
| | | | 18,855,582 1st Quarter 18,954,017 2nd Quarter 14,950,300 3rd Quarter 4,653,033 4th Quarter <u>57,412,933</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: **ADOPTION OF PROPOSED FISCAL YEAR 2014 OPERATING BUDGET**

ACTION

Staff proposes the Committee recommend Board adoption of the Proposed Fiscal Year (FY) 2014 Operating Budget in the amount of \$124,269,902.

SIGNIFICANCE

Since the May Board presentation of the preliminary budget, staff has included \$25,000 for bicycle coordination and planning activities. The FY2014 Operating Budget totals \$124.2 million, as shown in Attachment A, *Total Uses of Funds* (page 1, line 24). The proposed 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~~ **\$134,800** or ~~5.3~~ **4.5** 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 **offset by the addition of \$25,000 for bicycle coordination and planning activities.**

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

Adoption of the Proposed FY2014 Operating Budget provides authority by the Board of Directors for SamTrans to expend operating funds in FY2014.

BACKGROUND

The SamTrans proposed FY2014 budget is consistent with the SamTrans Strategic Plan. The proposed 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.

Changes from the staff report distributed on May 1st are presented in bold, blue font.

| | | |
|------------------|------------------------------------|--------------|
| Prepared By: | Ladi Bhuller, Manager, Budgets | 650-508-7755 |
| Project Manager: | Chris Petak, Senior Budget Analyst | 650-508-7754 |

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

Attachment A

| | FY2012 <u>ACTUAL</u> | FY2013 <u>ADOPTED</u> | FY2013 <u>REVISED</u> | FY2014 <u>PROPOSED</u> | FY14 PROPOSED Compared to FY13 REVISED Increase (Decrease) E = D-C | BUDGET PERCENT CHANGE F = E/C | |
|--|-------------------------|--------------------------|--------------------------|---------------------------|---|--|----|
| | A | B | C | D | E = D-C | F = E/C | |
| <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 | 2,880,681 | (134,779) | -4.5% | 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 | 124,269,902 | (7,837,569) | -5.9% | 24 |
| 25 | | | | | | | 25 |
| 26 TOTAL OPERATING SURPLUS/(DEFICIT) | 28,367,281 | 22,272,255 | 26,649,694 | 28,796,148 | 2,146,454 | 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 | 23,450,523 | 7,856,609 | 50.4% | 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) | (1,029,174) | 7,859,975 | | 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 PROPOSED OPERATING BUDGET**

| | FY2012 <u>ACTUAL</u> | FY2013 <u>ADOPTED</u> | FY2013 <u>REVISED</u> | FY2014 <u>PROPOSED</u> | FY14 PROPOSED Compared to FY13 REVISED Increase (Decrease) E = D-C | BUDGET PERCENT CHANGE F = E/C | | |
|--|--|--------------------------|--------------------------|---------------------------|---|--|---------|----|
| | A | B | C | D | | | | |
| 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% | 1 |
| 2 | | | | | | | | 2 |
| 3 | LOCAL (TDA) TRANSIT FUND: | | | | | | | 3 |
| 4 | General Operating Assistance | 30,569,366 | 29,121,548 | 31,871,276 | 34,505,186 | 2,633,910 | 8.3% | 4 |
| 5 | | | | | | | | 5 |
| 6 | STATE TRANSIT ASSISTANCE: | | | | | | | 6 |
| 7 | STA Base | 2,982,624 | 4,415,758 | 4,415,758 | 5,633,670 | 1,217,912 | 27.6% | 7 |
| 8 | STA TOTAL | 2,982,624 | 4,415,758 | 4,415,758 | 5,633,670 | 1,217,912 | 27.6% | 8 |
| 9 | | | | | | | | 9 |
| 10 | OPERATING GRANTS: | | | | | | | 10 |
| 11 | Operating Grants | 7,470,284 | 9,725,142 | 7,730,725 | 7,051,491 | (679,234) | -8.8% | 11 |
| 12 | | | | | | | | 12 |
| 13 | DISTRICT 1/2 CENT SALES TAX: | | | | | | | 13 |
| 14 | General Operating Assistance | 34,427,260 | 34,646,868 | 33,877,158 | 31,475,368 | (2,401,790) | -7.1% | 14 |
| 15 | Accessibility Fixed Route | 1,107,717 | 994,064 | 994,064 | 1,035,143 | 41,079 | 4.1% | 15 |
| 16 | TOTAL 1/2 CENT SALES TAX | 35,534,977 | 35,640,932 | 34,871,222 | 32,510,511 | (2,360,711) | -6.8% | 16 |
| 17 | | | | | | | | 17 |
| 18 | INVESTMENT INTEREST INCOME | | | | | | | 18 |
| 19 | Investment Interest Income | 972,013 | 966,720 | 1,247,100 | 697,450 | (549,650) | -44.1% | 19 |
| 20 | | | | | | | | 20 |
| 21 | OTHER REVENUE SOURCES: | | | | | | | 21 |
| 22 | Overnight Deposit Interest Income | 602 | 360 | 360 | 0 | (360) | -100.0% | 22 |
| 23 | Rental Income | 1,055,755 | 1,052,760 | 1,052,760 | 1,087,440 | 34,680 | 3.3% | 23 |
| 24 | Advertising Income | 845,169 | 665,000 | 665,000 | 930,000 | 265,000 | 39.8% | 24 |
| 25 | Other Income | 1,131,218 | 1,015,488 | 1,015,488 | 1,153,452 | 137,964 | 13.6% | 25 |
| 26 | TOTAL OTHER REVENUES | 3,032,744 | 2,733,608 | 2,733,608 | 3,170,892 | 437,284 | 16.0% | 26 |
| 27 | | | | | | | | 27 |
| 28 | TOTAL MOTOR BUS | 97,232,070 | 99,740,708 | 100,006,689 | 100,725,200 | 718,511 | 0.7% | 28 |
| 29 | | | | | | | | 29 |
| 30 | AMERICAN DISABILITIES ACT: | | | | | | | 30 |
| 31 | Passenger Fares-Redi Wheels | 781,811 | 795,800 | 795,800 | 809,000 | 13,200 | 1.7% | 31 |
| 32 | Local TDA 4.5 Redi Wheels | 1,608,821 | 1,463,713 | 1,583,015 | 1,839,741 | 256,726 | 16.2% | 32 |
| 33 | Local STA - Paratransit | 504,645 | 491,881 | 491,881 | 563,725 | 71,844 | 14.6% | 33 |
| 34 | Operating Grants | 697,315 | 999,343 | 999,343 | 999,343 | 0 | 0.0% | 34 |
| 35 | Sales Tax - Paratransit District | 4,063,559 | 4,986,373 | 4,614,071 | 4,846,042 | 231,971 | 5.0% | 35 |
| 36 | Sales Tax - Paratransit Suppl. Coastside | 1,341,810 | 1,362,910 | 1,362,910 | 1,244,339 | (118,571) | -8.7% | 36 |
| 37 | Interest Income-Paratransit Fund | 406,337 | 277,200 | 410,200 | 358,710 | (51,490) | -12.6% | 37 |
| 38 | SMCTA Measure A Redi-Wheels | 2,779,030 | 2,600,000 | 2,720,000 | 2,720,000 | 0 | 0.0% | 38 |
| 39 | Measure M Paratransit | 1,400,000 | 1,500,000 | 1,500,000 | 1,400,000 | (100,000) | -6.7% | 39 |
| 40 | TOTAL ADA PROGRAMS | 13,583,328 | 14,477,220 | 14,477,220 | 14,780,900 | 303,680 | 2.1% | 40 |
| 41 | | | | | | | | 41 |
| 42 | MULTI-MODAL TRANSIT PROGRAMS: | | | | | | | 42 |
| 43 | Sales Tax - Caltrain | 328,941 | 0 | 0 | 0 | 0 | 0.0% | 43 |
| 44 | Other Sources - Caltrain | 4,733,000 | 8,800,000 | 8,800,000 | 0 | (8,800,000) | -100.0% | 44 |
| 45 | Transfer from SMCTA for Caltrain | 5,558,061 | 5,200,000 | 5,440,000 | 5,440,000 | 0 | 0.0% | 45 |
| 46 | SMCTA Funded SM/Caltrain Shuttles | 1,090,627 | 0 | 0 | 0 | 0 | 0.0% | 46 |
| 47 | Employer Share SM/Caltrain Shuttles | 369,043 | 0 | 0 | 0 | 0 | 0.0% | 47 |
| 48 | AB434 Funds - SamTrans Shuttle | 527,000 | 554,400 | 554,400 | 566,000 | 11,600 | 2.1% | 48 |
| 49 | Employer SamTrans Shuttle Funds | 1,497,482 | 1,790,100 | 1,790,100 | 1,775,673 | (14,427) | -0.8% | 49 |
| 50 | Sales Tax - SamTrans Shuttle Program | 332,744 | 334,040 | 334,040 | 356,218 | 22,178 | 6.6% | 50 |
| 51 | Operating Grants | 0 | 0 | 0 | 0 | 0 | 0.0% | 51 |
| 52 | Sales Tax - Gen. Operating Asst. | 249,896 | 336,920 | 96,920 | 182,790 | 85,870 | 88.6% | 52 |
| 53 | TOTAL MULTI-MODAL | 14,686,794 | 17,015,460 | 17,015,460 | 8,320,681 | (8,694,779) | -51.1% | 53 |
| 54 | | | | | | | | 54 |
| 55 | TOTAL REVENUES | 125,502,192 | 131,233,388 | 131,499,369 | 123,826,781 | (7,672,588) | -5.8% | 55 |

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

| | | | | | FY14 PROPOSED Compared to FY13 REVISED | BUDGET PERCENT CHANGE | |
|---|-------------------|-------------------|--------------------|--------------------|--|-----------------------------|-----------|
| | FY2012 ACTUAL | FY2013 ADOPTED | FY2013 REVISED | FY2014 PROPOSED | Increase (Decrease) E = D-C | F = E/C | |
| | A | B | C | D | | | |
| 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 PROPOSED OPERATING BUDGET

| | FY2012 ACTUAL | FY2013 ADOPTED | FY2013 REVISED | FY2014 PROPOSED | FY14 PROPOSED Compared to FY13 REVISED Increase (Decrease) E = D-C | BUDGET PERCENT CHANGE F = E/C | | |
|---|-------------------------------------|--------------------|--------------------|--------------------|---|--|---------------|----|
| | A | B | C | D | | | | |
| 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 | Other Multimodal | 0 | 0 | 0 | 25,000 | 25,000 | 0.0% | 65 |
| 66 | Total Other Support | 4,066,791 | 3,015,460 | 3,015,460 | 2,880,681 | (134,779) | -4.5% | 66 |
| 67 | | | | | | | | 67 |
| 68 | Multi-Modal Promotion | 0 | 0 | 0 | 0 | 0 | 0.0% | 68 |
| 69 | | | | | | | | 69 |
| 70 | TOTAL MULTI-MODAL PROGRAMS | 14,686,793 | 17,015,460 | 17,015,460 | 8,320,681 | (8,694,779) | -51.1% | 70 |
| 71 | | | | | | | | 71 |
| 72 | TOTAL OPERATING EXPENSES | 124,586,608 | 131,233,388 | 131,499,369 | 123,826,781 | (7,672,588) | -6% | 72 |

RESOLUTION NO. 2013 –

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

* * *

**ADOPTING FISCAL YEAR 2014 OPERATING BUDGET IN
THE AMOUNT OF \$124,269,902**

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

WHEREAS, the adoption of an operating budget is necessary for obtaining both Federal and State funds to support the District's transit improvement program; and

WHEREAS, the General Manager/CEO has prepared and presented to the Board of Directors a proposed final operating budget for Fiscal Year 2014 in the amount of \$124,269,902 that sets forth projected revenues and expenses associated with the District's operating and maintenance program.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District adopts the Fiscal Year 2014 Operating Budget, a copy of which is attached hereto and incorporated herein as Attachment "A"; and

BE IT FURTHER RESOLVED that the General Manager/CEO is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this resolution at the earliest practical date; and

Regularly passed and adopted this 5th day of June 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: **ADOPTION OF FISCAL YEAR 2014 CAPITAL BUDGET**

ACTION

Staff proposes the Committee recommend Board approval of the Fiscal Year (FY) 2014 Capital Budget in the amount of \$11,515,276.

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. Also included is the purchase of two cutaway vehicles to accommodate the expansion of the Redi-Wheels paratransit sub-fleet.

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 \$3,522,875.

- **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 \$11,515,276 recommended for the FY2014 Capital Budget, the total amount of sales tax required is \$5,419,625 with about \$100,000 coming from prior year savings. Federal, State and other fund sources make up the remaining amount of \$6,095,651 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, Senior Budgets Analyst 650-508-6332
 Éva Goode, Manager, Budgets 650-508-7914

RESOLUTION NO. 2013 –

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

* * *

ADOPTING FISCAL YEAR 2014 CAPITAL BUDGET IN THE AMOUNT OF \$11,515,276

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

WHEREAS, the adoption of a Capital Budget is necessary for obtaining Federal, State and other grant funds to support the District's capital transit improvement program; and

WHEREAS, the annual Capital Budget is developed based upon the ten-year capital program previously adopted as part of the 2009 Short Range Transit Plan; and

WHEREAS, staff has prepared a proposed Capital Budget for Fiscal Year 2014 in the total amount of \$11,515,276; and

WHEREAS, the anticipated Federal and other grant programming anticipated for the proposed Capital Budget for Fiscal Year 2014 is \$6,095,651; and

WHEREAS, the local sales tax required for the proposed Capital Budget for Fiscal Year 2014 is \$5,419,625.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transit District hereby adopts a Capital Budget in the amount of \$11,515,276 for Fiscal Year 2014, a copy of which is attached hereto and incorporated herein as Attachment A; and

BE IT FURTHER RESOLVED the General Manager/CEO is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this relation at the earliest practicable date.

Regularly passed and adopted this 5th day of June 2013 by the following vote:

AYES:

NOES:

ABSTAIN:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

| 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 |
| 1.2 | Redi-Wheels Expansion Vehicles | Acquire two 11-passenger cutaway vehicles to accommodate Redi-Wheels' growth for service | \$ 204,000 | | \$ 204,000 | | \$ 115,089 | \$ 14,911 | | A \$ 74,000 |
| | Subtotal | | | | \$ 2,092,125 | | \$ 1,625,589 | \$ 14,911 | \$ - | \$ 451,625 |
| 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 |
| | Subtotal | | | | \$ 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 | B \$ 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 | C \$ 1,165,849 |
| | Subtotal | | | | \$ 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 |

| 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 |
| | <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 |
| 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 |
| | <u>Subtotal</u> | | | | \$ 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 | \$ - | \$ - |
| | <u>Subtotal</u> | | | | \$ 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 |
| | <u>Subtotal</u> | | | | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | \$ 250,000 |
| | GRAND TOTAL | | | | \$ 11,515,276 | \$ - | \$ 3,785,589 | \$ 1,453,911 | \$ 856,151 | \$ 5,419,625 |
| NOTES: | | | | | | | | | | |
| A) \$74,000 coming from previous year funding | | | | | | | | | | |
| B) \$22,000 coming from previous year funding | | | | | | | | | | |
| C) Funding will come from PCJPB and SMCTA for their share of the project. | | | | | | | | | | |
| * The proposed FY2014 budget includes, distributed across the program of projects, \$900K in administrative overhead funds to help support the capital program | | | | | | | | | | |

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM : Gigi Harrington
Deputy CEO

SUBJECT: **APPROVAL OF SALARY ORDINANCE NO.95 AND WAGE ADJUSTMENT FOR ADMINISTRATIVE (NON-REPRESENTED) EMPLOYEES**

ACTION

The General Manager/CEO proposes that the Committee recommend that the Board:

1. Approve Salary Ordinance No. 95 which includes:
 - Four additional positions.
 - A 3 percent adjustment to the salary ranges contained in the Table of Position Classifications.
2. Approve a 3 percent increase in wages for the administrative (non-represented) employees.

SIGNIFICANCE

Throughout the current fiscal year, the General Manager/CEO, utilizing authority previously delegated to him by the Board, authorized certain changes to the Table of Position Classifications (Exhibit A). Minor adjustments were required so that the District could effectively and efficiently carry out the missions of the District, the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority (TA). The Table of Position Classifications had been amended to reflect the changes.

The General Manager/CEO is asking that the Board approve four additional positions to the Table of Position Classifications, increasing the number of full-time and part-time employees from 724 to 728. Due to the significant growth in ridership and the complexity of the operation additional resources (Manager, Engineering and Maintenance Interface, Manager, Regulatory and Contract Compliance and a Regulatory and Contract Compliance Auditor) are needed to monitor the Caltrain operation. The additional Data Technician (Maintenance Technical Services) is needed to support our facilities maintenance and ticket vending machine programs.

The 3 percent adjustment to the salary ranges and to the compensation of the administrative employees is intended to allow the District to retain and continue to attract employees with the background and experience needed to carry out the missions of Samtrans, the JPB and the Transportation Authority.

BUDGET IMPACT

The Fiscal Year 2014 Operating and Capital budgets contain the necessary funds to underwrite all proposed changes and wage increases for administrative (non-represented) employees and employees represented by the Amalgamated Transit Union, Local 1574, and the International Brotherhood of Teamsters, Local 856, as provided for in their respective collective bargaining agreements. The JPB and the TA are required to reimburse the District for all expenses associated with the positions necessary to carry out the missions of the JPB and the TA.

BACKGROUND

The District must continue to attract and retain a highly skilled and motivated workforce to carry out critical programs of the District, the JPB and the TA. This ordinance reflects an adjustment to the salary ranges consistent with recommendations by the Hay Group and the District's compensation and benefits philosophy as a means of achieving the District's continuing goal of being an employer of choice in the Bay Area. The 3 percent wage increase for the employees represented by the Amalgamated Transit Union, Local 1574 is specified in the Collective Bargaining Agreement. The District is currently engaged in negotiations with the International Brotherhood of Teamsters, Local 856, regarding wages for the Supervisory Unit and the Transit Instructor Unit.

Prepared by: Monica Colondres, Director, Human Resources

650-508-6233

**ORDINANCE NO. 95
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA**

**AUTHORIZATION TO EFFECT RECLASSIFICATIONS,
TITLE CHANGES, MODIFICATION OF POSITIONS AND EFFECT AN INCREASE
IN THE DISTRICT'S TABLE OF POSITION CLASSIFICATIONS AND A
WAGE ADJUSTMENT FOR ADMINISTRATIVE (NON-REPRESENTED) EMPLOYEES**

WHEREAS, the General Manager/CEO, pursuant to the authority previously conferred by the Board of Directors, has implemented position reclassifications, changed titles and changed positions in the San Mateo County Transit District's Table of Position Classifications, which he deemed necessary to organize and manage effectively the transit needs of the public within the parameters of the District's Operating and Capital Budgets and for the District to remain competitive as an employer in the Bay Area; and

WHEREAS, the District is currently engaged in collective bargaining to establish initial agreements with the International Brotherhood of Teamsters, Local 856 for the Transit Instructors Unit and with the International Brotherhood of Teamsters, Local 856 for the Bus Transportation Supervisory Unit for wages in the third year of their three-year Collective Bargaining Agreement; and

WHEREAS, consistent with Ordinance 91 enacted by the Board of Directors on July 30, 2008, approving the compensation and benefits philosophy recommended by the Hay Group upon completion of a comprehensive compensation study and adopting a new pay structure, staff proposes that the salary ranges be adjusted by 3 percent to maintain external competitiveness is included in the revised Table of Position Classifications attached hereto and incorporated herein as Exhibit "A"; and

WHEREAS, the General Manager/CEO has recommended that the Board

approve a 3 percent increase in wages for administrative (non-represented) employees; and

WHEREAS, to efficiently and effectively implement the programs of the District, the San Mateo County Transportation Authority and the Peninsula Corridor Joint Powers Board, the General Manager/CEO has recommended that the Board of Directors authorize the addition of one Manager, Engineering and Maintenance Interface; one Manager, Regulatory and Contract Compliance; one Regulatory and Contract Compliance Auditor; and one Data Technician (Maintenance Technical Services) funded predominantly by the Operating budgets of the District and the Peninsula Corridor Joint Powers Board (JPB), resulting in an increase in the District's Table of Position Classifications (Exhibit "A") from 724 to 728 full-time and part-time positions; and

WHEREAS, the JPB and the San Mateo County Transportation Authority (TA) are obligated to reimburse the District for all expenses associated with positions required to carry out the missions of the JPB and the TA; and

WHEREAS, the Board of Directors in June, 2000, granted the General Manager/CEO the power, authority and discretion to implement and administer the Ordinance and subsequent amendments thereto within the overall constraints of the annual operating and capital budgets adopted by the Board of Directors and within the salary ranges approved by the Board of Directors; and

WHEREAS, the aforementioned General Manager/CEO's recommendations and actions are reflected in the revised District's Table of Position Classifications attached hereto and incorporated herein as Exhibit "A."

NOW, THEREFORE, BE IT ORDAINED the revised Table of Position Classifications hereinabove identified and the recommendation of the General Manager/CEO to authorize a 3 percent wage increase for administrative (non-represented) employees hereby are approved and will become effective on June 30, 2013.

Regularly passed and adopted this 5th of June, 2013, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

Table of Position Classifications, (Ord 95 effective 6/30/13)

Exhibit "A"

| Job Title | Authorized Positions | FTE ^(a) Offloads | Class | Salary Range |
|--|----------------------|-----------------------------|-------|-----------------|
| Distribution Clerk | 2 | | 10 | 34,632 – 53,766 |
| Revenue Collection Clerk | 3 | | 10 | 34,632 – 53,766 |
| Accounting Assistant | 2 | | 11 | 40,162 – 62,352 |
| Accounts Payable Specialist** | 1 | | 11 | 40,162 – 62,352 |
| Information Coordinator | 1 | | 11 | 40,162 – 62,352 |
| Market Development Assistant | 1 | 1 | 11 | 40,162 – 62,352 |
| Office Technician | 4 | | 11 | 40,162 – 62,352 |
| Payroll Specialist | 1 | | 11 | 40,162 – 62,352 |
| Records Administrator | 1 | 1 | 11 | 40,162 – 62,352 |
| Scheduling Aide | 1 | | 11 | 40,162 – 62,352 |
| Secretary | 6 | 4 | 11 | 40,162 – 62,352 |
| Accounting Specialist | 2 | 2 | 12 | 46,990 – 72,952 |
| Accounting Technician | 2 | | 12 | 46,990 – 72,952 |
| Customer Relations Specialist | 2 | | 12 | 46,990 – 72,952 |
| Data Technician (Bus Transportation) | 1 | | 12 | 46,990 – 72,952 |
| Data Technician (Maintenance) | 1 | | 12 | 46,990 – 72,952 |
| Data Technician (Maintenance Technical Services) | 1 | 1 | 12 | 46,990 – 72,952 |
| Data Technician (Operations) | 1 | | 12 | 46,990 – 72,952 |
| Data Technician (Rail Services) | 1 | 1 | 12 | 46,990 – 72,952 |
| Executive Assistant | 5 | 1 | 12 | 46,990 – 72,952 |
| Facilities Technician | 4 | | 12 | 46,990 – 72,952 |
| Personnel Specialist | 4 | | 12 | 46,990 – 72,952 |
| Procurement Specialist | 1 | | 12 | 46,990 – 72,952 |
| Risk Management Specialist | 1 | | 12 | 46,990 – 72,952 |
| Accessibility Specialist | 1 | | 13 | 50,984 – 77,710 |
| Market Development Specialist | 1 | 1 | 13 | 50,984 – 77,710 |
| Senior Accounting Specialist | 1 | 1 | 13 | 50,984 – 77,710 |
| Senior Payroll Specialist | 1 | | 13 | 50,984 – 77,710 |
| Supervisor, Distribution | 1 | | 13 | 50,984 – 77,710 |
| Associate Contract Officer | 1 | 1 | 14 | 54,978 – 82,467 |
| Buyer | 1 | | 14 | 54,978 – 82,467 |
| CAD Operator | 1 | 1 | 14 | 54,978 – 82,467 |
| Capital Program Specialist | 1 | 1 | 14 | 54,978 – 82,467 |
| Labor Compliance Specialist | 1 | 1 | 14 | 54,978 – 82,467 |
| Public Affairs Specialist | 2 | 1 | 14 | 54,978 – 82,467 |
| Real Estate Specialist | 1 | 1 | 14 | 54,978 – 82,467 |
| Scheduler | 1 | | 14 | 54,978 – 82,467 |
| Schedules Analyst | 1 | | 14 | 54,978 – 82,467 |
| Senior Executive Assistant | 1 | | 14 | 54,978 – 82,467 |
| Staffing Coordinator | 1 | | 14 | 54,978 – 82,467 |
| Stores Coordinator | 1 | | 14 | 54,978 – 82,467 |
| Supervisor, Revenue Collection | 1 | | 14 | 54,978 – 82,467 |
| Utility Maintenance Supervisor | 2 | | 14 | 54,978 – 82,467 |
| Warranty Administrator | 1 | | 14 | 54,978 – 82,467 |
| Assistant District Secretary | 2 | 2 | 15 | 59,652 – 89,477 |

Table of Position Classifications, (Ord 95 effective 6/30/13)

Exhibit "A"

| Job Title | Authorized Positions | FTE ^(a) Offloads | Class | Salary Range |
|--|----------------------|-----------------------------|-------|------------------|
| Claims Administrator | 1 | 1 | 15 | 59,652 – 89,477 |
| Grants and Real Estate Analyst | 1 | 1 | 15 | 59,652 – 89,477 |
| Marketing Specialist | 2 | 1 | 15 | 59,652 – 89,477 |
| Planner | 3 | 2 | 15 | 59,652 – 89,477 |
| Planning and Development Administrative Specialist | 1 | 1 | 15 | 59,652 – 89,477 |
| Senior Designer | 1 | | 15 | 59,652 – 89,477 |
| Supervisor, Customer Service | 1 | | 15 | 59,652 – 89,477 |
| Accessibility Coordinator | 1 | | 16 | 64,325 – 96,487 |
| Accountant | 5 | 2 | 16 | 64,325 – 96,487 |
| Administrative Accountant | 1 | 1 | 16 | 64,325 – 96,487 |
| Associate Operations Contract Administrator | 1 | 1 | 16 | 64,325 – 96,487 |
| Associate Operations Contract Administrator (Bus) | 1 | | 16 | 64,325 – 96,487 |
| Associate Operations Contract Administrator (Facilities) | 1 | | 16 | 64,325 – 96,487 |
| Associate Operations Contract Administrator (Shuttles) | 1 | 1 | 16 | 64,325 – 96,487 |
| Facilities Contract Administrator | 1 | | 16 | 64,325 – 96,487 |
| Information Technology Analyst | 2 | | 16 | 64,325 – 96,487 |
| Maintenance Instructor** | 2 | | 16 | 64,325 – 96,487 |
| Maintenance Supervisor | 7 | | 16 | 64,325 – 96,487 |
| Market Research Specialist | 1 | | 16 | 64,325 – 96,487 |
| Senior Recruitment Officer | 1 | | 16 | 64,325 – 96,487 |
| Supervisor, Facilities Maintenance | 1 | | 16 | 64,325 – 96,487 |
| Systems and Business Analyst | 1 | | 16 | 64,325 – 96,487 |
| Community Relations Officer | 1 | 1 | 17 | 70,114 – 103,274 |
| Construction Manager** | 1 | | 17 | 70,114 – 103,274 |
| Contract Officer | 8 | 5 | 17 | 70,114 – 103,274 |
| Engineering Contract Administrator | 1 | 1 | 17 | 70,114 – 103,274 |
| Rail Contracts Administrator | 1 | 1 | 17 | 70,114 – 103,274 |
| Senior Information Technology Analyst | 2 | | 17 | 70,114 – 103,274 |
| Senior Planner | 4 | 3 | 17 | 70,114 – 103,274 |
| Social Media Officer | 1 | 1 | 17 | 70,114 – 103,274 |
| Supervisor, Sales | 1 | 1 | 17 | 70,114 – 103,274 |
| Assistant Manager, Transit Operations Training | 1 | | 18 | 75,902 – 110,059 |
| Assistant Superintendent, Bus Maintenance | 2 | | 18 | 75,902 – 110,059 |
| Assistant Superintendent, Bus Transportation | 2 | | 18 | 75,902 – 110,059 |
| Associate Manager, Rail Equipment | 1 | 1 | 18 | 75,902 – 110,059 |
| Bus Maintenance Contract Administrator | 1 | | 18 | 75,902 – 110,059 |
| Database Administrator | 2 | | 18 | 75,902 – 110,059 |
| DBE Officer | 1 | 1 | 18 | 75,902 – 110,059 |
| Employee Relations Officer | 2 | | 18 | 75,902 – 110,059 |
| Engineer | 3 | 3 | 18 | 75,902 – 110,059 |
| Government Affairs Officer | 2 | 2 | 18 | 75,902 – 110,059 |
| Labor Compliance Officer | 1 | 1 | 18 | 75,902 – 110,059 |
| Manager, Stations and Access | 1 | 1 | 18 | 75,902 – 110,059 |
| Network Administrator | 3 | 1 | 18 | 75,902 – 110,059 |
| Operations Technology Administrator | 1 | | 18 | 75,902 – 110,059 |

Table of Position Classifications, (Ord 95 effective 6/30/13)

Exhibit "A"

| Job Title | Authorized Positions | FTE ^(a) Offloads | Class | Salary Range |
|--|----------------------|-----------------------------|-------|------------------|
| Rail Contract Cost Administrator | 1 | 1 | 18 | 75,902 – 110,059 |
| Safety Officer | 1 | | 18 | 75,902 – 110,059 |
| Rail Safety Officer | 2 | 2 | 18 | 75,902 – 110,059 |
| Regulatory and Contract Compliance Auditor | 1 | 1 | 18 | 75,902 – 110,059 |
| Senior Accountant ** | 6 | 4 | 18 | 75,902 – 110,059 |
| Senior Budget Analyst | 4 | 3 | 18 | 75,902 – 110,059 |
| Senior Financial Analyst | 2 | | 18 | 75,902 – 110,059 |
| Senior Grants Analyst | 2 | 2 | 18 | 75,902 – 110,059 |
| Senior Programmer Analyst | 1 | 1 | 18 | 75,902 – 110,059 |
| Senior Systems Accountant | 1 | | 18 | 75,902 – 110,059 |
| Superintendent, Materials and Inventory Control | 1 | 1 | 18 | 75,902 – 110,059 |
| Manager, Accessible Transit Services | 1 | | 19 | 89,565 – 129,870 |
| Manager, Bus Contracts | 1 | | 19 | 89,565 – 129,870 |
| Manager, Customer Service | 1 | | 19 | 89,565 – 129,870 |
| Manager, Operations Technology | 1 | | 19 | 89,565 – 129,870 |
| Manager, Personnel Operations | 1 | | 19 | 89,565 – 129,870 |
| Manager, Quality Assurance and Management Analysis** | 1 | | 19 | 89,565 – 129,870 |
| Manager, Rail Operations | 1 | 1 | 19 | 89,565 – 129,870 |
| Manager, Standards and Procedures | 1 | 1 | 19 | 89,565 – 129,870 |
| Manager, Transit Operations Training | 1 | | 19 | 89,565 – 129,870 |
| Principal Planner | 1 | | 19 | 89,565 – 129,870 |
| Principal Planner, Sustainability | 1 | | 19 | 89,565 – 129,870 |
| Project Manager*,** | 5 | 5 | 19 | 89,565 – 129,870 |
| Public Information Officer | 1 | 1 | 19 | 89,565 – 129,870 |
| Senior Contract Officer | 3 | 2 | 19 | 89,565 – 129,870 |
| Senior Engineer** | 4 | 2 | 19 | 89,565 – 129,870 |
| Senior Operations Financial Analyst | 1 | | 19 | 89,565 – 129,870 |
| Senior Project Controls Engineer | 1 | 1 | 19 | 89,565 – 129,870 |
| Senior Real Estate Officer | 1 | 1 | 19 | 89,565 – 129,870 |
| Senior Business Systems Analyst | 1 | | 19 | 89,565 – 129,870 |
| Senior Systems Software Analyst* | 2 | 1 | 19 | 89,565 – 129,870 |
| Superintendent, Bus Maintenance | 2 | | 19 | 89,565 – 129,870 |
| Superintendent, Bus Transportation | 2 | | 19 | 89,565 – 129,870 |
| Superintendent, Maintenance Technical Services | 1 | | 19 | 89,565 – 129,870 |
| Chief Engineer, Track and Structures | 1 | 1 | 20 | 97,627 – 141,558 |
| Chief of Protective Services | 1 | | 20 | 97,627 – 141,558 |
| District Secretary | 1 | | 20 | 97,627 – 141,558 |
| Manager, Budgets | 2 | 1 | 20 | 97,627 – 141,558 |
| Manager, Capital Projects and Environmental Planning | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Transportation Communications (Rail)* | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Communications | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Engineering | 4 | 4 | 20 | 97,627 – 141,558 |
| Manager, Engineering and Maintenance Interface | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Finance Special Projects | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Finance Treasury | 1 | | 20 | 97,627 – 141,558 |

Table of Position Classifications, (Ord 95 effective 6/30/13)

Exhibit "A"

| Job Title | Authorized Positions | FTE ^(a) Offloads | Class | Salary Range |
|--|----------------------|-----------------------------|-------|-------------------|
| Manager, ERP Hosting and Support Services | 1 | | 20 | 97,627 – 141,558 |
| Manager, General Ledger | 1 | | 20 | 97,627 – 141,558 |
| Manager, Grants and Capital Accounting | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Grants and Fund Programming | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Information Technology and Telecommunications | 1 | | 20 | 97,627 – 141,558 |
| Manager, Maintenance of Way | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Maintenance Rail Equipment | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Marketing | 1 | | 20 | 97,627 – 141,558 |
| Manager, Operations Planning | 1 | | 20 | 97,627 – 141,558 |
| Manager, Payroll | 1 | | 20 | 97,627 – 141,558 |
| Manager, Planning (Caltrain Modernization) | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Programming and Monitoring | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Project Controls | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Real Estate and Property Development | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Regulatory and Contract Compliance | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, Software Systems Development | 1 | | 20 | 97,627 – 141,558 |
| Manager, Strategic Development | 1 | | 20 | 97,627 – 141,558 |
| Manager, Technology Research and Development | 1 | 1 | 20 | 97,627 – 141,558 |
| Manager, TVM Program | 1 | 1 | 20 | 97,627 – 141,558 |
| Program Manager | 1 | 1 | 20 | 97,627 – 141,558 |
| Program Mgr, Engineering and Construction Administration | 1 | 1 | 20 | 97,627 – 141,558 |
| Senior Project Manager** | 1 | | 20 | 97,627 – 141,558 |
| Deputy Director, Engineering Support | 1 | 1 | 21 | 106,413 – 154,299 |
| Deputy Director, Rail Contracts and Budget | 1 | 1 | 21 | 106,413 – 154,299 |
| Director, Contracts and Procurement | 1 | | 21 | 106,413 – 154,299 |
| Director, Risk Management | 1 | | 21 | 106,413 – 154,299 |
| Manager, Employee Relations and Civil Rights | 1 | | 21 | 106,413 – 154,299 |
| Program Manager, Construction Services | 1 | 1 | 21 | 106,413 – 154,299 |
| Director of Finance | 1 | | 22 | 117,055 – 169,729 |
| Director, Budgets and Grants | 1 | 1 | 22 | 117,055 – 169,729 |
| Director, Bus Transportation | 1 | | 22 | 117,055 – 169,729 |
| Director, Engineering and Construction* | 1 | 1 | 22 | 117,055 – 169,729 |
| Director, Government and Community Affairs | 1 | 1 | 22 | 117,055 – 169,729 |
| Director, Human Resources | 1 | | 22 | 117,055 – 169,729 |
| Director, Information Technology and Telecommunications | 1 | 1 | 22 | 117,055 – 169,729 |
| Director, Maintenance | 1 | 1 | 22 | 117,055 – 169,729 |
| Director, Planning | 1 | | 22 | 117,055 – 169,729 |
| Director, Project Delivery | 1 | 1 | 22 | 117,055 – 169,729 |
| Director, Rail Transportation | 1 | 1 | 22 | 117,055 – 169,729 |
| Director, Transportation Authority Program | 1 | 1 | 22 | 117,055 – 169,729 |
| Executive Officer, Caltrain Modernization Program | 1 | 1 | 24 | 144,491 – 209,512 |
| Executive Officer, Customer Service and Marketing | 1 | | 24 | 144,491 – 209,512 |
| Executive Officer, Planning and Development | 1 | 1 | 24 | 144,491 – 209,512 |
| Executive Officer, Public Affairs | 1 | | 24 | 144,491 – 209,512 |
| Deputy CEO | 2 | | 26 | 181,193 – 262,275 |

Table of Position Classifications, (Ord 95 effective 6/30/13)

Exhibit "A"

| Job Title | Authorized Positions | FTE ^(a) Offloads | Class | Salary Range |
|--|----------------------|-----------------------------|-------|--------------|
| Bus Operator (full-time/part-time) | 309 | | ATU1 | (c) |
| Mechanic "A" | 32 | 1 | ATU1 | (c) |
| Mechanic "B" | 21 | 4 | ATU1 | (c) |
| Mechanic "C" | 8 | | ATU1 | (c) |
| Storeskeeper | 7 | | ATU1 | (c) |
| Utility Worker | 29 | | ATU1 | (c) |
| Bus Operator Trainee | as needed | | ATU1 | \$18.00 hour |
| Customer Service Representative 2 | 2 | 2 | ATU2 | (c) |
| Customer Service Representative 1 (extra-help) | 8 | | ATU2 | (c) |
| Customer Service Representative 1 (full-time) | 11 | | ATU2 | (c) |
| Customer Service Representative 1 (part-time) | 4 | | ATU2 | (c) |
| Receptionist | 1 | | ATU2 | (c) |
| Bus Transportation Supervisor | 14 | | IBT1 | (c) |
| Dispatcher | 4 | | IBT1 | (c) |
| Radio Controller | 3 | | IBT1 | (c) |
| Bus Contracts Inspector | 2 | | IBT2 | (c) |
| Instructor | 2 | | IBT3 | (c) |

*Market conditions require that certain positions be regarded as highly competitive to attract employees and must be provided a level of compensation reflective of the competitiveness of the marketplace (i.e. engineering, technical positions).

**Position has been frozen for FY2014. Where there are multiple positions under one job title, one of the positions is frozen, except in the case of the Senior Engineer, in which case two positions are frozen.

- (a) The majority of expenses associated with 129 positions are 50% or more funded in the District's Capital Budget and/or JPB's and TA's Operating and Capital Budgets.
- (b) Part-time operators not to exceed 17 percent of the total number of operators, including part-time operators, in accordance with the current Collective Bargaining Agreement.
- (c) Wages established in accordance with the Collective Bargaining Agreements with the Amalgamated Transit Union, Local 1574 (ATU1 - Bus Operators and Maintenance Employee Unit and ATU2 – Customer Service Unit) and the International Brotherhood of Teamsters, Local 856 (IBT1 – Bus Transportation Supervisory Unit, IBT2 – Bus Contracts Inspector Unit and IBT3 – Transit Instructor Unit).

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM : Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE REDUCTION OF EMPLOYER PAID MEMBER CONTRIBUTIONS TO
THE PUBLIC EMPLOYEES' RETIREMENT SYSTEM**

ACTION

Staff proposes the Committee recommend the Board approve a decrease in the Employer Paid Member Contribution (EPMC) made by the District to the California Public Employees' Retirement System (CalPERS) on behalf of represented and administrative (non-represented) employees hired before or who were CalPERS members prior to January 1, 2013 from 3 percent to 2 percent, effective June 30, 2013.

SIGNIFICANCE

This additional 1 percent reduction of the EPMC is the third installment in a series of EPMC reductions designed to enhance the District's fiscal sustainability. This results in a 1 percent increase in contribution by the employee, bringing their total to 5 percent. The District will withhold 5 percent from the wages of all represented and administrative (full-time and part-time) employees hired before or who were CalPERS Members prior to January 1, 2013 and will pay that amount to CalPERS. Employees hired and who are new to the CalPERS system after January 1, 2013 contribute as required under the Public Employee Pension Reform Act (PEPRA).

BUDGET IMPACT

Anticipated savings are included in the Fiscal Year 2014 budget. No adjustment to the budget is required.

BACKGROUND

As part of the District's continuing efforts to reduce spending, obtain budget efficiencies, and enhance its fiscal sustainability, it sought and obtained reductions in the EPMC through collective bargaining with the employee groups represented by the Amalgamated Transit Union and the International Brotherhood of Teamsters hired before or who were CalPERS members prior to January 1, 2013. The same reduction in the EPMC will be applied to the administrative employees hired before or who were CalPERS Members prior to January 1, 2013. The board adopted a policy to increase the employee contribution to 5 percent over three years and this fulfills that policy.

RESOLUTION FOR EPMC

RESOLUTION FOR EMPLOYER PAID MEMBER CONTRIBUTIONS

WHEREAS, the governing body of the San Mateo County Transit District has the authority to implement Government Code Section 20691;

WHEREAS, the governing body of the has a written labor policy or agreement which specifically provides for the normal member contributions to be paid by the employer;

WHEREAS, one of the steps in the procedures to implement Section 20691 is the adoption by the governing body of the of a Resolution to commence said Employer Paid Member Contributions (EPMC);

WHEREAS, the governing body of the has identified the following conditions for the purpose of its election to pay EPMC:

- This benefit shall apply to all employees of Miscellaneous Group - Classic Members consisting of Miscellaneous.
- This benefit shall consist of paying 2.0% as EPMC.
- The effective date of this Resolution shall be June 30, 2013.

NOW, THEREFORE, BE IT RESOLVED that the governing body of the elects to pay EPMC, as set forth above.

BY

(Name of Official)

(Title of Official)

(Date adopted and approved)



**SAN MATEO COUNTY TRANSIT DISTRICT
 STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
 General Manager/CEO

FROM: Gigi Harrington
 Deputy CEO

SUBJECT: **AUTHORIZE FILING ANNUAL CLAIM WITH METROPOLITAN
 TRANSPORTATION COMMISSION (MTC) FOR TRANSPORTATION
 DEVELOPMENT ACT, STATE TRANSIT ASSISTANCE, AND REGIONAL MEASURE
 2 FUNDS**

ACTION

Staff proposes the Committee recommend Board authorization to file a claim for Transportation Development Act (TDA) Article 4.0 and 4.5 Funds, State Transit Assistance (STA) funds (including for the Lifeline Transportation Program (LTP)), and Regional Measure 2 (RM2) funds for Fiscal Year (FY) 2014.

Based on the MTC's latest revised estimates, SamTrans is allowed to claim the following amounts for FY2014:

| <u>Funding Source</u> | <u>FY2014 Proposed Budget</u> | <u>FY2014 MTC Claim</u> | <u>Increase/ (Decrease)</u> |
|---|---------------------------------------|---------------------------------|---------------------------------|
| TRANSPORTATION DEVELOPMENT ACT (TDA) | | | |
| TDA Article 4.0 (SamTrans bus) | \$34,505,186 | \$34,505,186 | \$0 |
| TDA Article 4.5 (Paratransit) | 1,839,741 | 1,839,741 | 0 |
| STATE TRANSIT ASSISTANCE | | | |
| Revenue Based: SamTrans (bus) | | | |
| Route 17 (LTP) | \$135,576 | \$135,576 | \$0 |
| Coastside (LTP) | 100,000 | 100,000 | 0 |
| AB X8 9 | 5,398,094 | 5,398,094 | 0 |
| Population Based: | | | |
| Regional Paratransit | \$563,725 | \$563,725 | \$0 |

| Funding Source | FY2014 Proposed Budget | FY2014 MTC Claim | Increase/ (Decrease) |
|---|---------------------------------------|---------------------------------|---------------------------------|
| Pass-through to Other Agencies | | | |
| Caltrain (STA) | \$0* | \$6,287,914 | \$6,287,914 |
| San Mateo Human Services Agency (LTP) | 100,000 | 0** | (100,000) |
| City of South SF (LTP) | 74,000 | 0** | (74,000) |
| Menlo Park (LTP) | 68,084 | 0** | (68,084) |
| Redwood City (LTP) | 68,084 | 0** | (68,084) |
| Paratransit Coordinating Council*** (TDA) | <u>73,574</u> | <u>69,000</u> | <u>(4,574)</u> |
| TDA Total (without pass-throughs) | \$36,344,927 | \$36,344,927 | \$0 |
| STA Total (without pass-throughs) | \$6,197,395 | \$6,197,395 | \$0 |
| Pass-through Total (TDA and STA) | \$383,742 | \$6,356,914 | \$5,973,172 |
| RM2 (SamTrans Owl Service) | <u>\$305,876</u> | <u>\$305,876</u> | <u>\$0</u> |
| TOTAL | <u>\$43,231,940</u> | <u>\$49,205,112</u> | <u>\$5,973,172</u> |

*: Caltrain operating funds will be made available to the JPB directly, without being passed through the District, and therefore are not reflected in the District's Proposed Budget.

** : The District previously submitted claims for certain LTP pass-throughs to be paid on an annual basis.

*** : The Paratransit Coordinating Council (PCC) is administered by the Center for Independence of Individuals with Disabilities (CID) of San Mateo County, which will receive the pass-through funds.

SIGNIFICANCE

TDA and STA funding allocated by MTC supports the District's fixed-route bus and paratransit services for San Mateo County residents. The District also claims STA funds to pass through to the Peninsula Corridor Joint Powers Board (JPB) and to several Lifeline Transportation Program (LTP) claimants in San Mateo County. The LTP was established by the MTC to fund projects that result in improved mobility for low income residents in the San Francisco Bay Area. Though reflected in the District's proposed FY2014 budget, the District will not submit LTP pass-through claims at this time as claims for the San Mateo County Human Services Agency, city of South San Francisco, Menlo Park, and Redwood City for FY2014 were claimed in previous years and are being distributed on an annual basis. Finally, the District claims TDA funds for administration of the PCC, a role currently performed by the CID. Of the \$73,574 budgeted for PCC administration costs during FY2014, \$69,000 will be funded with TDA funds passed through to the CID, with the remaining \$4,574 covered by District sales tax revenues.

In addition to TDA and STA funds, MTC allocates Regional Measure 2 (RM2) bridge toll revenues. The District's RM2 claim will offset operating costs for Route 397, which provides late-night Owl Service from the Palo Alto Caltrain Station to San Francisco Airport (SFO) and then to the Transbay Terminal in San Francisco.

BUDGET IMPACT

TDA, STA (including LTP), and RM2 funding included in the Proposed FY2014 SamTrans Operating Budget are \$36.4 million, \$6.6 million and \$0.30 million, respectively. The proposed FY2014 SamTrans Operating Budget is being presented to the Board for adoption at this meeting.

BACKGROUND

TDA funding provides a significant share of the District's operating revenues. TDA and STA dollar amounts cited are estimates from the MTC and are subject to adjustment if actual receipts differ from projections over the course of the fiscal year.

Prepared By: Ladi Bhuller, Manager, Budgets
Angela Ho, Sr. Budget Analyst

650-508-7755
650-508-6416

RESOLUTION NO. 2013-

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

AUTHORIZING THE FILING OF AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR TRANSPORTATION DEVELOPMENT ACT, STATE TRANSIT ASSISTANCE AND REGIONAL MEASURE 2 FUNDS FOR FISCAL YEAR 2014

WHEREAS, the Metropolitan Transportation Commissions (MTC) is the transportation planning agency for the nine county San Francisco Bay Area and, as such, distributes assorted Federal and State transit and transportation planning funds to cities, counties and other entities to spend these as authorized by the Transportation Development Act of 1971 (TDA) and Regional Measure 2 (RM2), as set forth below; and

WHEREAS, the TDA (Public Utilities Code §§ 99200 et seq.), provides for the disbursement of the TDA Article 4.0 and 4.5 Funds, and State Transit Assistance (STA) Funds (including for the Lifeline Transportation Program (LTP)) for use by qualified operators to support public transportation systems and to aid public transportation research and demonstration projects following application to recipients' regional transportation planning agency, such as the MTC; and

WHEREAS, RM2 (California Streets and Highway Code §§ 30921, 30914 and 30914.5), was adopted by the voters of seven Bay Area counties in 2004 to provide funding for new transit options in the Bay Area's toll bridge corridors, to relieve traffic congestion and bottlenecks, and to build secondary transit connections, with funds available to specific recipients subject to application to the MTC; and

WHEREAS, the San Mateo County Transit District (District) acts as managing agency for the Peninsula Corridor Joint Powers Board (JPB); and

WHEREAS, for technical reasons, the JPB is not eligible to apply for funds under these three sources, but the District can apply for funds on behalf of the JPB; and

WHEREAS, the District is an eligible claimant for funds under the sources described above to support transit operations and planning, and to pass through funds to other entities including the JPB, San Mateo County, the City/County Association of Governments of San Mateo County, cities in San Mateo County, and the entity

responsible for administering the Paratransit Coordinating Council (Cal. Pub. Util. Code §§ 99260(a), 99260.2, 99260.6 and 99275; Resolution Nos. 2012-26 and 2012-28, dated June 13, 2012, and District's Opinion of Counsel dated May 9th, 2013); and

WHEREAS, for Fiscal Year 2014, the District has determined to apply to the MTC for funds from the specified sources and for the purposes set forth below:

1. TDA Article 4.0 (Samtrans Bus)
2. TDA Article 4.5 (Paratransit)
3. STA Revenue Based (Samtrans Bus, including for LTP services)
4. STA Population Based (Regional Paratransit)
5. Pass-throughs to other agencies, including for Caltrain operations (STA) and PCC administration (TDA)
6. RM2 (Samtrans Owl Service).

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transit District that the General Manager/CEO or his designee hereby is authorized and directed to file appropriate claims for TDA Article 4.0 and 4.5 Funds, State Transit Assistance (STA) Funds (including for the Lifeline Transportation Program (LTP)), and RM2 Funds, together with all necessary supporting documents, with the MTC for Fiscal Year 2014 as follows:

1. TDA Article 4.0 (Samtrans Bus): \$34,505,186
2. TDA Article 4.5 (Paratransit): \$1,839,741
3. STA Revenue Based (Samtrans Bus)
 - A. Route 17 (LTP): \$135,576
 - B. Coastside (LTP): \$100,000
 - C. AB X8 9: \$5,398,094
4. STA Population Based (Paratransit): \$563,725
5. Pass-throughs to other agencies
 - A. JPB (STA): \$6,287,914
 - B. Center for Independence of Individuals with Disabilities for PCC administration (TDA): \$69,000
6. RM2 (Samtrans Owl Service): \$305,876; and

BE IT FURTHER RESOLVED the General Manager/CEO or his designee is authorized and directed to file appropriate amendments to these claims, together with all necessary supporting documents, with the MTC to carry out the policies of the Board of Directors and attendant funding requirements during Fiscal Year 2014, as may be adopted from time to time by the Board of Directors; and

BE IT FURTHER RESOLVED the District indemnifies and holds harmless the MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the District, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under the allocation of RM2 funds. In addition to any other remedy authorized by law, the MTC may retain as much of the funding due under the allocation of RM2 funds as shall reasonably be considered necessary by the MTC until disposition has been made of any claim for damages; and

BE IT FURTHER RESOLVED a copy of this Resolution shall be transmitted to the MTC in conjunction with the filing of the claims authorized pursuant to this Resolution, and the MTC shall be requested to concur in these findings and to grant the allocation of funds as specified.

Regularly passed and adopted this 5th day of June, 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: April Chan
Executive Officer, Planning & Development

SUBJECT: **AUTHORIZE ENTERING INTO A FUNDING AGREEMENT WITH CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY TO RECEIVE
MEASURE M FUNDS**

ACTION

Staff proposes the Committee recommend the Board authorize the General Manager/CEO, or his designee, to enter into a funding agreement with the City/County Association of Governments of San Mateo County (C/CAG) to receive Measure M funds to help support paratransit services and senior transportation programs in Fiscal Years (FY) 2014 and 2015.

SIGNIFICANCE

San Mateo County Transit District (District) is the agency designated by C/CAG to receive Measure M funds to support countywide transit operations and senior transportation programs. Proceeds for the Measure M funds come from an additional \$10 Vehicle Registration Fee (VRF) approved by the voters in November 2010. Execution of the funding agreement with C/CAG will allow the District to accept and use these funds for SamTrans paratransit services, including costs associated with the Senior Mobility Program, which is consistent with the Measure M program.

BUDGET IMPACT

Measure M funds are included in the proposed FY2014 Operating Budget to cover costs related to paratransit services and the Senior Mobility Program and will be proposed for inclusion in the FY2015 Operating Budget.

BACKGROUND

The San Mateo County voters approved Measure M on November 2, 2010, which imposed an additional \$10 vehicle registration fee on each motor vehicle registered within the county, effective May 2011 and continuing for a period of 25 years. C/CAG is authorized to use the proceeds for transportation-related congestion and pollution mitigation programs and projects. In March 2011, C/CAG approved an implementation plan that would allocate 22 percent of the net revenues collected, or approximately \$1.4 million annually, for countywide transit operations and senior transportation programs. The District is the designated agency to receive the funds for these purposes.

RESOLUTION NO. 2013 –

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

**AUTHORIZING ENTERING INTO A FUNDING AGREEMENT WITH CITY/COUNTY ASSOCIATION
OF GOVERNMENTS OF SAN MATEO COUNTY TO RECEIVE MEASURE M FUNDS**

WHEREAS, the San Mateo County voters approved Measure M on November 2, 2010, which imposed an additional \$10 Vehicle Registration Fee (VRF) on each motor vehicle registered within the county, effective May 2011 and continuing for a period of 25 years; and

WHEREAS, the City/County Association of Governments (C/CAG) of San Mateo County is authorized to use the proceeds collected from Measure M for transportation-related congestion and pollution mitigation programs and projects; and

WHEREAS, on March 2011, C/CAG approved an implementation plan that would allocate 22 percent of the net revenues collected, or approximately \$1.4 million annually, for countywide transit operations and senior transportation programs; and

WHEREAS, the San Mateo County Transit District (District) is the designated agency to receive the funds for these purposes; and

WHEREAS, the District proposes to use the Measure M funding to support its Paratransit Service Program, including costs associated with the Senior Mobility Program, which is consistent with the purpose of the Measure M Program; and

WHEREAS, the General Manager/CEO recommends and the Finance Committee concurs that the District enter into a funding agreement with C/CAG to receive Measure M funds in Fiscal Years (FY) 2014 and 2015 to help support its paratransit services, including costs associated with the Senior Mobility Program.

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO, or his designee, to execute a funding agreement with C/CAG, to receive and use Measure M funding for SamTrans paratransit services, including costs associated with the Senior Mobility Program in FY2014 and FY2015.

Regularly passed and adopted this 5th day of June, 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: Rita P. Haskin
Executive Officer, Customer Service and Marketing

SUBJECT: **CLIPPER MEMORANDUM OF UNDERSTANDING AMENDMENT NO. 2**

ACTION

Staff proposes that the Committee recommend that the Board authorize the General Manager/CEO, or his designee, to execute Clipper® Memorandum of Understanding (MOU) Amendment Number 2. Changes to the MOU covered by the Amendment include:

- The Metropolitan Transportation Commission (MTC) retaining ownership of the Clipper equipment;
- A revised responsibility for and cost sharing of issuance of Regional Transit Connection (RTC) Clipper cards for people with disabilities; and
- The removal of an expiration date for the 1 percent commission paid to transit benefit administrators.

The Amendment goes into effect upon signature by all parties.

SIGNIFICANCE

Under the original MOU, the MTC agreed to transfer equipment ownership to the individual transit agencies. Under the proposed revision, MTC will maintain ownership; however, transit agencies will still be required to maintain the equipment. Amendment No. 2 also authorizes transferring responsibility of production and distribution of RTC Clipper cards to Cubic from the Central Processor/Medical Verifier in order to streamline both distribution and customer service for RTC customers. This transfer necessitates revised cost sharing for the distribution of RTC cards. Removal of the expiration date paid to transit benefit providers provides flexibility with continuing the process.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

In June 2010, the Board approved entering into the Clipper Memorandum of Understanding (Resolution No. 2010-46) along with other transit agencies in the Bay Area that were participating in the Clipper program. In November 2011, the Board Approved MOU Amendment #1 (Resolution No. 2011-71). The Clipper MOU defines the agreements among MTC and transit operators with respect to operation of the Clipper fare payment system.

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

RESOLUTION NO. 2013 –

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

* * *

AUTHORIZE THE EXECUTION OF THE MEMORANDUM OF UNDERSTANDING AMENDMENT NO. 2 REGARDING EQUIPMENT OWNERSHIP, RESPONSIBILITY FOR AND COST SHARING OF ISSUANCE OF REGIONAL TRANSIT CONNECTION CLIPPER CARDS AND REMOVAL OF AN EXPIRATION DATE FOR THE COMMISSION PAID TO TRANSIT BENEFIT ADMINISTRATORS

WHEREAS, the Metropolitan Transportation Commission (MTC), under authority granted to it under SB1474 (Statutes 1996, Chapter 256), included Clipper in its regional transit coordination program; and

WHEREAS, Clipper is an automated fare payment system for intra- and inter-operator transit trips in the San Francisco Bay Area; and

WHEREAS, the San Mateo County Transit District (District) approved the Clipper Memorandum of Understanding (MOU) in June 2010 (Resolution No. 2010-46) that set forth a new governance structure for the participating agencies in the operation and maintenance of Clipper; and

WHEREAS, the seven signatories to the MOU, including the District, are the Metropolitan Transportation Commission, Alameda-Contra Costa Transit District, the City and County of San Francisco, acting by and through its Municipal Transportation Agency, the Golden Gate Bridge, Highway and Transportation District, the Peninsula Corridor Joint Powers Board, the San Francisco Bay Area Transit District and the Santa Clara Valley Transportation Authority; and

WHEREAS, the District approved MOU Amendment No. 1 on November 9, 2011 (Resolution No. 2011-71), which outlines responsibility for commissions for Clipper sales handled through third-party transit benefit programs; and

WHEREAS, Amendment No. 2, Attachment A, outlines responsibility for equipment ownership, revised responsibility for and cost sharing of issuance of Regional Transit Connection Clipper cards and removal of expiration date for commission paid to transit benefit administrators; and

WHEREAS, Amendment No. 2 goes into effect upon signature by all parties.

NOW, THEREFORE, BE IT RESOLVED the District authorizes the General Manager/CEO, or his designee, to execute Amendment No. 2 to the Clipper Memorandum of Understanding with the Metropolitan Transportation Commission regarding equipment ownership, responsibility for and cost sharing of issuance of Regional Transit Connection Clipper cards, and removal of an expiration date for the 1 percent commission paid to transit benefit administrators to take effect upon execution by all agencies.

Regularly passed and adopted this 5th day of June 2013, by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

AMENDMENT NO. 2
TO
CLIPPER® MEMORANDUM OF UNDERSTANDING

This Amendment No. 2 to the Clipper® Memorandum of Understanding dated as of November 10, 2011, as amended by Amendment No. 1, dated as of December 1, 2011 (collectively, the “MOU”) by and among the Metropolitan Transportation Commission (“MTC”) and the following transit operators participating in the Clipper® program (referred to herein as “Operator” or “Operators”), is effective as of June 30, 2013 (“Effective Date”):

Alameda-Contra Costa Transit District (“AC Transit”); Golden Gate Bridge Highway and Transportation District (“GGBHTD”); the San Francisco Bay Area Rapid Transit District (“BART”); the City and County of San Francisco, acting by and through its Municipal Transportation Agency (“MTA”); the San Mateo County Transit District (“SamTrans”); the Santa Clara Valley Transportation Authority (“VTA”); the Peninsula Corridor Joint Powers Board (“Caltrain”); the San Francisco Bay Area Water Emergency Transportation Authority (“WETA”); and any other transit operators that implement Clipper® and execute this MOU after the Effective Date.

MTC and the Operators are referred to herein as “the Parties” or individually, as a “Party”.

The Parties agree to amend the MOU as follows:

1. Subpart E of Article I, Operator Responsibilities, is deleted.
2. Subpart D of Article II, MTC Responsibilities, is deleted.
3. Appendix B, Clipper® Cost and Revenue Allocation, is deleted and the revised Appendix B is substituted, as attached hereto and incorporated herein by this reference.

IN WITNESS WHEREOF, this Amendment #2 to the MOU has been duly authorized and executed by the Parties hereto on the dates specified below.

Metropolitan Transportation Commission

Approved as to Form:

Steve Heminger, Executive Director

Adrienne D. Weil
General Counsel

Date: _____

Alameda Contra Costa Transit District

Approved as to Form:

David J. Armijo, General Manager

Kenneth Scheidig,
Acting General Counsel

Date: _____

**Golden Gate Bridge Highway and
Transportation District**

Approved as to Form:

Denis J. Mulligan, General Manager

David J. Miller
General Counsel

Date: _____

**San Francisco Bay Area Rapid Transit
District**

Approved as to Form:

Grace Crunican, General Manager

Matt Burrows, General Counsel

Date: _____

**City and County of San Francisco
Municipal Transportation Agency**

Approved as to Form:
Dennis J. Herrera, City Attorney

Edward D. Reiskin, Director of
Transportation

Robin M. Reitzes
Deputy City Attorney

Date: _____

Municipal Transportation Agency Board of
Directors
Resolution No. _____
Dated: _____

Secretary, MTAB

San Mateo County Transit District

Approved as to Form:

Michael J. Scanlon, General Manager/CEO

David J. Miller
General Counsel

Date: _____

**Santa Clara Valley Transportation
Authority**

Approved as to Form:

Michael T. Burns, General Manager

Robert Fabela
General Counsel

Date: _____

Peninsula Corridor Joint Powers Board

Approved as to Form:

Michael J. Scanlon, Executive Director

Date: _____

**San Francisco Bay Area Water Emergency
Transportation Authority**

Nina Rannells, Executive Director

Date: _____

David J. Miller
General Counsel

Approved as to Form:

Stanley S. Taylor, III
Attorney for WETA

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Appendix B

Clipper[®] Cost and Revenue Allocation

1. Cost Allocation Among Operators

The allocation of Clipper[®] operating costs to each Operator shall be based on a combination of revenue collected and the number of fee payment transactions processed. “Revenue collected” shall mean the fee collected on behalf of each Operator by the Clipper[®] clearinghouse (*e.g.*, the price charged to ride on the Operator’s transit system, the value of pass sales, the amount of parking fees paid). A “fee payment transaction” shall mean any activity in which a Clipper[®] card is used to receive service on or from an Operator’s system (*e.g.*, to ride on the Operator’s transit system, to park on the Operator’s property). A fee payment transaction shall be attributed to the Operator on whose system the service was provided, except that a transaction in which a patron uses a Muni Fast Pass to ride BART will be attributed to MTA. All fee payment transactions are included for purposes of allocating Clipper[®] operating costs, regardless of whether the transaction results in a reduction of the amount of stored value or stored rides on a Clipper[®] card (*e.g.*, use of a monthly pass on a transit system, intra-operator transfers, entry and exit transactions for a single ride where both transactions are required to compute the appropriate fare payment).

One-third (1/3) of Clipper[®] operating costs shall be allocated to Operators based on each Operator’s share of total revenue collected by the Clipper[®] clearinghouse, as defined above. Two-thirds (2/3) of Clipper[®] operating costs shall be allocated to Operators based on each Operator’s share of total fee payment transactions processed by the Clipper[®] clearinghouse, as defined above.

In addition to the Clipper[®] operating costs allocated in accordance with Appendix B.2.B(i) herein, each Operator shall be responsible for payment of:

- a. Clipper[®] Data Server (CDS) Store operating costs specified below for any CDS Store implemented on such Operator’s site; and
- b. Credit/debit interchange fees charged through an Operator-specific credit/debit gateway associated with Clipper[®] sales through add value machines, ticket office terminal devices and ticket vending machines. This responsibility is subject to review pursuant to Article I.F to ensure that no single Operator is unfairly burdened by such fees.
- c. Incremental Clipper[®] operating costs established by and/or resulting from Clipper[®] Contract change orders requested and funded by an Operator for such Operator’s use and benefit shall be the responsibility of such Operator. This applies to costs or portions of costs that would otherwise be MTC’s responsibility as described below.

2. Clipper[®] Costs

A. MTC Operating and Maintenance Costs. MTC shall pay the following Clipper[®] operating costs:

- i. All fixed operating costs of the Clipper[®] clearinghouse and equipment maintenance services costs as specified in the Clipper[®] Contract's Price Schedule (Attachment 2 to the Clipper[®] Contract) (the "Price Schedule"), including:
 - a. Item 3.20 Program Management – Operations and Maintenance
 - b. Item 3.30 Clipper[®] Testbed Operations & Maintenance
 - c. Item 5.31 Operator Help Desk
 - d. Item 5.32 Reporting
 - e. Item 5.33 Asset Management
 - f. Item 6.0 Equipment Maintenance Services
 - g. Item 10.21(a) Location Acquisition
 - h. Item 10.22 Location Servicing and Support
 - i. Item 10.23 (a) Acquisition Payment for Third Party Location
 - j. Item 12.0 Network Management
 - k. Item 13.22 Basic Monthly Operations and Admin
- ii. Variable Clipper[®] operating costs as specified in the Price Schedule (Attachment 2 to the Clipper[®] Contract), specifically:
 - a. Item 8.10(a-g) Card Distribution Services
 - b. Item 8.11 Card Distribution Services
 - c. Item 8.12 Card Distribution Services
 - d. Item 8.20 Cardholder Education
 - e. Item 8.31 Location Acquisition for Completion of Distribution Network
 - f. Item 8.32 Location Acquisition for Completion of Distribution Network
 - g. Item 8.41 Pass Through of Amounts Paid for Installation of Phone Lines
 - h. Item 9.41 Fixed and Incremental Fees Per Active Card Account (50% of the invoiced amount)
- iii. All other lump sum and capital expense items specified in the Price Schedule not enumerated above or covered by Section 2.B; and
- iv. \$7,120,000 in incentives to be allocated to Operators to pay operating costs, as shown in Section 4, Incentive Payments, below.

B. Operator Operating Costs.

- i. Operators shall pay the following listed Clipper[®] operating costs in accordance with the cost sharing formula in Appendix B.1, reduced by any amounts payable by MTC pursuant to 2.A(iv) above. References to Item numbers refer to the corresponding prices payable to the Clipper[®] Contractor under the Clipper[®]

Contract Price Schedule, which are subject to annual price adjustment as specified in Article 13.6 of the Clipper[®] Contract:

- a. Item 7.10 Regional Transit Connection (RTC) Clipper[®] Card Production
 - b. Item 9.24 Balance Protection Services Registration
 - c. Item 9.25 Lock/unlock Clipper[®] Application
 - d. Item 9.41 Fixed and Incremental Fees Per Active Card Account (50% of the invoiced amount)
 - e. Item 10.11 Clipper[®] E-purse Load
 - f. Item 10.12 Pass/Stored Ride Load
 - g. Item 10.24 Employer Program Commission
 - h. Item 11.0 Autoload Services
 - i. Item 12.22.89 Fixed Monthly Service Fee to Support Clipper[®] Data Server Store
 - j. Item 13.22.45 Supplemental Monthly Operations and Admin (except as reduced by MTC in accordance with Section 4.1, Incentive Payments)
 - k. Item 13.31 Clipper[®] Transaction Fee
 - l. Item 13.60 Incremental Gateway Fees
 - m. Item 13.70 Incremental Debit Card Interchange Fees
 - n. Item 13.80 Incremental Credit Card Interchange Fees
 - o. Item 13.90 Pass Through Website Credit Card Processing Fees
 - p. Reimbursement of MTC bank fees and direct bank charges in connection with the Clipper[®] bank account(s) in excess of the amounts reimbursed under Section 3.A below
 - q. Direct payment or reimbursement of MTC costs for network communication.
 - r. Direct payment or reimbursement of MTC costs for materials necessary for additional printing, e.g. secondary printing or personalization, on Clipper[®] cards
- ii. Changes or Additions to Operator Operating Costs Items. Substantive changes or additions to the Operator-paid operating cost items set forth in B(i)(a-o) require an amendment to this Appendix B and approval of all Parties to the MOU as of the date of the change or addition.
- C. MTC shall invoice each Operator on a monthly basis for its share of the operating costs. The Operators shall pay MTC within fifteen (15) calendar days of receipt of such invoice.

3. Revenue Allocation

Revenues generated by Clipper[®] during any period of time, including interest earnings on funds held by the clearinghouse and excluding fare revenues or parking fees collected on behalf of and distributed to Operators, shall be utilized as follows:

- A. To offset MTC's bank fees and direct bank charges related to the managing of the Clipper[®] accounts;
- B. After deduction of MTC's bank fees and charges under 3.A above, to reduce the Operators' Clipper[®] operating costs listed in 2.B(i) above; and
- C. After payment of Operators' Clipper[®] operating costs listed in 2.B(i) above, to be allocated to Operators using the formula specified in Section 1 herein.

Notwithstanding the above, fees charged cardholders for card acquisition, card replacement, balance restoration, failed Autoload funding recovery, card refund processing, and other card-related activities shall be reserved to pay for future card procurements; provided, however, that surcharges on limited use cards or other fare media imposed by an Operator to pay for the acquisition, implementation, administration and replacement of such fare media shall be distributed to and retained by such Operator. (For clarity, any surcharge imposed by an Operator as part of its fare structure shall be considered "fare revenue" and shall be distributed to and retained by such Operator.)

4. Incentive Payments

MTC's \$10,000,000 in incentive funds shall be allocated to pay operating costs associated with Phase II as follows:

- (1) \$2,880,000 contingency to Contractor (for payment of Clipper[®] Contract Price Schedule Item No. 13.22.45) for transaction assurances in the event minimum transaction volumes (20,000,000 transactions/month) are not achieved. If the minimum transaction volumes are met and these funds are not needed, MTC may reallocate the remaining funds to other purposes; and
- (2) \$7,120,000 to individual Operators, to be applied as a credit against Phase II variable operating costs, a portion of which has already been credited to certain individual Operators:

| | |
|---------------------|-----------|
| AC Transit | \$862,227 |
| BART | 2,128,016 |
| Caltrain/SamTrans | 484,744 |
| Golden Gate Transit | 634,239 |
| MTA | 2,327,503 |
| SCVTA | 683,271 |

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE EXERCISING THE OPTION FOR HOSTING AND APPLICATION
SUPPORT TO THE AGREEMENT WITH WIPRO, INC. FOR PEOPLESOFT SYSTEM
INTEGRATION SERVICES**

ACTION

Staff proposes the Committee recommend the Board authorize the General Manager/CEO or designee to exercise the option to the Agreement with Wipro, Inc. (Wipro) for PeopleSoft System Hosting and Application Support for 62 months (April, 2013 through May, 2019) for a grand total fixed price of \$7,275,099, increasing the total contract price from \$11,180,715 to \$18,455,814.

SIGNIFICANCE

By exercising the option for Hosting and Application Support services, Wipro will provide the San Mateo County Transit District (District) with:

- **Hosting and Infrastructure Support:** This enables the District's PeopleSoft application to be maintained in a state of the art data center with full redundancy and a guaranteed uptime of 99.6 percent. It also provides for 24/7 infrastructure support and disaster recovery.
- **Integrated Help Desk:** A staffed helpdesk is provided during normal working hours that the District's user community can contact to resolve any issues or challenges.
- **Application Support:** The application support scope is designed to provide day-to-day support to the District's user community, and to provide minor enhancements to the systems and processes on an as-needed basis. Up-to-date patch management, including system bug fixes, will allow the District to remain current on its version of the PeopleSoft System.

By having Wipro furnish PeopleSoft System Hosting and Application Support services, the District will be able to more efficiently respond to new internal and external business requirements and reallocate in-house personnel resources so that they may focus on other necessary information technology assignments.

BUDGET IMPACT

It is estimated that \$680,465 will be expended in Fiscal Year (FY) 2014. This amount is included in the annual Operating Budget. The remaining \$6,594,634 will be included as part of the FY2015 through FY2019 projected Operating Budgets.

BACKGROUND

Pursuant to Resolution No. 2011-02, the 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 the Business Optimization Program (BOP). The goal of the BOP was 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.

The Agreement also contained an un-priced option for hosting and support for the PeopleSoft application that would be negotiated and brought to the Board for approval, provided that the exercise of this option was determined to be in the best interest of the District.

Staff requested a proposal from Wipro for hosting and application support services and received the initial proposal in November 2011. Wipro subsequently conducted a series of workshops with the District technical and business staff to ensure the proposed services met the District's requirements. In April 2013, Wipro submitted a final proposal and upon review, staff found the proposal to provide the services contained the strongest combination of resources, technical expertise, and overall best value for the District.

To support this determination, staff performed a cost analysis of the hosting and application support services proposal. Staff assessed the capital expenditures, staff costs, fees, and cost to implement the option at District headquarters. The total cost to the District for an internally sourced support solution for five years would be \$10,094,870 compared to Wipro's proposal of \$7,275,099. The Wipro proposal is 28 percent less than in-house hosting and application support, and represents a potential cost savings of \$2,819,771 to the District.

Staff additionally evaluated Wipro's cost proposal by comparing its costs to those proposed by two other vendors, in response to the original Request for Proposal. An analysis of the hosting and application support services was performed on three major cost components: Hosting, Help Desk, and Application Support. The analysis of the hourly rates proposed by Wipro confirmed that the Wipro proposal is at least 20 percent less than the next least expensive proposer.

The industry benchmark for annual application support services typically ranges from 20 to 25 percent of the original cost of the project implementation. The current cost-to-date of the BOP implementation is \$11,180,715. The annual cost of \$1.4 million proposed by Wipro for application support services is approximately 12 percent of that implementation cost, which is far below the industry benchmark.

Based on the above analyses, and the benefits to be derived by utilizing the firm that is implementing the BOP, it was determined the Wipro proposal is fair, reasonable and in the District's best interest.

On February 2011, the District awarded a contract to Wipro, Inc. for a total cost of \$9,351,384 per Resolution No. 2011-02. In July 2011, Amendment No. 1 was executed to add legacy support services for \$212,520. In March 2012, Amendment No. 2 was executed to create an "all-in-one" approach to the Project, and to include additional services for a total increase of \$297,861. In June 2012, pursuant to Resolution No. 2012-31, Amendment No. 3 was executed to add hardware support services, and extend the legacy support and data cleansing services, for a total cost of \$1,318,950. In December, 2012, Amendment No. 4 was executed to revise the timeline and payment schedule for Hardware Support Services for the BOP.

Contract Officer: Brian Geiger
Project Director: Karen Antion

650-508-7973
650-622-8013

RESOLUTION NO. 2013-

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

* * *

**AUTHORIZE EXERCISING OF THE OPTION FOR HOSTING AND APPLICATION SUPPORT
TO THE AGREEMENT WITH WIPRO, INC. FOR PEOPLESOFT SYSTEMS INTEGRATION
SERVICES IN THE AMOUNT OF \$7,275,099**

WHEREAS, pursuant to Resolution No. 2011-02, the San Mateo County Transit District (District) entered into an agreement with Wipro, Inc. (Wipro) to provide PeopleSoft System integration services (Project) for \$9,351,384, inclusive of an un-priced option for hosting and application support of the PeopleSoft system, with the understanding the option would be negotiated and brought to the Board for approval, provided exercising the option was determined to be in the best interest of the District; and

WHEREAS, in November 2011, staff requested a proposal from Wipro for hosting and application support services and Wipro subsequently conducted a series of workshops with District technical and business staff to ensure the proposal met the District's requirements; and

WHEREAS, in April 2013, Wipro submitted a final proposal and upon review, staff found that proposal to provide the services contained the strongest combination of resources, technical expertise, and overall best value to the District; and

WHEREAS, staff performed a cost analysis of Wipro's Hosting and Application Support services proposal and determined Wipro's proposal is 28 percent less than it would cost the District to provide such services internally, a cost savings of \$2,819,771 to the District; and

WHEREAS, staff additionally evaluated Wipro's cost proposal by comparing its costs to those proposed by two other vendors in response to the original Request for Proposals, confirming the hourly rates proposed by Wipro are at least 20 percent less than the next least expensive proposer; and

WHEREAS, the amount of Wipro's proposed annual cost of \$1.4 million to provide the services is approximately 12 percent of the cost of implementation of the overall Project, which is far below the industry benchmark for annual application support services, which typically range from 20 to 25 percent of project implementation costs; and

WHEREAS, based on the above analyses, and the benefits to be derived by utilizing the firm that implemented the Project, it was determined the Wipro proposal is fair, reasonable and in the District's best interest; and

WHEREAS, staff proposes the contract price for the Wipro Agreement be increased by \$7,275,099, in order to exercise and fund the option for hosting and application support services for 62 months; and

WHEREAS, the General Manager/CEO recommends and the Finance Committee concurs the Board increase the contract amount for the Wipro Agreement by \$7,275,099 and exercise the option for Hosting and Application Support services for 62 months.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District hereby authorizes (1) the increase in the contract price under the Wipro Agreement by a total amount of \$7,275,099 and (2) the exercise of the option for hosting and application support for 62 months; and

BE IT FURTHER RESOLVED that the Board authorizes the General Manager/CEO or his designee to exercise the option in the form of an amendment for hosting and application support services for 62 months for a Grand Total Fixed Price of \$7,275,099, in a form approved by Legal Counsel.

Regularly passed and adopted this 5th day of June, 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

C.H. (Chuck) Harvey
Deputy CEO

SUBJECT: **AUTHORIZE AWARD OF CONTRACT TO PROVIDE FORD, FACTORY-REMANUFACTURED DIESEL ENGINES**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to the lowest, responsive and responsible bidder, Serramonte Ford of Colma, CA to provide the San Mateo County Transit District (District) with up to 25 Ford, factory-remanufactured diesel engines at a total, estimated cost of up to \$333,224 for a five-year term.
2. Authorize the General Manager/CEO or designee to execute a contract in full conformity with the terms and conditions set forth in the solicitation documents.

SIGNIFICANCE

Approval of the above actions will provide the District with replacement engines for ongoing routine and scheduled maintenance of SamTrans paratransit and service support vehicles, thereby helping to ensure the continued safe and timely operation of SamTrans Redi-Wheels paratransit services and SamTrans fixed-route operations.

BUDGET IMPACT

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

BACKGROUND

The District issued an Invitation for Bids (IFB) for the purchase and delivery of up to 25 Ford engines to be used in the routine and scheduled maintenance of the SamTrans Paratransit and Service Support vehicles.

Staff advertised the solicitation in local newspapers and posted the solicitation on the District website to interested vendors and Disadvantaged Business Enterprises (DBEs). Staff received two bids, neither of which was from a minority or DBE firm.

| Company | Bid Amount |
|--------------------------------|-------------------|
| 1. Serramonte Ford, Colma, CA | \$333,224.25 |
| 2. Ron Dupratt Ford, Dixon, CA | \$491,949.75 |

After review, evaluation and ranking of the bids received, staff found that Serramonte Ford met all of the qualifications and bid requirements and was determined to be the lowest, responsive and responsible bidder. Staff in coordination with the Project Manager further determined that the prices Serramonte Ford provided are both reasonable and fair. Discussions with listed references confirmed that Serramonte Ford is appropriately qualified to perform the work.

Contract Officer: Luis F. Velásquez
Project Manager: Detra Dillon

650-622-8099
650-508-6418

RESOLUTION NO. 2013-

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

* * *

AUTHORIZING AWARD OF A CONTRACT TO PROVIDE FORD, FACTORY-REMANUFACTURED
DIESEL ENGINES FOR AN ESTIMATED TOTAL COST OF \$333,224.25
FOR A FIVE-YEAR TERM

WHEREAS, the San Mateo County Transit District (District) solicited competitive bids from qualified firms for the purchase and delivery of up to 25 Ford, factory-remanufactured diesel engines for a five-year term to address the routine maintenance needs of SamTrans paratransit and service support vehicles; and

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

WHEREAS, staff and legal counsel reviewed the bids and determined Serramonte Ford of Colma, California (Serramonte Ford) to be the lowest responsive and responsible bidder; and

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

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District (Board) awards a contract to Serramonte Ford to provide and deliver up to 25 Ford engines for a five-year term at an estimated total cost of up to \$333,224.25, exclusive of sales tax; and

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

Regularly passed and adopted this 5th day of June, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **AUTHORIZE AWARD OF CONTRACT TO PROVIDE BUS RADIO SYSTEM AND
EQUIPMENT REFRESH**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to ACS Transport Solutions, Inc. (ACS) for a grand total cost of \$7,429,458 to provide an upgrade for the District's current ACS/Orbital Intelligent Transportation System (ITS) mobile equipment and data radio system.
2. Authorize the General Manager/CEO, or his designee, to execute a contract with ACS in full conformity with the solicitation documents and negotiations.

SIGNIFICANCE

Award of this contract will provide the District with a dedicated and qualified contractor to perform a major upgrade to the District's current ACS/Orbital ITS mobile equipment, data radio system and associated components. The District's current system is over 10 years old and many of its components are obsolete or quickly approaching the end of useful service life and are in need of replacement or upgrades.

BUDGET IMPACT

Funds to support the award of this contract were approved in the Fiscal Year (FY) 2012 Capital Budget, and additional funds to complete the project have been requested in the FY2014 Capital Budget.

BACKGROUND

The District originally entered into an agreement with ACS (formerly Orbital TMS) in 1999 for the Advanced Communication System and ACS/Orbital ITS. The purpose of the system is to electronically manage fleet operations through provision of such information as vehicle location and route schedule adherence for the District's fixed route and paratransit services. The Advanced Communication System and ACS/Orbital ITS consists of computers, servers, vehicle communications equipment and associated

computer-aided software that are all proprietary to ACS and are tightly integrated with the ACS back office system (the computer and server located in the Central office).

The original system was accepted and completed in 2003. In 2008, per Resolution No. 2008-01, a sole source contract in the amount of \$960,000 was awarded to ACS to upgrade the fixed-end system (server/workstation) hardware and upgrade system software.

In 2012, the District decided to issue a Request for Proposals (RFP) in an effort to promote fair and open competition and to identify potentially qualified contractors in the marketplace to perform a major upgrade to the District's current ACS/Orbital ITS to replace unsupported vehicle equipment at the end of its useful service life.

An RFP was issued detailing the scope of services. The solicitation was advertised in a local newspaper and on the District's procurement website. Solicitation notices were also sent to small and Disadvantaged Business Enterprise (DBE) firms.

One proposal was received from ACS Transport Solutions, Inc. of Columbia, MD.

Staff surveyed potential proposers to ascertain why only one proposal was received. Firms surveyed explained the specialized nature of the work would require them to team-up with ACS to provide the necessary hardware. If they were to install the equipment, ACS would still have to provide the integration for the equipment to communicate to the dispatch system, to the mobile radios, and to the Advanced Mobile Data Terminals (AMDTs). As a result, no firm other than ACS is able to competitively provide the expertise required for the installation and upgrade to the District's equipment.

The proposal was reviewed and scored by an evaluation committee (Committee) comprised of staff from Engineering, Bus Communications and Bus Transportation. The Committee scored the proposal in accordance with the following weighted criteria as stated in the RFP:

- Technical Approach to Scope of Services 0 - 30 points
- Qualifications and Experience of Firm 0 - 25 points
- Qualifications and Experience of Management Team and Key Personnel 0 - 20 points
- Financial Qualifications 0 - 5 points
- Cost Proposal 0 - 20 points

The Committee determined ACS' proposal meets all of the solicitation requirements and ACS is fully capable of providing the specified equipment and expertise. Based on its findings, the Committee conducted multiple negotiation sessions with ACS and successfully came to agreement on the proposed services and cost. The Committee requested a revised proposal and a best and final offer. In accordance with Federal Transit Administration requirements, staff performed a comprehensive cost analysis of ACS' cost detail and determined its proposed costs are fair and reasonable.

Legal counsel reviewed ACS' proposal and found that it complies with the requirements of the solicitation documents. The District's DBE Officer reviewed ACS' proposal and determined it was responsive to the District's DBE requirements. ACS intends to engage a DBE firm for installation of equipment at a value equivalent to 6 percent of its contract price, which supports the District's overall DBE program.

Contract Officer: Brian Geiger

650-508-7973

Project Manager: Robert Tam, Manager, Technology Research
and Development

650-508-7969

RESOLUTION NO. 2013-

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

* * *

AUTHORIZING AWARD OF A CONTRACT TO ACS TRANSPORT, INC. TO PROVIDE BUS RADIO SYSTEM AND EQUIPMENT REFRESH FOR A GRAND TOTAL COST OF \$7,429,458.09

WHEREAS, the San Mateo County Transit District (District) solicited for competitive proposals from qualified firms to provide a major upgrade to the District's current ACS/Orbital Intelligent Transportation System (ITS) mobile equipment, data radio system and its associated components; and

WHEREAS, one firm, ACS Transport, Inc. (ACS) of Columbia, Maryland, submitted a proposal in response to the District's Request for Proposals (RFP); and

WHEREAS, an Evaluation Committee (Committee) reviewed and evaluated the single proposal, conducted negotiations, and requested a best and final offer in accordance with the criteria set forth in the RFP; and

WHEREAS, in accordance with Federal Transit Administration requirements, staff conducted a comprehensive cost analysis of ACS' proposal and determined the proposed pricing is fair and reasonable; and

WHEREAS, the Committee and legal counsel found the proposal from ACS complies with the requirements of the RFP; and

WHEREAS, the General Manager/CEO recommends a contract be awarded to ACS for the upgrade the District's current ACS/Orbital ITS mobile equipment and data radio system for a grand total cost of \$7,429,458.09.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo Transit District awards a contract to ACS to upgrade the District's current ACS/Orbital ITS mobile equipment and data radio system for a grand total cost of \$7,429,458.09; and

BE IT FURTHER RESOLVED the General Manager/CEO, or his designee, is authorized to execute a contract on behalf of the District with ACS in full conformity with all the terms and conditions of the solicitation documents and negotiations, in a form approved by legal counsel.

Regularly passed and adopted this 5th day of June, 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 AWARD OF CONTRACT FOR ARMORED CAR PICKUP AND
DEPOSIT OF DAILY TRANSIT REVENUE**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to Dunbar Armored, Inc. (Dunbar) to provide armored car pickup and deposit of daily transit revenue for a total estimated cost of \$107,957 for a three-year base term.
2. Authorize the General Manager/CEO, or his designee, to execute a contract with Dunbar, the highest consensus-ranked firm.
3. Authorize the General Manager/CEO, or his designee, to exercise up to two option terms with Dunbar for an aggregate estimated cost of \$71,971, if deemed in the best interest of the San Mateo County Transit District (District).

SIGNIFICANCE

Award of this contract will provide the District with a dedicated and qualified contractor to: continue the regular pickup and deposit of daily farebox transit revenue from the District's revenue processing facility; continue revenue collection and deposit from the District Administrative office; and perform parking permit machine revenue collection and deposit. In addition, the contractor will deliver fare tokens on behalf of the District to designated retail outlets.

BUDGET IMPACT

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

BACKGROUND

On February 7, 2012 the District and the Peninsula Corridor Joint Powers Board (JPB) jointly issued a Request for Proposals (RFP) for armored car pickup and deposit of daily transit revenue. The RFP was advertised in a local newspaper and solicitation notices were sent to small and Disadvantaged Business Enterprise (DBE) firms.

Three proposals were received as follows:

1. Dunbar Armored, Inc. (Dunbar), Hunt Valley, MD
2. Garda Cash Logistics (Garda), Boca Raton, FL
3. Loomis Armored US LLC, Milpitas

Proposals were reviewed and scored by an evaluation committee (Committee) comprised of staff from the following District departments: Safety and Risk Management, Ticket Vending Machine Program Management and Treasury. The Committee scored the proposals in accordance with the following weighted criteria as stated in the RFP:

- Quality and responsiveness of the Proposal 0-20 points
- Qualifications of Key Personnel 0-15 points
- Quality and comprehensiveness of the Proposer's Training Program 0-15 points
- Quality of security features, including the condition of Proposer's facilities, vehicles and equipment in association with their Operations, Management & Loss Prevention Plan 0-15 points
- Quality and Comprehensiveness of Proposer's Personnel Recruitment Policy, including a description of their Background Check process 0-15 points
- Cost Proposal 0-20 points

After review, evaluation, and initial scoring of all proposals received, the following firms were found to be within the competitive range and were invited to interview:

1. Dunbar
2. Garda

Upon completion of interviews and final scoring, Dunbar received the highest consensus ranking and its proposal was determined to be responsive to the RFP requirements. Staff entered into cost negotiations with Dunbar, which resulted in more favorable rates. Staff performed a financial review and reference check that yielded favorable results. It was determined Dunbar is a responsible contractor and possesses the financial resources and qualifications to successfully perform the required services at a fair and reasonable price. Dunbar intends to perform the required services with its own labor force. The District's DBE Officer also confirmed Dunbar met the District's DBE requirements.

The District's current contractor is Garda, which provides services under a contract that was originally awarded as a five-year contract with a total estimated cost of \$88,000. The contract was extended by amendments on a month-to-month basis for up to 26 months for a total estimated cost of up to \$63,439.

Contract Officer: Brian Geiger

650-508-7973

Project Manager: Dave Triolo, Chief of Protective Services

650-508-6237

RESOLUTION NO. 2013-

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

* * *

**AUTHORIZING AWARD OF A CONTRACT TO DUNBAR ARMORED, INC. TO PROVIDE
ARMORED CAR PICKUP AND DEPOSIT OF DAILY TRANSIT REVENUE AT AN ESTIMATED COST
OF \$107,956.80 FOR A THREE-YEAR BASE TERM**

WHEREAS, the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (JPB) jointly solicited for competitive proposals from qualified firms to provide armored car pickup and deposit of daily transit revenue; and

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

WHEREAS, an Evaluation Committee (Committee) has reviewed and evaluated the proposals in accordance with the criteria set forth in the RFP; and

WHEREAS, upon completion of the initial evaluation and scoring process, two firms were found to be in the competitive range and were invited to interview; and

WHEREAS, subsequent to the interviews and final scoring, the Committee found the proposal submitted by Dunbar Armored, Inc. (Dunbar) of Hunt Valley, Maryland, was the highest-ranked and met all the solicitation requirements; and

WHEREAS, staff and legal counsel have reviewed the Dunbar proposal and have determined it is responsive to the RFP; and

WHEREAS, General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to Dunbar for a three-year term at a total estimated cost in the amount of \$107,956.80, with up to two one-year option terms for an aggregate estimated cost of \$71,971.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District awards a contract to Dunbar for providing armored car pickup and deposit of daily transit revenue for a three-year term at a total estimated cost of \$107,956.80; and

BE IT FURTHER RESOLVED the General Manager/CEO, or his designee, is authorized to execute a contract on behalf of the District with Dunbar in full conformity with all the terms and conditions of the solicitation documents; and

BE IT FURTHER RESOLVED the General Manager/CEO, or his designee, is authorized to exercise up to two one-year option terms with Dunbar for an aggregate estimated cost of \$71,971, provided that the exercise of such options is in the best interest of the District.

Regularly passed and adopted this 5th day of June, 2013 by the following vote:

AYES:

NOES:

ABSENT

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2013

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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

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

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

WEDNESDAY, JUNE 5, 2013 – 2:40 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of May 1, 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
MAY 1, 2013**

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

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

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

Committee Chair Jerry Deal called the meeting to order at 3:19 p.m.

Approval of Minutes of Legislative Committee Meeting of April 3, 2013

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

Update on the State and Federal Legislative Program

State

Seamus Murphy, Director, Government and Community Affairs, said Senate Bill (SB) 557 guarantees \$600 million of the \$1.1 billion approved for early investment in the High-speed Rail (HSR) Project will flow to the Caltrain Modernization Project. The bill would also add an additional layer of protection for Peninsula communities that are supportive of the blended system by requiring the Memorandum of Understanding (MOU) regional signatories to amend the MOU and agree to any expansion beyond the blended system. Mr. Murphy said the bill passed the Senate Transportation Committee on April 30, on a 9-1 vote, and will be heard in the Appropriations Committee the week of May 6.

Mr. Murphy said Assembly Bill (AB) 797 would grant construction management/general contractor project delivery authorization to the San Mateo County Transit District and the Santa Clara Valley Transportation Authority. Mr. Murphy said by granting this authority to these two agencies, by extension, it would also provide the authority to Caltrain since San Francisco already has this authority. The essence of the bill is to allow the agency to procure and bring onboard a construction manager who would be involved in the design process and have the ability to review designs early and be involved in all pre-construction activity.

Mr. Murphy said AB574 authorizes allocating Cap and Trade revenues to be delivered to public transportation, including transit operations and capital projects. The funds would be awarded through a competitive process.

Federal

Mr. Murphy said Anthony Foxx was appointed transportation secretary, but needs to be confirmed by the Senate. This is a good appointment for public transit advocates.

Mr. Foxx, as mayor of Charlotte, North Carolina, presided over a number of transit expansion projects. Mr. Murphy said Republican Congressman Jeff Denham, chair of the House Transportation and Infrastructure Subcommittee, is planning a series of HSR hearings in the Central Valley on May 28-29. Congressman Denham is not a HSR supporter and this is a sign the House is likely to propose amendments to the appropriations bill that would challenge the State's ability to spend Federal funds on this project.

Adjourned: 3:26 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

May 31 is the deadline for bills to be passed out of their house of origin. Five of the bills that the agency supports have already cleared their respective house of origin in advance of the deadline.

AB 797 (Gordon) – This bill would authorize the San Mateo County Transit District (District) and the Santa Clara Valley Transportation Authority (VTA) to pursue a Construction Manager/General Contractor (CMGC) project delivery approach. By extension, the Peninsula Corridor Joint Powers Authority would also be authorized to use CMGC. The bill cleared the Assembly on May 13 and has been referred to the Senate Transportation and Housing Committee. Committee staff is interested in exploring amendments to the bill that would extend CMGC authority to all transit agencies. The District and VTA are currently working with committee staff to assess the viability of these amendments.

Budget

The governor released his May Budget Revision on May 14. The revision does not propose any significant changes to transportation funding compared to the governor's January budget recommendations.

The May Revision proposes to loan \$500 million of the proceeds generated by the auction of emissions credits from the State's cap and trade system to the General Fund. The funds would be paid back with interest in time to comply with the recently released Cap and Trade Auction Proceeds Investment Plan. The plan proposes to begin allocating auction proceeds in Fiscal Year 2015, and targets "sustainable communities and clean

transportation” as the category eligible for the largest share of revenues.

FEDERAL ISSUES

Grants

On May 10, the Metropolitan Transportation Commission’s (MTC) Legislative Committee approved its endorsement of applications being considered for the U.S. Department of Transportation’s (USDOT) multimodal Transportation Investment Generating Economic Recovery (TIGER) Program. USDOT is seeking applications for \$474 million in funding available in the current fiscal year.

MTC is supporting five projects totaling \$78 million in requests. The project list includes a \$20 million request for the Caltrain/High-speed Rail Early Investment Program.

Internet Sales Tax

On May 6 the Senate approved legislation that would allow states to collect state and local sales taxes for their residents’ online purchases. California already collects sales taxes from online retailers with a physical presence in the state, but extending the authority to all online retailers would increase statewide sales tax revenues by almost \$2 billion. The fate of the bill in the House is uncertain since many House Republicans view the bill as a tax increase.

Prepared By: Seamus Murphy, Government and Community
Affairs Director

650-508-6388

San Mateo County Transit District State Legislative Matrix 5/28/2013

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------------|
| <p>AB 8 Perea D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p> | <p>ASSEMBLY THIRD READING 5/24/2013 - From committee: Do pass. (Ayes 11. Noes 3.) (May 24). Read second time. Ordered to third reading.</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 2 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. This bill contains other related provisions and other existing laws. Last Amended on 5/13/2013</p> | <p>Support</p> |

San Mateo County Transit District State Legislative Matrix 5/28/2013

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| <p>AB 25 Campos D</p> <p>Employment: social media.</p> | <p>SENATE RLS. 5/16/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p> | <p>Existing law prohibits a private employer from requiring or requesting an employee or applicant for employment to disclose a username or password for the purpose of accessing personal social media, to access personal social media in the presence of the employer, or to divulge any personal social media. Existing law prohibits a private employer from discharging, disciplining, threatening to discharge or discipline, or otherwise retaliating against an employee or applicant for not complying with a request or demand that violates these provisions.</p> <p>This bill would apply the provisions described above to public employers, as defined. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties. Last Amended on 5/1/2013</p> | |
| <p>AB 26 Bonilla D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p> | <p>ASSEMBLY APPR. SUSPENSE FILE 5/24/2013 - Do pass as amended.</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would require the 3-year investment plan to allocate moneys consistent with additional statewide goals, as specified. The bill would require projects involving construction, alteration, demolition, installation, repair, and maintenance work paid for in whole or in part from the Greenhouse Gas Reduction Fund to be considered public works as defined. The bill would authorize moneys from the Greenhouse Gas Reduction Fund be made available to the owner or operator of a refinery to perform maintenance work to reduce greenhouse gas emissions if all maintenance work at the refinery related to reducing greenhouse gas emissions that falls within an apprenticeable occupation, as defined, will be performed by skilled journeypersons, as defined, and registered apprentices, as defined. This bill contains other related provisions. Last Amended on 4/22/2013</p> | |

San Mateo County Transit District State Legislative Matrix 5/28/2013

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| <p>AB 37 Perea D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p> | <p>ASSEMBLY THIRD READING 5/24/2013 - From committee: Do pass. (Ayes 17. Noes 0.) (May 24). Read second time. Ordered to third reading.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require, until January 1, 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> | |
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San Mateo County Transit District State Legislative Matrix 5/28/2013

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| <p>AB 153 Bonilla D</p> <p>California Global Warming Solutions Act of 2006: offsets.</p> | <p>ASSEMBLY APPR. SUSPENSE FILE 5/24/2013 - In committee: Set, second hearing. Held under submission.</p> | <p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2015 , to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols. The bill would require the state board to adopt guidelines and incentives that prioritize the approval of specified offset protocols. The bill would require the state board to submit a specified annual report to the Legislature. Last Amended on 4/8/2013</p> | |
| <p>AB 160 Alejo D</p> <p>California Public Employees' Pension Reform Act of 2013: exceptions.</p> | <p>ASSEMBLY APPR. 5/24/2013 - Action From APPR. SUSPENSE FILE: Held in APPR.</p> | <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. 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 5/28/2013

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| <p>AB 179 Bocanegra D</p> <p>Public transit: electronic transit fare collection systems: disclosure of personal information.</p> | <p>SENATE RLS. 5/24/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p> | <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 within 4 1/2 years, as specified. Existing law provides various remedies in that regard.</p> <p>This bill would make these and other related provisions applicable to a transportation agency that employs an electronic transit fare collection system for payment of transit fares. This bill contains other related provisions and other existing laws. Last Amended on 4/24/2013</p> | |
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**San Mateo County Transit District
State Legislative Matrix 5/28/2013**

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| <p>AB 206 Dickinson D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p> | <p>SENATE T. & H. 4/25/2013 - Referred to Com. on T. & H.</p> | <p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle.</p> <p>This bill would authorize the Sacramento Regional Transit District to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. This bill would also establish, for a specified purpose, a route review committee prior to the installation of the initial folding device on a bus that is 45 feet in length. This bill would require the committee to perform an initial review of the routes on which the district proposes to operate a 45-foot bus equipped with a front-mounted bicycle rack and would require the committee to make a determination of, by unanimous vote of all members, the routes that are suitable for the safe operation of a 45-foot bus that is equipped with a front-mounted bicycle rack. The bill would require the district to submit a report, containing specified requirements, to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2018. This bill contains other related provisions.</p> <p>Last Amended on 4/1/2013</p> | |
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San Mateo County Transit District State Legislative Matrix 5/28/2013

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| <p>AB 229 John A. Pérez D</p> <p>Local government: infrastructure and revitalization financing districts.</p> | <p>SENATE G. & F. 5/23/2013 - Referred to Com. on GOV. & F.</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. This bill contains other related provisions. Last Amended on 4/8/2013</p> | |
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San Mateo County Transit District State Legislative Matrix 5/28/2013

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| <p>AB 266 Blumenfield D</p> <p>Vehicles: high-occupancy vehicle lanes.</p> | <p>SENATE RLS. 5/20/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p> | <p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 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. This bill contains other related provisions and other existing laws. Last Amended on 4/9/2013</p> | |
| <p>AB 278 Gatto D</p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p> | <p>ASSEMBLY THIRD READING 5/24/2013 - From committee: Do pass. (Ayes 17. Noes 0.) (May 24). Read second time. Ordered to third reading.</p> | <p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, 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. The bill would require the state board to solicit comments and consider and respond to evidence regarding specified significant effects caused by the Low Carbon Fuel Standard regulations. Last Amended on 4/4/2013</p> | |

San Mateo County Transit District State Legislative Matrix 5/28/2013

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| <p>AB 313 Frazier D</p> <p>Vehicles: electronic wireless communications devices: prohibitions.</p> | <p>ASSEMBLY APPR. 5/24/2013 - In committee: Set, second hearing. Hearing canceled at the request of author.</p> | <p>Under existing law, a person is prohibited from driving a motor vehicle while using an electronic wireless communications device to write, send, or read a text-based communication, unless the person is using an electronic wireless communications device that is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send, or listen to a text-based communication, and it is used in that manner while driving. A violation of this provision is an infraction.</p> <p>This bill would delete the exception to that prohibition for the use, while driving, of an electronic wireless communications device that is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send, or listen to a text-based communication. The bill would make a related statement of legislative intent regarding distracted driving. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |
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San Mateo County Transit District State Legislative Matrix 5/28/2013

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| <p>AB 380 Dickinson D</p> <p>California Environmental Quality Act: notice requirements</p> | <p>ASSEMBLY SECOND READING 5/24/2013 - From committee: Do pass as amended. (Ayes 12. Noes 5.) (May 24). Read second time and amended. Ordered to second reading.</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 the county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, this bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notices are actually posted for public review by the county clerk and are available in the online database, and if the notices are posted on different days, the time period shall run from the date of the posting on the online database. The bill would require the notice of determination to be filed solely by the lead agency. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p> | |
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San Mateo County Transit District State Legislative Matrix 5/28/2013

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| <p>AB 410 Jones-Sawyer D</p> <p>Public employee health benefits: enrollment.</p> | <p>SENATE P.E. & R. 5/23/2013 - Referred to Com. on P.E. & R.</p> | <p>Existing law requires the Board of Administration of the Public Employees' Retirement System (PERS) to administer the Public Employees' Medical and Hospital Care Act (PEMHCA). PEMHCA further grants the board the power to approve health benefit plans and contract with carriers offering health benefit plans. Under PEMHCA, an employee or annuitant may enroll in a health benefit plan approved or maintained by the board either as an individual or for self and family.</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. This bill contains other existing laws.</p> | |
| <p>AB 416 Gordon D</p> <p>State Air Resources Board: Local Emission Reduction Program.</p> | <p>ASSEMBLY APPR. SUSPENSE FILE 5/24/2013 - In committee: Set, second hearing. Held under submission.</p> | <p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources.</p> <p>This bill would create the Local Emission Reduction Program and would require money to be available from the General Fund, upon appropriation by the Legislature, for purposes of providing grants and other financial assistance to develop and implement greenhouse gas emissions reduction projects in the state. The bill would require the state board, in coordination with the Strategic Growth Council, to administer the program, as specified. The bill would require the implementation of the program to be contingent on the appropriation of moneys by the Legislature, as specified. Last Amended on 4/4/2013</p> | |

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| <p>AB 417 Frazier D</p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p> | <p>SENATE E.Q. 5/9/2013 - Referred to Com. on E.Q.</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. This bill contains other existing laws. Last Amended on 4/18/2013</p> | |
| <p>AB 431 Mullin D</p> <p>Regional transportation plan: sustainable communities strategy: funding.</p> | <p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/16/2013)</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% 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% 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. This bill contains other existing laws. Last Amended on 4/15/2013</p> | |

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| <p>AB 441 Patterson R</p> <p>High-Speed Rail Authority: contracts.</p> | <p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)</p> | <p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, 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> | |
| <p>AB 453 Mullin D</p> <p>Sustainable communities.</p> | <p>ASSEMBLY THIRD READING 5/24/2013 - From committee: Do pass. (Ayes 16. Noes 0.) (May 24). Read second time. Ordered to third reading.</p> | <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> | |
| <p>AB 463 Logue R</p> <p>High-Speed Rail Authority: contracts.</p> | <p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)</p> | <p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more. The bill would also require each contractor and subcontractor, as specified, to provide this information.</p> | |

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| <p>AB 466 Quirk-Silva D</p> <p>Federal transportation funds.</p> | <p>SENATE T. & H. 5/23/2013 - Referred to Com. on T. & H.</p> | <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> | |
| <p>AB 481 Lowenthal D</p> <p>High-speed rail.</p> | <p>SENATE RLS. 5/23/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p> | <p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions and authorizations relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority. The bill would require payments for leases or other conveyances of property controlled by the authority to be deposited in the High-Speed Rail Property Fund created by the bill, and would provide that the funds shall be available to the authority upon appropriation by the Legislature for specified purposes. This bill contains other existing laws. Last Amended on 4/1/2013</p> | |

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| <p>AB 493 Daly D</p> <p>Toll facilities.</p> | <p>SENATE T. & H. 5/9/2013 - Referred to Com. on T. & H.</p> | <p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, as specified, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), requires all toll facilities on federal-aid highways to implement technologies or business practices that provide for the interoperability of electronic toll collection programs no later than a specified date.</p> <p>This bill would authorize operators of toll facilities on federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after the date specified in MAP-21. The bill would limit the information that may be disclosed through participation in an interoperability program, as specified. Last Amended on 4/17/2013</p> | |
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| <p>AB 515 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p> | <p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 3/12/2013)</p> | <p>The California Constitution vests the judicial power of the state in the Supreme Court, the courts of appeal, and the superior courts. Existing law establishes a superior court of one or more judges in each county and provides that the superior courts have original jurisdiction, except as provided in the Constitution. Existing law requires the presiding judge of each superior court to distribute the business of the court among the judges, and to prescribe the order of business, subject to the rules of the Judicial Council.</p> <p>This bill would establish a CEQA compliance division of the superior court in a county in which the Attorney General maintains an office and would vest the division with original jurisdiction over actions of proceedings brought pursuant to CEQA and joined matters related to land use and environmental laws. The bill would require the Judicial Council to adopt rules for establishing, among other things, protocol to govern the administration and efficient operation of the division, so that those judges assigned to the division will be able to hear and quickly resolve those actions or proceedings. The bill would provide that decisions of the CEQA compliance division of the superior court may be reviewed by way of a petition for an extraordinary writ. The bill would require the CEQA compliance division to issue a preliminary decision before the opportunity for oral argument is granted. If the CEQA compliance division of the superior court finds that a determination of a public agency violated CEQA, the bill would require the court's order to specify what action taken by the public agency was in error and what specific action by the public agency is necessary to comply with CEQA. The bill would prohibit an action or proceeding pursuant to CEQA from being brought unless the alleged grounds of noncompliance were presented to the public agency with enough specificity that the public agency could reasonably respond to the alleged violation. The bill would prohibit a person from maintaining an action or proceeding pursuant to CEQA unless that person objected during the administrative process with specificity as to how the public agency's response to the alleged violation is inadequate. This bill contains other existing laws. Last Amended on 3/11/2013</p> | |
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| <p>AB 528 Lowenthal D</p> <p>State Rail Plan: High-Speed Rail Authority business plan.</p> | <p>SENATE RLS. 5/20/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p> | <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. Existing law requires the plan to consist of 2 elements, a passenger rail element and a freight rail element, and sets forth various items that are required to be included in each element. Existing law separately requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature, not later than January 1, 2012, and every 2 years thereafter, a 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 State Rail Plan and in the elements of the business plan, and would eliminate the 10-year timeframe for the State Rail Plan. The bill would change, from January 1 to May 1 of each even-numbered year, the date by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit the business plan to the Legislature. This bill contains other related provisions and other existing laws. Last Amended on 4/25/2013</p> | |
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| <p>AB 529 Lowenthal D</p> <p>Vehicles: motor carriers: inspections and fees.</p> | <p>SENATE RLS. 5/23/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p> | <p>Existing law establishes the Biennial Inspection of Terminals Program (BIT) to ensure the safe operation of certain vehicles by a motor carrier through the inspection of these vehicles at the motor carrier's terminal by the Department of the California Highway Patrol. Existing law defines a motor carrier, for this purpose, as the registered owner of, and in some cases the lessee or person exclusively authorizing and directing the operation of, specified vehicles. Existing law requires, within 30 days of establishing a terminal, a motor carrier to schedule an inspection by submitting to the department an application for a terminal inspection accompanied by the payment of a fee the amount of which is based on the number of vehicles in a terminal or the "terminal fleet size." Existing law requires the department to inspect every terminal at least once every 25 months and defines a terminal as the location or locations designated by the motor carrier where subject vehicles and specific records are available for inspection.</p> <p>This bill would 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. Nonpriority terminals would not be required to be inspected less than 6 years since their last inspection. This bill contains other related provisions and other existing laws. Last Amended on 3/19/2013</p> | |
| <p>AB 541 Daly D</p> <p>Buses: illuminated advertising: University of California, Irvine.</p> | <p>SENATE T. & H. 5/9/2013 - Referred to Com. on T. & H.</p> | <p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 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 incidence of adverse impacts on roadway and pedestrian safety due to the utilization of illuminated signs on transit buses displaying advertising, if any, to the Legislature. This bill contains other related provisions and other existing laws. Last Amended on 4/22/2013</p> | |

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| <p>AB 543 Campos D</p> <p>California Environmental Quality Act: translation.</p> | <p>ASSEMBLY SECOND READING 5/24/2013 - From committee: Do pass as amended. (Ayes 12. Noes 5.) . Read second time and amended. Ordered to second reading.</p> | <p>Existing law, the California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a lead agency to translate, as specified, certain notices required by the act and a summary of any negative declaration, mitigated negative declaration, or environmental impact report when a group of non-English-speaking people, as defined, comprises at least 25% of the population within the lead agency's jurisdiction and the project is proposed to be located at or near an area where the group of non-English-speaking people comprises at least 25% of the residents of that area. By requiring a lead agency to translate these notices and documents, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p> | |
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| <p>AB 574 Lowenthal D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: sustainable communities strategies.</p> | <p>ASSEMBLY APPR. SUSPENSE FILE 5/24/2013 - In committee: Set, second hearing. Held under submission.</p> | <p>The California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish standards for the use of moneys allocated from the Greenhouse Gas Reduction Fund for sustainable communities projects, as specified. The bill would require the state board, in consultation with the California Transportation Commission and the Strategic Growth Council, to establish the criteria for the development and implementation of regional grant programs, as specified. The bill would require the California Transportation Commission, in consultation with the state board, to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs, as specified. This bill contains other existing laws. Last Amended on 4/15/2013</p> | <p>Support</p> |
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| <p>AB 616 Bocanegra D</p> <p>Local public employee organizations: dispute: factfinding panel.</p> | <p>ASSEMBLY THIRD READING 5/24/2013 - From committee: Do pass. (Ayes 12. Noes 5.) (May 24). Read second time. Ordered to third reading.</p> | <p>Existing law requires the governing body of a local public agency, or those boards, commissions, administrative officers, or other representatives as may be properly designated by law or by a governing body, to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law authorizes an employee organization to request that the parties' differences be submitted to a factfinding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. Existing law authorizes an employee organization, if the dispute was not submitted to a mediation, to request that the parties' differences be submitted to a factfinding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse.</p> <p>This bill would 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 factfinding 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 factfinding panel, as specified. The bill would also authorize each party to select a person to serve as its member of the factfinding panel. Last Amended on 4/25/2013</p> | |
| <p>AB 662 Atkins D</p> <p>Local government: infrastructure financing districts.</p> | <p>SENATE G. & F. 5/24/2013 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.</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 the division of taxes and voter approval requirements. Existing law prohibits an infrastructure financing district from including any portion of a redevelopment project area.</p> <p>This bill would delete that prohibition. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p> | |

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| <p>AB 680 Salas D</p> <p>Transportation: interregional road system.</p> | <p>SENATE T. & H. 5/23/2013 - Referred to Com. on T. & H.</p> | <p>Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and intercounty routes.</p> <p>This bill would include State Highway Route 43 as an eligible interregional and intercounty route. Last Amended on 3/19/2013</p> | |
| <p>AB 690 Campos D</p> <p>Jobs and infrastructure financing districts: voter approval.</p> | <p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/10/2013)</p> | <p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon 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 nontaxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified. This bill contains other existing laws. Last Amended on 4/9/2013</p> | |

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| <p>AB 730 Alejo D</p> <p>Monterey-Salinas Transit District.</p> | <p>SENATE RLS. 5/16/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p> | <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. This bill would revise these provisions.</p> <p>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. The bill would make other related changes. Last Amended on 4/1/2013</p> | |
| <p>AB 738 Harkey R</p> <p>Public entity liability: bicycles.</p> | <p>ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/7/2013)</p> | <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> | |

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

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| <p>AB 792 Mullin D</p> <p>Local government: open meetings.</p> | <p>SENATE G. & F. 5/23/2013 - Referred to Com. on GOV. & F.</p> | <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 specify that the local agency may conduct the meeting as long as the legislative body meets specified requirements, including, among other things, posting the agenda or notice immediately upon resolution of the technological problems, as specified. 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. This bill contains other related provisions and other existing laws. Last Amended on 5/6/2013</p> | |
| <p>AB 797 Gordon D</p> <p>Transit districts: contracts.</p> | <p>SENATE T. & H. 5/23/2013 - Referred to Com. on T. & H.</p> | <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> | <p>Support</p> |

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| <p>AB 822 Hall D</p> <p>Local government retirement plans.</p> | <p>SENATE RLS. 5/23/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p> | <p>Existing law requires local legislative bodies, before authorizing changes in public retirement plan benefits or other postemployment benefits, to secure the services of an actuary to provide a statement of the actuarial impact of the changes.</p> <p>This bill would require, whenever a local measure qualifies for the ballot that proposes to alter, replace, or eliminate the retirement benefit plan of employees of a local government entity, whether by initiative or legislative action, the governing body of the local government entity to secure the services of an independent actuary to provide a statement, not to exceed 500 words in length, of the actuarial impact of the proposed measure upon future annual costs of the retirement benefit plan, and to have this statement printed in the voter information portion of the sample ballot. The bill would require, under certain circumstances that the proponents of an initiative measure pay an additional filing fee to pay for the costs of the actuarial impact statement, which would be refunded if the measure is approved by the voters. The bill would require the governing body to make public at least 2 weeks prior to the election the future annual costs that will result from the changes to the retirement plan proposed by the measure. The bill would require a specified notice regarding obtaining a copy of the measure to be printed in the voter information portion of the sample ballot, if the text of the measure is not printed on the ballot, nor in the voter information portion of the sample ballot. The bill would require the measure to be submitted to the voters only at a statewide general election. The requirements of the bill would apply to a charter city, charter city and county, or charter county. This bill contains other related provisions and other existing laws. Last Amended on 4/30/2013</p> | |
| <p>AB 842 Donnelly R</p> <p>High-speed rail.</p> | <p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/8/2013)</p> | <p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. Existing law appropriates certain amounts of federal funds and state bond funds to the authority for purposes of funding the construction of the initial segment of the high-speed rail project.</p> <p>This bill, notwithstanding any other law, would prohibit federal or state funds, including state bond funds, from being expended by the authority or any other state agency on the construction of the high-speed rail project, except as necessary to meet contractual commitments entered into before January 1, 2014. The bill would also make a statement of legislative intent.</p> | |

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| <p>AB 863 Torres D</p> <p>Transit projects: environmental review process.</p> | <p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/4/2013)</p> | <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> | |
| <p>AB 898 Ting D</p> <p>Zero-emission vehicles: infrastructure.</p> | <p>ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2013)</p> | <p>Existing law requires the State Air Resources Board to select projects for zero-emission vehicle leases or purchases and zero-emission vehicle infrastructure for the purpose of implementing any program to encourage the use of zero-emission vehicles through a competitive grant process that includes a public bidding process.</p> <p>This bill would state the intent of the Legislature to enact subsequent legislation that would reduce motor vehicle emissions through the construction of infrastructure to charge zero-emission electric vehicles, with the goal of expanding the travel range of zero-emission electric vehicles by January 2015 pursuant to a specified executive order.</p> | |

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| <p>AB 909 Gray D</p> <p>Metal theft and related recycling crimes.</p> | <p>ASSEMBLY SECOND READING 5/24/2013 - From committee: Do pass as amended. (Ayes 17. Noes 0.) (May 24). Read second time and amended. Ordered to second reading.</p> | <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 the purposes of the program. This bill contains other related provisions. Last Amended on 5/24/2013</p> | |
| <p>AB 935 Frazier D</p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p> | <p>SENATE T. & H. 5/23/2013 - Referred to Com. on T. & H.</p> | <p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.</p> <p>This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority. This bill contains other related provisions and other existing laws. Last Amended on 4/25/2013</p> | |

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| <p>AB 953 Ammiano D</p> <p>California Environmental Quality Act.</p> | <p>ASSEMBLY THIRD READING 5/13/2013 - Read second time. Ordered to third reading.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines "environment" and "significant effect on the environment" for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts. This bill would revise those definitions, as specified.</p> <p>This bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake this additional consideration, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 971 Garcia D</p> <p>Public agency employers: paratransit providers: criminal history information.</p> | <p>SENATE RLS. 5/23/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p> | <p>Existing law requires the Attorney General to furnish state summary criminal history information to a city, county, city and county, or district, or an officer or official thereof, when that information is needed in fulfilling employment, certification, or licensing duties, as specified, subject to specified restrictions as to arrests or detentions that did not result in a conviction. Other provisions of existing law authorize the Attorney General to provide summary criminal history information to specified persons or entities for specified purposes. Existing law provides a similar provision with respect to authorizing a local public entity to receive local criminal history information.</p> <p>This bill additionally would 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, nonsubstantive, and conforming changes. This bill contains other related provisions and other existing laws. Last Amended on 4/18/2013</p> | |

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| <p>AB 1002 Bloom D</p> <p>Vehicles: registration fee: sustainable communities strategies.</p> | <p>ASSEMBLY L. GOV. 4/30/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.</p> | <p>Existing law imposes a registration fee to be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration, except those vehicles that are expressly exempted from the payment of registration fees. Existing law, until January 1, 2016, imposes a \$3 increase on that fee, \$2 of which is to be deposited into the Alternative and Renewable Fuel and Vehicle Technology Fund and \$1 of which is to be deposited into the Enhanced Fleet Modernization Subaccount.</p> <p>This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes. This bill contains other existing laws. Last Amended on 4/23/2013</p> | <p>Support</p> |
| <p>AB 1046 Gordon D</p> <p>Department of Transportation: Innovative Delivery Team Demonstration Program.</p> | <p>SENATE T. & H. 5/23/2013 - Referred to Com. on T. & H.</p> | <p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara.</p> <p>This bill would 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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| <p>AB 1047 Linder R</p> <p>Commercial driver's licenses.</p> | <p>SENATE RLS. 5/24/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p> | <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 4/22/2013</p> | |
| <p>AB 1051 Bocanegra D</p> <p>Housing.</p> | <p>ASSEMBLY APPR. SUSPENSE FILE 5/24/2013 - In committee: Set, second hearing. Held under submission.</p> | <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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| <p>AB 1070 Frazier D</p> <p>California Transportation Financing Authority.</p> | <p>SENATE T. & H. 5/23/2013 - Referred to Coms. on T. & H. and GOV. & F.</p> | <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> | |
| <p>AB 1077 Muratsuchi D</p> <p>Sales and use taxes: vehicle license fee: exclusion: alternative fuel motor vehicles.</p> | <p>ASSEMBLY REV. & TAX SUSPENSE FILE 5/13/2013 - In committee: Set, second hearing. Hearing canceled at the request of author.</p> | <p>Existing laws impose state sales and use taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by the sales price. 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> | |
| <p>AB 1102 Grove R</p> <p>Air resources: greenhouse gas emissions.</p> | <p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 4/1/2013)</p> | <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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| <p>AB 1181 Gray D</p> <p>Public employee organizations: members: paid leaves of absence.</p> | <p>SENATE RLS. 5/23/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</p> | <p>The Meyers-Milias-Brown Act requires that local public agencies allow a reasonable number of local public agency employee representatives of recognized employee organizations reasonable time off without loss of compensation or other benefits when formally meeting and conferring with representatives of the public agency.</p> <p>This bill would additionally require the local public agency to give reasonable time off, without loss of compensation or other benefits, to public agency employee representatives when they are testifying or appearing as the designated representative, as defined, of the employee organization in proceedings before the Public Employment Relations Board in matters relating to a charge filed by the employee organization against the public agency or by the public agency against the employee organization, or when they are testifying or appearing as the designated representative, as defined, of the employee organization in matters before a personnel or merit commission. The bill would require the employee organization being represented to provide reasonable notification to the employer requesting a leave of absence without loss of compensation pursuant to these provisions. Last Amended on 5/16/2013</p> | |
| <p>AB 1193 Ting D</p> <p>Bikeways.</p> | <p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/29/2013)</p> | <p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to that law.</p> <p>This bill would prohibit the department from denying funding to a project because it is excepted pursuant to these procedures. This bill contains other existing laws. Last Amended on 4/25/2013</p> | |

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| <p>AB 1194 Ammiano D</p> <p>Safe Routes to School Program.</p> | <p>ASSEMBLY SECOND READING 5/24/2013 - From committee: Do pass as amended. (Ayes 13. Noes 0.) (May 24). Read second time and amended. Ordered to second reading.</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 20 percent 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. Last Amended on 5/24/2013</p> | |
| <p>AB 1290 John A. Pérez D</p> <p>Transportation planning.</p> | <p>ASSEMBLY THIRD READING 5/24/2013 - From committee: Do pass. (Ayes 12. Noes 5.) . Read second time. Ordered to third reading.</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. This bill contains other related provisions and other existing laws. Last Amended on 4/23/2013</p> | |

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| <p>AB 1314 Bloom D</p> <p>Vehicles: compressed natural gas vehicles: inspections.</p> | <p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/1/2013)</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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| <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 APPR. 5/15/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.</p> | <p>The California Global Warming Solutions Act of 2006, hereafter the Global Warming Solutions Act, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law permits moneys from the fund be allocated for the research, development, and deployment of innovative technologies, measures, and practices related to programs and projects funded under the Global Warming Solutions Act.</p> <p>This bill would create the Clean Technology Investment Account within the Greenhouse Gas Reduction Fund and would require the Legislature to annually appropriate moneys from the Greenhouse Gas Reduction Fund into the Clean Technology Investment Account. This bill would make those moneys available to the state board for the purposes of accelerating the development, demonstration, and deployment of clean technologies that will reduce greenhouse gas emissions and foster job creation in the state. The bill would require the implementation of these provisions be contingent on the appropriation of moneys by the Legislature for these purposes. Last Amended on 5/7/2013</p> | |
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| <p>AB 1380 Committee on PERS</p> <p>County employees' retirement.</p> | <p>SENATE RLS. 5/16/2013 - In Senate. Read first time. To Com. on RLS. for assignment.</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. PEPRA prohibits the purchase of nonqualified service credit, as defined, unless the application to purchase the credit is received by the retirement system prior to January 1, 2013, and subsequently approved.</p> <p>This bill would limit provisions relating to purchase of additional retirement credit, as described above, to applications received prior to January 1, 2013, and subsequently approved. The bill would also prohibit the application of the above-described authorizations regarding time of retirement 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 4/23/2013</p> | |
| <p>ACA 8 Blumenfield D</p> <p>Local government financing: voter approval.</p> | <p>ASSEMBLY L. GOV. 4/8/2013 - Re-referred to Com. on L. GOV.</p> | <p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1 percent of the full cash value of the property, subject to certain exceptions.</p> <p>This measure would create an additional exception to the 1 percent 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 percent of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws. Last Amended on 4/4/2013</p> | |

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| <p>SB 1 Steinberg D</p> <p>Sustainable Communities Investment Authority.</p> | <p>ASSEMBLY RLS. 5/28/2013 - Action From THIRD READING: Read third time. Passed Senate to ASSEMBLY.</p> | <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. This bill contains other related provisions and other existing laws. Last Amended on 5/2/2013</p> | <p>Support</p> |
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| <p>SB 11 Pavley D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p> | <p>SENATE APPR. SUSPENSE FILE 5/23/2013 - Do pass as amended.</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, referred to as the 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 5/15/2013</p> | <p>Support</p> |
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| <p>SB 13 Beall D</p> <p>Public employees' retirement benefits.</p> | <p>ASSEMBLY P.E.,R. & S.S. 5/16/2013 - Referred to Com. on P.E.,R. & S.S.</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 PEPR 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 PEPR. This bill contains other related provisions and other existing laws. Last Amended on 2/6/2013</p> | |
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| <p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p> | <p>ASSEMBLY L. GOV. 5/16/2013 - Referred to Com. on L. GOV.</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. This bill contains other related provisions. Last Amended on 2/13/2013</p> | |

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| <p>SB 56 Roth D</p> <p>Local government finance: vehicle license fee adjustments.</p> | <p>SENATE G. & F. 5/1/2013 - Set, second hearing. Hearing canceled at the request of author.</p> | <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. This bill contains other related provisions and other existing laws. Last Amended on 4/23/2013</p> | |
| <p>SB 110 Steinberg D</p> <p>California Transportation Commission: guidelines.</p> | <p>ASSEMBLY TRANS. 5/9/2013 - Referred to Coms. on TRANS. and A. & A.R.</p> | <p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p> | |
| <p>SB 142 DeSaulnier D</p> <p>Public transit.</p> | <p>ASSEMBLY RLS. 5/28/2013 - Action From THIRD READING: Read third time. Passed Senate to ASSEMBLY.</p> | <p>Existing law provides for creation of one or more special benefit districts within a transit district or rapid transit district relative to the issuance of bonds to be repaid through special assessments levied on property within the special benefit district, or certain zones within the special benefit district, with the proceeds of the bonds to be used for specified transit improvements. Existing law enacts similar provisions applicable to a municipal transit system owned by a city or city and county.</p> <p>This bill would repeal all of these provisions. This bill contains other related provisions and other existing laws. Last Amended on 5/7/2013</p> | <p>Support</p> |

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| <p>SB 230 Knight R</p> <p>Local transportation funds: performance audits.</p> | <p>SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/21/2013)</p> | <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. Last Amended on 3/18/2013</p> | |
| <p>SB 232 Monning D</p> <p>Private employment: public transit employees.</p> | <p>SENATE THIRD READING 5/24/2013 - Read second time. Ordered to third reading.</p> | <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> | |
| <p>SB 408 De León D</p> <p>Transportation funds.</p> | <p>SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/28/2013)</p> | <p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p> | |

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| <p>SB 436 Jackson D</p> <p>California Environmental Quality Act: notice.</p> | <p>SENATE THIRD READING 5/14/2013 - Read second time. Ordered to third reading.</p> | <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 areawide 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> | |
| <p>SB 469 Corbett D</p> <p>Public contracts: local agencies: public transit vehicles.</p> | <p>SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/11/2013)</p> | <p>Existing law establishes various bidding requirements for local agencies entering into construction contracts. 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.</p> <p>This bill would also state that this is an issue of statewide concern.</p> | |
| <p>SB 525 Galgiani D</p> <p>California Environmental Quality Act: exemptions.</p> | <p>SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/11/2013)</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would provide that a project by the San Joaquin Regional Rail Commission and the High-Speed Rail Authority to improve the existing tracks, structure, bridges, signaling systems, and associated appurtenances located on the existing railroad right-of-way used by the Altamont Commuter Express service qualifies for this exemption from CEQA.</p> | |

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| <p>SB 557 Hill D</p> <p>High-speed rail.</p> | <p>ASSEMBLY DESK 5/24/2013 - In Assembly. Read first time. Held at Desk.</p> | <p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. Existing law appropriates specified funds from the High-Speed Passenger Train Bond Fund and from federal funds for high-speed rail and connecting rail projects.</p> <p>This bill would add detail to provisions governing the expenditure of certain of those appropriated funds. The bill would specify that of the \$1,100,000,000 appropriated for early high-speed rail improvement projects in the Budget Act of 2012, \$600,000,000 and \$500,000,000 shall be allocated solely for purposes of specified memoranda of understanding approved by the High-Speed Rail Authority for the Metropolitan Transportation Commission region and the southern California region, respectively. The bill would limit fund transfer authority between certain appropriations to temporary transfers for account management purposes. The bill would restrict use of certain appropriated funds, to the extent they are allocated to the San Francisco-San Jose segment of the high-speed rail system, to implement a rail system in that segment that primarily consists of a 2-track blended system to be used jointly by high-speed trains and Caltrain commuter trains, with the system to be contained substantially within the existing Caltrain right-of-way. These provisions would be effective until a specified time, and would be inoperative thereafter. This bill contains other related provisions. Last Amended on 5/2/2013</p> | <p>Support</p> |
| <p>SB 613 DeSaulnier D</p> <p>Bay Area Toll Authority.</p> | <p>ASSEMBLY DESK 5/6/2013 - In Assembly. Read first time. Held at Desk.</p> | <p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to do all acts necessary or convenient for the exercise of its powers and the financing of projects, including the authorization to acquire, construct, manage, maintain, lease, or operate any public facility or improvements and to invest any money not required for immediate necessities as the authority deems advisable.</p> <p>This bill would prohibit the authority from purchasing or otherwise acquiring office space and office facilities in addition to the office space and office facilities located at 390 Main Street in San Francisco. This bill contains other related provisions and other existing laws. Last Amended on 4/23/2013</p> | |

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| <p><u>SB 617</u> <u>Evans D</u></p> <p>California Environmental Quality Act.</p> | <p>SENATE SECOND READING 5/24/2013 - From committee: Do pass as amended. (Ayes 5. Noes 2.) (May 23).</p> | <p>The California Environmental Quality Act, referred to as CEQA requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, referred to as an EIR on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally require the above mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by the county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, this bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation period specified by CEQA does not commence until the notice is actually posted for public review by the county clerk or is available in the online database, whichever is later. The bill would require the notice of determination to be filed solely by the lead agency. This bill contains other related provisions and other existing laws. Last Amended on 4/1/2013</p> | |
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| <p>SB 628 Beall D</p> <p>Infrastructure financing: transit priority projects.</p> | <p>ASSEMBLY DESK 5/20/2013 - In Assembly. Read first time. Held at Desk.</p> | <p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements.</p> <p>This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 25% of the associated property tax increment revenues for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing available in the district and occupied by persons and families of moderate-, low-, very low, and extremely low income. The bill would require the district to implement these affordable housing provisions in accordance with specified provisions of the Community Redevelopment Law, to the extent not inconsistent with the bill. This bill would require the adoption of an ordinance that would require the replacement of designated low-income dwelling units, upon their removal from the district, within 2 years of their displacement. The bill would require the metropolitan planning organization to certify that the project proposed by the district is consistent with the region's sustainable communities strategy, prior to the implementation of the project. 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 5/14/2013</p> | <p>Support</p> |
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| <p>SB 633 Pavley D</p> <p>CEQA.</p> | <p>SENATE THIRD READING 5/24/2013 - Read second time. Ordered to third reading.</p> | <p>The California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify 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 5/6/2013</p> | |
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| <p>SB 648 Corbett D</p> <p>Electronic cigarettes: restriction of use and advertising.</p> | <p>ASSEMBLY DESK 5/24/2013 - In Assembly. Read first time. Held at Desk.</p> | <p>Existing law defines an electronic cigarette as a device that can provide an inhalable dose of nicotine by delivering an inhalable solution. Existing law, to the extent not preempted by federal law, makes it unlawful for a person to sell or otherwise furnish an electronic cigarette to a person under 18 years of age.</p> <p>This bill would extend the above-referenced restrictions and prohibitions against the smoking of tobacco products to include electronic cigarettes. By including electronic cigarettes within the restricted and prohibited activity, this bill would change the definition of a crime with respect to certain facilities, thereby creating a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/7/2013</p> | |
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| <p>SB 731 Steinberg D</p> <p>Environment: California Environmental Quality Act and sustainable communities strategy.</p> | <p>SENATE THIRD READING 5/24/2013 - Read second time and amended. Ordered to third reading.</p> | <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. CEQA requires the Office of Planning and Research to develop and prepare, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA by public agencies. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. CEQA establishes time periods within which a person is required to bring a judicial action or proceeding to challenge a public agency's action taken pursuant to CEQA.</p> <p>This bill would provide that aesthetic impacts of a residential, mixed-use residential, or employment center project, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the office to prepare and propose, and the Secretary of the Natural Resources Agency to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise, and for the transportation and parking impacts of residential, mixed-use residential, or employment center projects within transit priority areas. The bill would require the lead agency, in making specified findings, to make those findings available to the public at least 15 days prior to the approval of the proposed project and to provide specified notice of the availability of the findings for public review. Because the bill would require the lead agency to make the draft finding available for public review and to provide specified notices to the public, this bill would impose a state-mandated local program. The bill would require the lead agency, at the request of a project applicant for specified projects, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. The bill would authorize the tolling of the time period in which a person is required to bring a judicial action or proceeding challenging a public agency's action taken pursuant to CEQA through a tolling agreement that does not exceed 4 years. The bill would authorize the extension of the tolling agreement. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p> | |
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| <p>SB 751 Yee D</p> <p>Meetings: publication of action taken.</p> | <p>SENATE CONSENT CALENDAR 5/22/2013 - Ordered to special consent calendar.</p> | <p>The Ralph M. Brown Act requires all meetings of the legislative body of a local agency, as defined, to be open and public and prohibits the legislative body from taking action by secret ballot, whether preliminary or final.</p> <p>This bill would additionally require the legislative body of a local agency to publicly report any action taken and the vote or abstention on that action of every member present. This bill contains other related provisions and other existing laws. Last Amended on 5/2/2013</p> | |
| <p>SB 787 Berryhill R</p> <p>Environmental quality: the Sustainable Environmental Protection Act.</p> | <p>SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 5/1/2013)</p> | <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> | |

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| <p>SB 788 Committee on Transportation and Housing</p> <p>Transportation.</p> | <p>ASSEMBLY DESK 5/16/2013 - In Assembly. Read first time. Held at Desk.</p> | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would define the term "highway" for these purposes. This bill contains other related provisions and other existing laws. Last Amended on 4/18/2013</p> | |
| <p>SB 791 Wyland R</p> <p>Motor vehicle fuel tax: rate adjustment.</p> | <p>SENATE T. & H. 4/29/2013 - Set, first hearing. Hearing canceled at the request of author.</p> | <p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. Existing law requires the State Board of Equalization to annually adjust the excise tax rate for the state's next fiscal year so that the revenues from the sales and use tax exemption and motor vehicle fuel excise tax increase are revenue neutral.</p> <p>This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature. This bill contains other related provisions. Last Amended on 4/4/2013</p> | <p>Oppose</p> |

San Mateo County Transit District State Legislative Matrix 5/28/2013

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| <p>SB 792 DeSaulnier D</p> <p>Regional entities: Bay Area.</p> | <p>SENATE APPR. SUSPENSE FILE 5/23/2013 - Held in committee and under submission.</p> | <p>Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created as a joint powers agency comprised of cities and counties under existing law with regional planning responsibilities. Existing law provides for a joint policy committee of certain member agencies in this 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy pursuant to Senate Bill 375 of the 2007-08 Regular Session coordinating transportation, land use, and air quality planning, with specified objectives.</p> <p>This bill would require the Metropolitan Transportation Commission to report biannually to the Legislature and the public at large on the progress in implementing the policies and programs of the sustainable communities strategy. The bill would also require the joint policy committee to prepare a regional organization plan for the affected member agencies. The regional organization plan would include a plan for consolidating certain functions that are common to the member agencies. The regional organization plan would also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would require a member agency affected by the plan to submit a copy of the plan to its board on or before December 31, 2014, and would require the member agencies to report to the Senate Transportation and Housing Committee on the adoption and implementation of the plan on or before December 31, 2015. The bill would also require the joint policy committee to develop and adopt public and community outreach and inclusive public participation programs and to maintain an Internet Web site. The bill would also require the joint policy committee to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to the inclusion of economic development opportunities in the plans of the member agencies. By imposing new duties on the joint policy committee, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/14/2013</p> | |
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San Mateo County Transit District State Legislative Matrix 5/28/2013

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| <p>SB 798 De León D</p> <p>California Green Infrastructure Bank Act.</p> | <p>SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was G. & F. on 3/11/2013)</p> | <p>The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans and provide other assistance to public and private entities for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes.</p> <p>This bill would enact the California Green Infrastructure Bank Act (act). The bill would establish the California Green Infrastructure Bank (bank) as a public corporation and would make it responsible for administering the act. The bill would make the bank under the direction of an executive director to be appointed by the Governor subject to Senate confirmation. Under the bill, the bank would be governed and its corporate power exercised by a board of directors consisting of 5 members, including 3 members appointed by the Governor subject to Senate confirmation and the Senate Committee on Rules and the Speaker of the Assembly would each appoint one member. This bill contains other related provisions and other existing laws.</p> | |
| <p>SCA 4 Liu D</p> <p>Local government transportation projects: special taxes: voter approval.</p> | <p>SENATE RLS. 5/21/2013 - Read second time and amended. Re-referred to Com. on RLS.</p> | <p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 5/21/2013</p> | <p>Support</p> |

San Mateo County Transit District State Legislative Matrix 5/28/2013

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| <p>SCA 6 DeSaulnier D</p> <p>Initiative measures: funding source.</p> | <p>SENATE THIRD READING 5/24/2013 - Read second time. Ordered to third reading.</p> <p>5/28/2013 #196 SENATE SENATE BILLS- THIRD READING FILE</p> | <p>The California Constitution provides that the electors may propose statutes or amendments to the state Constitution through the initiative process by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution and is certified to have been signed by a certain number of electors.</p> <p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale, or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.</p> | |
| <p>SCA 8 Corbett D</p> <p>Transportation projects: special taxes: voter approval.</p> | <p>SENATE RLS. 5/21/2013 - Read second time and amended. Re- referred to Com. on RLS.</p> | <p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 5/21/2013</p> | Support |
| <p>SCA 9 Corbett D</p> <p>Local government: economic development: special taxes: voter approval.</p> | <p>SENATE E. & C.A. 5/21/2013 - Read second time and amended. Re- referred to Com. on E. & C.A.</p> | <p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 5/21/2013</p> | |

San Mateo County Transit District State Legislative Matrix 5/28/2013

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| <p>SCA 11 Hancock D</p> <p>Local government: special taxes: voter approval.</p> | <p>SENATE E. & C.A. 5/21/2013 - Read second time and amended. Re- referred to Com. on E. & C.A.</p> | <p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property.</p> <p>This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 5/21/2013</p> | <p>Support</p> |
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BOARD OF DIRECTORS 2013

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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

AGENDA

PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, JUNE 5, 2013– 3:00 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of May 1, 2013
2. Authorize Second Amendment to the Use, Operating and Maintenance Agreement for the Millbrae Intermodal Station
3. Proclamation Designating June 20, 2013 as "Dump the Pump Day"

INFORMATIONAL

4. Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2013

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
MAY 1, 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, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 3:26 p.m.

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

The Committee approved the minutes (Lloyd/Gee).

Adoption of SamTrans Service Plan (SSP), Adoption of the Negative Declaration and Approval of the Title VI Equity Analysis

April Chan, Executive Officer, Planning and Development, reported:

- The final recommendations are the culmination of a two-year planning process.
- The SSP redefines how SamTrans delivers service and addresses 35 routes and pilot service programs.
- The changes were made based on extensive public outreach, which included 1,750 comments from the public.
- Plan adoption will kick off a robust implementation process, which includes scheduling, marketing, monitoring, and reporting.
- The draft SSP was released in August 2012 and more than 1,000 comments were received and changes were made accordingly, including the restoration of Route 292.
- The draft final SSP was released in March 2013 and more than 500 comments were received from five public meetings, a public hearing, two presentations to the Citizens Advisory Committee (CAC) and presentations to District bus operators, customers and other stakeholders.
- Staff is recommending eight additional changes from what was presented at the April Board meeting:
 - Route 17: Service changes to be coordinated with Route 294 to address connections.
 - Route 251: Off-peak service will alternate routing direction to improve access.
 - Route 85: To address service on Route 295 being discontinued south of San Carlos, four weekday trips are being added.
 - Route 140: Extend route to San Francisco International Airport (SFO) AirTrain.

- Route 260: Retain Saturday service and shorten route from Belmont to San Carlos Caltrain Station on Saturday. This is subject to coordination with the City of Belmont.
- Route 275: Extend Route to Cañada College via Alameda de las Pulgas and Farm Hill Boulevard on Saturdays.
- Route 296: Realign route and increase frequency on Sundays to 30 minutes.
- Route KX: Extend non-San Francisco trips to San Bruno BART.
- It is estimated the changes may increase ridership by almost 400,000.
- The SSP was evaluated under the California Environmental Quality Act and no significant impacts were found or comments received. Staff is recommending the Board adopt a negative declaration.
- Title VI analysis was performed and staff found no disparate impact on minority communities or disproportionate burden on low-income communities. Staff is recommending the Board approve the Title VI equity analysis for this service change.
- Next steps
 - Implement proposed changes between fall 2013 and spring 2014.
 - Develop and implement a marketing and informational campaign.
 - Establish metrics that define success.
 - Develop a robust monitoring system to track results, solicit feedback from customers, and refine service, as needed.
 - Staff will provide regular reports to the Board on the changes.

Director Matsumoto thanked staff for all their hard work and developing a great product. She also thanked the CAC for their valuable input.

Director Jeff Gee said this was a great team effort and process and he is very pleased where things are after going to the community for their input.

Chair Carole Groom thanked staff for listening and coming up with a great product. She hopes the public who attended the meetings understand how difficult some of these choices were to make. Chair Groom requested the SSP ad hoc subcommittee remain intact for another year.

Director Shirley Harris said it means a lot when the public takes their time and provides input.

Public Comment

William Farrell, Menlo Park, said this is very well done. He said he rides Route 295 and asked how long he will have to wait if he has to take Route 85. Mr. Farrell said he is terrified of change, but is up for the challenge. He asked if people are not happy will Route 295 be brought back.

Chuck Harvey, Deputy CEO, said he will have the Accessibility Services staff set up specific travel training for the house where Mr. Farrell lives so he is comfortable taking the bus.

Laura Loranger, Community Gatepath, said she is very happy the Board is keeping Route 260.

Rich Hedges, San Mateo, said the SSP is much improved since the first draft was released for Routes 250 and 251. He understands the economics of cutting Route 359, but staff needs to work with San Francisco to help reduce costs and eliminate deadheading.

Jerry Grace, San Pablo, asked if this information has been in the newspaper so people know there are going to be changes.

Adina Levin, Friends of Caltrain, thanked staff for the SSP process, looking at how to streamline SamTrans service, and listening to the public and where they travel. She said she is sad to see Route KX truncating at Redwood City. Ms. Levin said Friends of Caltrain did a survey of 160 people who travel to the airport and most drive because of the limited transit options.

Director Adrienne Tissier gave kudos to staff and the public for their input on the SSP.

Director Rose Guilbault said she was impressed with the process that was taken for the SSP. The input from the public is very important and encouraged those voices to be continued to be heard. She said the SSP is very clear and well written.

Committee Chair Kersteen-Tucker said she is eager to see the SSP in action.

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

Adjourned: 4:02 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development & Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **AUTHORIZE THE SECOND AMENDMENT OF THE USE, OPERATING, AND
MAINTENANCE AGREEMENT FOR THE MILLBRAE INTERMODAL STATION**

ACTION

Staff proposes the Committee recommend the Board authorize the General Manager/CEO to amend the Use, Operating, and Maintenance (UOM) Agreement for the Millbrae Intermodal Station to extend the term through Fiscal Year (FY) 2018.

SIGNIFICANCE

The UOM Agreement governs the day-to-day management of the Millbrae Intermodal Station and the adjacent 3.4 miles of rail corridor shared by the Bay Area Rapid Transit District (BART) and the Peninsula Corridor Joint Powers Board (JPB). Due to the fact that SamTrans owns an undivided one-half interest in the rail corridor, it is a party to this agreement. SamTrans has access to and the use of Joint Use Area and restrooms located on the second floor of the parking garage, but is not responsible for paying any operational costs.

The JPB, at its April 4, 2013 meeting, approved the amendment to the UOM agreement extending the term through FY2018 with a revised cost sharing schedule between the JPB and BART (Resolution No. 2013-20).

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

In June 1999, BART, SamTrans and the JPB entered into a Railroad Construction and Maintenance Agreement regarding the construction of the BART/SFO Extension Project on JPB property. That agreement contemplated that the parties would negotiate a future agreement that would govern the joint operation of the Millbrae Station and the management of the adjacent rail alignments.

A working group, which included legal counsel, developed the present agreement, which is entitled the "Use Operating and Maintenance Agreement for the Millbrae Station and BART/JPB/SamTrans Facilities Related to the BART SFO Extension Project" or simply the UOM Agreement.

The SamTrans Board authorized the First Amendment (Resolution No. 2008-40) to the UOM Agreement on August 12, 2008 extending the term through FY2013.

Prepared by: Lynn Lockwood, Rail Contract Cost Administrator

650-508-6328

RESOLUTION NO. 2013-

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

* * *

**AUTHORIZING THE GENERAL MANAGER/CEO TO EXECUTE THE
SECOND AMENDMENT OF THE USE, OPERATING AND MAINTENANCE
AGREEMENT FOR THE MILLBRAE INTERMODAL STATION**

WHEREAS, in June of 1999, the San Francisco Bay Area Rapid Transit District (BART), the San Mateo County Transit District (SamTrans) and the Peninsula Corridor Joint Powers Board (JPB) entered into a "Railroad Construction and Maintenance Agreement" regarding the construction of the BART/SFO Extension Project on the Caltrain rail corridor; and

WHEREAS, that agreement contemplated the parties would negotiate an agreement that would govern the joint operation of the Millbrae Station, including the management of the adjacent rail alignments; and

WHEREAS, on February 18, 2005 the parties entered into the "Use, Operating and Maintenance Agreement for the Millbrae Station and BART/JPB/SamTrans facilities related to the BART/SFO Extension Project" (UOM Agreement) for the joint operation of the Millbrae Intermodal Station and the 3.4 miles of adjacent rail corridor shared by BART and Caltrain; and

WHEREAS, SamTrans is owner of an undivided one-half interest in the Caltrain rail corridor and uses certain facilities at the Millbrae Intermodal Station; and

WHEREAS, the proposed amendment to the UOM for the Millbrae Intermodal Station will not affect the SamTrans operating or capital budget; and

WHEREAS, pursuant to Resolution No. 2008-40, adopted on August 12, 2008, the Board authorized a First Amendment of the UOM Agreement extending the term through Fiscal Year 2013;

WHEREAS, both BART and the JPB desire to extend the UOM Agreement through Fiscal Year 2018, and have developed an amendment which includes an updated operational cost sharing schedule involving those two agencies; and

WHEREAS, SamTrans has no obligations to share operating costs under the UOM Agreement.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District hereby authorizes the Second Amendment of the UOM Agreement to extend the term through Fiscal Year 2018.

Regularly passed and adopted this 5th day of June, 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: Planning, Development & Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **PROCLAMATION DECLARING JUNE 20, 2013 AS "NATIONAL DUMP THE PUMP DAY"**

ACTION

Staff proposes the Committee recommend the Board adopt the proclamation designating June 20, 2013 as "National Dump the Pump Day."

SIGNIFICANCE

The proclamation for "National Dump the Pump Day" is a reaffirmation of SamTrans' commitment to join transit systems across the country in participating in the 8th annual American Public Transportation Association's (APTA) "National Dump the Pump Day." SamTrans is in the midst of reinventing its service through the SamTrans Service Plan to improve service and increase ridership. The approval of the proclamation is in association with a campaign undertaken by transit agencies throughout the country, in partnership with APTA, to educate the public on the value and the importance of getting out of their cars and away from high gas prices and encourages people to give up driving and use public transportation, steps that would reduce each individual's carbon footprint, ease congestion and pollution and save money.

"National Dump the Pump Day" began in June 2006 when gas prices were \$3 per gallon. With gas prices at more than \$4 per gallon, using transit options such as SamTrans is one of the most effective ways to beat high gas prices. Bus riders can use the Commute Calculator on the SamTrans website to compare the cost of taking the bus instead of driving a car.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

SamTrans will celebrate "National Dump the Pump Day" this year by encouraging the public to "break up with the pump." In that spirit, SamTrans will be hosting a social media campaign in early June encouraging followers to submit their best "break up lines" or photos of the car they are leaving behind.

The campaign will culminate with an event to highlight the environmental and personal savings public transportation can provide.

In the last year, SamTrans has taken a number of steps to make taking transit easier:

- Launched the streamlined ECR weekend service, which has led to consistent ridership growth since its inception.
- Adopted the SamTrans Service Plan, which is intended to increase service efficiency and ridership.
- Purchased the District's first hybrid buses, which will be placed in to regular service later this year.

Prepared by: Jayme Ackemann, Communications Manager

650-508-7934

Proclamation

IN HONOR OF NATIONAL DUMP THE PUMP DAY

WHEREAS, June 20, 2013, marks the American Public Transportation Association's 8th Annual National Dump the Pump Day; and

WHEREAS, SamTrans operates 49 bus routes throughout San Mateo County and into parts of San Francisco and Palo Alto, serving more than 42,000 riders on an average weekday.

WHEREAS, public transportation use reduces the country's carbon footprint by 37 million metric tons -- the equivalent of the combined use of electricity of Washington, D.C., New York City, Atlanta, Denver and Los Angeles; and

WHEREAS, public transportation use in 498 urban areas in the United States saved 865 million hours annually in travel time and 450 million gallons of fuel and without public transportation, annual congestion costs would have risen by nearly \$21 billion to \$142 billion; and

WHEREAS, every \$1 billion invested in public transportation creates and supports 36,000 jobs; and

WHEREAS, according to APTA's Transit Savings Report, a two-person household can save an average of \$9,700 a year by downsizing to one car; and

WHEREAS, the average SamTrans rider saves \$35 a month or \$420 a year by taking SamTrans instead of driving.

NOW, THEREFORE BE IT RESOLVED on the 5th day of June 2013, the Board of Directors and staff of the San Mateo County Transit District encourage citizens to get out of their vehicles and onto public transportation, and do hereby proclaim Thursday, June 20, 2013 as *NATIONAL DUMP THE PUMP DAY*.



Chair, San Mateo County Transit District

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development & Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –
3rd QUARTER FISCAL YEAR 2013**

ACTION

No action required. The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

SIGNIFICANCE

The attached report will be submitted quarterly to keep the Committee advised as to the status of active capital projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Kelvin Yu, Manager, Project Controls

650-622-7853



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

AGENDA

BOARD OF DIRECTORS

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

WEDNESDAY, JUNE 5, 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 May 1, 2013
 - b. Acceptance of Statement of Revenues and Expenses for April 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**
 - a. 30-Year Safe Driver Award for Lonnie Pino
 - b. 35-Year Safe Worker Award for Chuck Petrocchi
 - c. 25-Year Safe Worker Award for George Cabanas
 - d. 20-Year Safe Worker Award for Kirpal Bath
6. **CALL FOR A PUBLIC HEARING ON SEPTEMBER 4, 2013 TO CONSIDER CODIFIED TARIFF CHANGES**
7. **COMMUNITY RELATIONS COMMITTEE**
(*Accessibility, Senior Services, and Community Issues*)
SUBJECTS DISCUSSED
 - a. Accessibility Update
 - b. PCC Update
 - c. Citizens Advisory Committee Liaison Report
 - d. Mobility Management Report - Caltrain
 - e. Multimodal Ridership Report – April 2013

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

8. FINANCE COMMITTEE

RESOLUTION

- a. Authorize Adoption of Fiscal Year 2014 Operating Budget in the Amount of \$124,269,902
- b. Authorize Adoption of Fiscal Year 2014 Capital Budget in the Amount of \$11,515,276
- c. Approval of Salary Ordinance No. 95
- d. Authorize Reduction of Employer Paid Member Contributions to the California Public Employees' Retirement System From 3 Percent to 2 Percent
- e. Authorize Filing Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds
- f. Authorize Entering into a Funding Agreement with City/County Association of Governments of San Mateo County to Receive Measure M Funds
- g. Authorize Clipper Memorandum of Understanding Amendment No. 2 with the Metropolitan Transportation Commission
- h. Authorize Exercising the Option for Hosting and Application Support to the Agreement with Wipro, Inc. for PeopleSoft System Integration in the Amount of \$7,275,099
- i. Authorize Award of Contract to Serramonte Ford of Colma, California to Provide Ford, Factory-remanufactured Diesel Engines at a Total Estimated Cost of up to \$333,224 for a Five-year Term
- j. Authorize Award of Contract to ACS Transport Solutions, Inc. to Provide Bus Radio System and Equipment Refresh for a Total Cost of \$7,429,458
- k. Authorize Award of Contract to Dunbar Armored, Inc. to Provider Armored Car Pick-up and Deposit of Daily Transit Revenue for a Total Estimated Cost of \$107,957 for a Three-year Base Term

9. LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

10. PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE

RESOLUTION

- a. Authorize Second Amendment to the Use, Operating and Maintenance Agreement for the Millbrae Intermodal Station

MOTION

- b. Proclamation Proclaiming June 20, 2013 as "Dump the Pump Day"

SUBJECTS DISCUSSED

- c. Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2013

11. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

12. BOARD MEMBER REQUESTS/COMMENTS

13. DATE, TIME AND PLACE OF NEXT MEETING – August 7, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

14. GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Teamsters Union, Local 856 (Bus Instructors unit and Bus Transportation Supervisors, Dispatchers and Radio Controllers unit)

ADJOURNMENT

INFORMATION FOR THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

Draft

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

**MINUTES OF BOARD OF DIRECTORS MEETING
MAY 1, 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 4:03 p.m.

CONSENT CALENDAR

- 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

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

PUBLIC COMMENT

Adina Levin, Menlo Park, thanked staff for putting bus schedules on Google Transit. She said it would be helpful to get shuttle information online, too.

Jerry Grace, San Pablo, said he forgot the Board meeting had changed dates and that is why he missed the April meeting.

REPORT OF CHAIR

No report.

REPORT OF THE GENERAL MANAGER/CEO

General Manager/CEO Michael Scanlon reported:

- Thanked the Board, the SamTrans Service Plan (SSP) ad hoc subcommittee, the public, and staff for all the hard work on the SSP.
- Weekend Route ECR continues to be a success. Ridership for March was up 12.2 percent on Saturdays and up 6 percent on Sundays.
- Staff participated in an American Association of Retired Persons Driver Safety Program and California Highway Patrol Older Driver Safety Program.
- Accessibility Coordinator Tina Dubost will be presenting at the American Public Transportation Association's Bus and Paratransit Conference, on how SamTrans implements its in-person eligibility program.

- SamTrans, the Peninsula Corridor Joint Powers Board (JPB) and the Peninsula Traffic Congestion Relief Alliance will be issuing a Request for Proposals for shuttle services.
- For the month of February fixed-route bus service went more than 23,000 miles between road calls and Redi-Wheels went more than 50,000 miles between road calls. Year-to-date fixed-route service is averaging 27,000 miles between road calls and Redi-Wheels is averaging 31,000 between road calls, both well above the 20,000 miles standard.
- Deputy CEO Chuck Harvey just completed his semi-annual base inspections.
- Earth Day was April 22 and a group of employees went out and cleaned bus shelters.
- Bike to Work Day is on May 9 and staff will be at energizer stations.
- The "Connecting with Customers" Campaign concludes May 9 with a team of staff members at the Colma Bay Area Rapid Transit Station thanking customers and answering questions.
- The Reading File contains Take Ones for Streets Alive, Bike Access, Sunset Magazine Celebration, Message to Patrons for Bay to Breakers and a listing of bus side advertisements for the past three months.

COMMUNITY RELATIONS COMMITTEE – R. Guilbault

MOTION

- a. Designation of May as "Older Americans Month"

A motion (Tissier/Gee) to designate May as "Older Americans Month" was approved unanimously.

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 –March 2013

FINANCE COMMITTEE – S. Harris

RESOLUTIONS

- a. 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
- 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 Wohlborg/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 Information 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

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

SUBJECTS DISCUSSED

- f. Update on Business Optimization Program
- g. Preliminary Fiscal Year 2014 Operating Budget
- h. Preliminary Fiscal Year 20174 Capital Budget

LEGISLATIVE COMMITTEE – J. Deal

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE

RESOLUTIONS

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

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

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

None

GENERAL COUNSEL PROPOSAL

No report.

DATE AND TIME OF NEXT MEETING –June 5, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

Meeting adjourned at 4:16 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **CALL FOR A PUBLIC HEARING FOR CODIFIED TARIFF CHANGES**

ACTION

Staff recommends the Board schedule a public hearing at its September 4, 2013 Board meeting to consider possible changes to its codified tariff. Proposed changes to be considered include:

- Introduction of an annual pass for residential complexes and businesses
- Reduction in the Day Pass fare for up to 18 months
- Discount for groups

SIGNIFICANCE

The annual pass would be valid for unlimited travel on all SamTrans fixed-route buses. It would be available for residential complexes to purchase for all residents age five and older and for businesses to buy for all of their full-time employees.

Temporary reduction of the Day Pass fare would provide an incentive for customers to ride more often. It also would ease the financial burden for customers who will need to transfer buses due to route changes being implemented as part of the SamTrans Service Plan.

The inclusion of a discount for groups prepurchasing tickets would codify a program that is currently a pilot project. Details on the proposed changes will be provided in advance of four community meetings to be held in August.

BUDGET IMPACT

Holding a public hearing will not impact the budget.

BACKGROUND

SamTrans has conducted two pilot programs for an annual pass, known as the Residential Pass, over the past six years. The current pilot program concludes in

December 2013. Information learned from the pilot programs will be incorporated into the proposed new annual pass.
The Day Pass was introduced in January 2012 and is priced at three times the one-way fare.

Last September, SamTrans initiated a pilot discount program to encourage group sales and travel.

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