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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, AUGUST 7, 2013 – 2:00 p.m.

#### ACTION

1. Approval of Minutes of Community Relations Committee Meeting of June 5, 2013

#### INFORMATIONAL

2. Accessibility Update – Bill Welch
3. PCC Update - Mike Levinson
4. Citizens Advisory Committee Liaison Report - Peter Ratto
5. Mobility Management Report – Fixed-route Bus Service
6. Multimodal Ridership Report – May and June 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  
JUNE 5, 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, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Rose Guilbault called the meeting to order at 2:03 p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of May 1, 2013**

The Committee approved the minutes (Lloyd/Deal).

**Accessibility Update – Tina DuBost**

Tina Dubost, Accessibility Coordinator, said customers who qualify for Lifeline Assistance only pay half of the Redi-Wheels and RediCoast fare. She said these customers need to reapply yearly and staff will be sending the information to Lifeline customers.

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

PCC Chair Mike Levinson reported:

- Sandra Lang from the San Mateo County Commission on Aging has joined the PCC.
- The PCC recognized Paul Lee, Manager, Bus Contracts, who is retiring June 14.
- Bill Welch, Manager, Accessible Services, is retiring in August.

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

CAC Chair Peter Ratto said at the May 29 meeting Ladi Bhuller, Manager, Budgets, presented the proposed Fiscal Year 2014 Operating Budget. The CAC supports the budget approval.

**Mobility Management Report – Caltrain**

Chuck Harvey, Deputy CEO, reported:

- Total ridership for April was 1.3 million.
- Average weekday ridership in April was 50,678.
- Annual February passenger counts showed all counties had a significant increase in ridership.
- Average weekday bike ridership in 2013 increased 15.7 percent over 2012, an average of 5,000 bikes per day. The Bike Master Plan will look at bike share programs and more bike lockers.
- Fare revenue for April was \$5.4 million.

- On-time performance (OTP) has been a challenge. Trains arriving within 10 minutes of scheduled time are almost always over the 95 percent standard, whereas trains scheduled to arrive within five minutes are almost always below the standard. It is taking longer to go end-to-end with the number of passengers, bikes and people needing assistance.
- The new contractor, TransitAmerica Services, Inc., assumed revenue service on May 26, 2012. The transition continues, including improving OTP, improving service quality and maintaining safety.
- Service highlights include:
  - New Year's Eve
  - Freedom Train
  - Bay to Breakers
  - Baseball service
  - Future events include America's Cup and Super Bowl 50 in Santa Clara
- System safety highlights include:
  - Sixteen Operation Lifesaver presentations in 2013 to approximately 592 people.
  - Installation of 6,000 lineal feet of fencing since April and the remaining 10,000 feet by the end of summer.
  - Suicide Prevention/No Trespassing signs have been installed every 528 feet.
- Final acceptance testing of the Predictive Arrival and Departure System (PADS) began June 1. This information will be included into the Metropolitan Transportation Commission's (MTC) 511 system and Caltrain website.
- The San Bruno Grade Separation Project is scheduled for completion at the end of 2013. The goal of the project is to improve safety by eliminating conflicts between trains and vehicular/pedestrian traffic. The total estimated cost is \$147 million. Over the Memorial Day weekend trains started operating on the elevated tracks.
- The Peninsula Corridor Joint Powers Board and the California High-speed Rail Authority signed an updated agreement in March 2013. The Environmental Impact Report is currently being done.
- The Fiscal Year (FY) 2014 budget is balanced using one-time funds and includes no fare increase. There will be a daily park fare increase. The projected FY2015 budget shows a deficit of \$16 million.

Committee Chair Guilbault asked why Caltrain doesn't charge for bicycles. Mr. Harvey said it is not legal and also there is no guarantee the passengers will be able to get on with their bikes.

Director Zoe Kersteen-Tucker asked how aggressive staff is being with pushing bike sharing programs. Mr. Harvey said MTC is looking at a Last Mile pilot program. This program will have about 1,000 bikes throughout the Bay Area. Within San Mateo County there will be a bike pod at Sequoia Station in Redwood City.

Director Kersteen-Tucker asked if this pilot program is successful if there are more funds available to expand the program. Mr. Harvey said he doesn't know about long-term, but funds being used for the pilot program are from MTC.

Director Karyl Matsumoto asked when electrification comes to fruition if it will increase capacity. Mr. Harvey said the initial operating scenario shows an additional train operating per hour in the peak period. In addition, electric trains can stop and start more efficiently so more stops at more stations can happen.

Committee Chair Guilbault asked what percentage of fatalities are suicides. Mr. Harvey said on average 90 percent of fatalities are suicides. Michael Scanlon, General Manager/CEO, said in 2012 there were 12 fatalities and 10 were suicides; in 2011 16 fatalities and 15 were suicides; in 2010 there were 11 fatalities and all were suicides.

Director Matsumoto asked if there is an age or sex pattern with the fatalities. Mr. Scanlon said no.

### **Multimodal Ridership Report – April 2013**

Mr. Harvey reported:

- Bus average weekday ridership (AWR) was 41,460, up 0.9 percent.
- Caltrain AWR was 50,680, up 10.3 percent.
- Total ridership for all modes is 102,118, an increase of 4.2 percent.
- Year to date total bus ridership is 10,403,780, a decrease of 1.9 percent.
- Year to date total ridership on all modes is 25,616,653, an increase of 5.6 percent.

The Caltrain shuttle number shows a decrease of 15.8 percent, but this is an estimate because the Stanford Marguerite Shuttle, a major source of ridership, had a system shutdown of its automatic counting system.

Director Shirley Harris gave kudos to staff for the new trip planning on Google Maps.

Adjourned: 2:35 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 May 7 PCC meeting and June 11 PCC retreat are attached. The minutes from the most recent SAAC meeting are not yet available.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

No additional information.

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

650-508-6247  
650-508-6475

**SAN MATEO COUNTY  
PARATRANSIT COORDINATING COUNCIL**

**MEETING MINUTES MAY 14, 2013**

**ATTENDANCE:** Members Present: Mike Levinson, Chair; Stephanie Hill, Al-Com Chair; Aki Eejima, Consumer; Diane Griffith, Consumer; Dan Mensing, Consumer; Myria Barnes-Jackson, DOR; Bill Welch, SamTrans; Nancy Keegan, SC Adult Day Services; Dale Edwards, Consumer; Allan Newlands, COD; Maureen Dunn, Senior Focus; Judy Garcia, Consumer; Barbara Kalt, Rosener House; Sammi Riley, Consumer; Maxine Eastman, Consumer.

**ABSENTEES:** Dr. Michal Settles, Vice-Chair; Marie Violet, Sequoia Hospital; Marshall Loring, PAC; Shayla Walsh, CID.

**GUESTS:** Sandra Lang, COA; Talib Salamin, Serra Yellow Cab; Paul Lee, SamTrans; Ashish John, SamTrans; Tina Dubost, SamTrans; Jocelyn Feliciano, MV Transportation; Linda Rhine, Nelson/Nygaard; Erin Swartz, PCC Staff.

(Total Attendance: 23) Quorum--Yes.

**WELCOME/INTRODUCTION**

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

**APPROVAL OF MARCH PCC MINUTES**

Mike asked for a vote of approval for the April minutes. Allan moved to approve the minutes and Diane seconded the motion. The minutes were approved with Barbara abstaining.

**COMMITTEE REPORTS**

**A. ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)**

Stephanie reported that Al-Com last met in April. The next meeting is July 2<sup>nd</sup>, 1-3:00 p.m.

**B. GRANT/BUDGET REVIEW**

Barbara did not have any updates.

**C. EDUCATION COMMITTEE**

Maureen reported that the Education Committee met today, before the PCC meeting. Today's meeting was very productive. A new outreach effort is being developed for presentation to service providers and riders. Details were finalized for the PCC Fact Sheet, along with tentative dates and locations for the first round of presentations. Topics for the presentations were discussed and dress rehearsals will follow the next meeting. The focus will be on the role of PCC as advocates and advisors and to encourage participation in the PCC and committees. July 3<sup>rd</sup> is the first tentatively scheduled presentation.

## **D. EXECUTIVE COMMITTEE**

Mike reported that the Executive Committee held a meeting last Friday, May 10 via conference call. The PCC retreat was discussed at length. Mike announced the date, time, and location of the retreat. The guest speaker will be Drennen Shelton of MTC, who will present the new Coordinated Plan. The Executive Committee also discussed agency trips and passengers with "Do Not Leave Alone" alerts at length. Mike presented this issue to the SamTrans board in May. Nominations for officers for the position of Chair and Vice-Chair are also open—Barbara is the Chair and Dale is the Co-Chair of the Nominating Committee. Nominations will take place over the next month, up to the Friday prior to the PCC retreat. The nominations for new officers will be confirmed at the PCC meeting in July. The Executive Committee also reviewed Sandra Lang's application to the PCC and unanimously endorsed her application.

Today, Sandra discussed her interest in the PCC. She presently serves on the COA and views transportation as a key component of eliminating isolation of people with disabilities. The PCC formally voted to accept Sandra's application. Allan voted to approve and Barbara seconded. The PCC unanimously approved her application.

Mike said he met with Talib Salamin from Serra Yellow Cab, who was also present at today's PCC meeting. Actions to address the issue of taxi service for riders are in progress.

Mike noted that in some cases complete information from Redi-Wheels about customers is not being forwarded to taxi drivers. Allan mentioned an issue with a taxi ride and Mike encouraged Allan to send his specific experiences via comment cards, and Bill added that the Redi-Wheels customer service number 1-800-660-4287 is also another great way to provide feedback about a ride.

Mike presented Paul Lee with a warm thank you for his years of service. The PCC presented Paul with an engraved picture frame and the PCC will be taking a group picture today for him. June 14 will be Paul's last day at SamTrans.

## **SAM TRANS/REDI-WHELDS REPORT**

### **A. Operational Report**

Bill said that the updated Rider's Guide is being printed. At this time, no changes are going to be made to the will-call policy in the Rider's Guide. Dispatchers will not strand riders who have requested a will-call ride.

Bill also reported on the upcoming upgrade to Trapeze v.13. One of the reasons for the Trapeze upgrade is to generate better arrival estimates for ride pick-ups, so that the rest of the IVR system can be implemented (Imminent Arrival calls). Many efforts are being made to make this transition seamless and effective. Trapeze consultants and a certified project manager will be on-site to implement v.13. Bill estimated that v.13 would be implemented by fall 2013.

CalACT (small transit operator's industry lobby and activist group) will be meeting next week. Redi-Wheels has been nominated for an outstanding achievement award for

2013. The award will be presented at the Spring conference in Truckee, on Wednesday, May 15.

### **B. Performance Summary**

Tina presented the Performance Measures report, showing that total trip requests were slightly higher than March 2012. Same day cancels increased from 5.3% to 7.3%, while late cancels decreased from 1.7% to 1.3%. Operator no-shows increased from 3 to 4. Tina explained that operator no-shows include rides that are over an hour late. Diane had a similar experience for Operator No-Show—Tina categorized this as a Late Cancel, but would not count against Diane. Diane mentioned that having dispatcher provide an explanation for her very late ride was helpful.

Tina also reported that total trips served increased from 22,596 to 23,082 from March 2012 to March 2013, along with the number of average weekday riders, which grew from 899 to 950. Tina further explained the difference between "Time in Queue" and "Time on Hold."

### **C. Customer Comments**

Tina reported that the average response time to customers decreased from 6.4 days in February to 4.6 days in March. In comments by type, compliments increased from 29 in February to 32 in March. Service requests also fell during this time period, from 9 to 1.

### **D. Safety Report**

Jocelyn reported on the April statistics for the Safety Report. There was one non-preventable accident and three passenger falls with no major injuries. No information from the Coastside was available for today's safety report.

## **LIAISON REPORTS**

### **A. MTC REPORT**

Marshall absent, no report. Mike noted that the Systems Change Group's campaign will be meeting with MTC and sub-committee commissioners. Mike can report on this further at a later date.

### **B. AGENCY**

Barbara reported that the agencies met to discuss recent issues about communication for passengers attending adult day programs. Barbara noted that many of these riders have memory loss, with varying degrees of severity, with many who may appear to be lucid and able to speak clearly, however they are vulnerable riders. Barbara noted that extensive notes are made about each rider's condition, in preparation for their use of Redi-Wheels services. All riders should be categorized as "Do Not Leave Alone," because of their memory impairment. Acknowledgement by someone at the person's home is needed, to confirm that the hand-off took place. Any exceptions to this case would also be noted in the manifest. Some incidences took place at pick-ups and drop-offs recently where riders were left alone. Solutions for immediate implementation were developed: First, all information given to drivers would be reorganized so that "DO NOT LEAVE ALONE" is always the top line of the manifest text. Users of adult day programs are going to be in red colored text for dispatchers to easily identify.



Maureen reported that further investigation is needed to clarify what has happened in a couple of instances, as some people's stories have varied. Talib reported that Serra Yellow Cab has been working with Redi-Wheels for over 10 years. He noted that the current procedure is that MV contacts the drivers to make sure that each rider's needs are clearly communicated. Nancy reported that riders and agencies greatly appreciate the service provided by the taxis and the quick response, in order to maintain the safety of riders at all times. Mike and Stephanie noted that there is a need to determine the disconnect that is causing a particular type of issue with communicating rider needs. Barbara noted that there have been no problems since bringing this issue forward.

#### **C. COASTSIDE TRANSPORTATION COMMITTEE (CTC)**

Michal absent, Mike reported that the last meeting was April 17. Many of the PCC members were able to attend. Consumer Corps and Comment Cards were discussed. Comment Cards for Coastside riders are identical to the cards used by Redi-Wheels riders, although they are handled differently.

#### **D. EFFICIENCY REVIEW COMMITTEE (ERC)**

Aki reported that Eligibility Update, Late- Cancel Update, IVR, Will Call Trips, and Trip ETA were discussed at that meeting and most of the information was provided through the Liaison Reports that were given earlier in the meeting. Mike added that PCC members will be participating in the next IVR testing phase.

#### **E. COMMISSION ON AGING (COA) REPORT**

Sandra reported that a Legislative Advocacy Committee recently met and recommended that California develop a process to issue a Silver Alert, similar to an Amber Alert, for elderly individuals who go missing. Also, an Adult Abuse Collaborative is present to share similar issues that are covered by the PCC. The New Beginnings Coalition is focusing on transportation.

#### **F. COMMISSION ON DISABILITY (COD) REPORT**

Allan also reported on Silver Alerts. Many states except California already have this type of Alert in place. A Silver Alerts Bill has been passed by the Legislature and has been signed by the governor. A system is now in place for police to issue alerts for missing individuals. Alerts will not be displayed on highway signs, but SMC alerts are sent to the police. It is much easier to use this to pinpoint a person's location in their own neighborhood.

New operating rules for the COD include residency in San Mateo County. Any interested people can contact Craig McCullough at the COD.

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

Shayla absent, Mike reported that she will return to work later this month. A Day of Action will be on May 22 in Sacramento. Van rides leaving from Hayward are available.

## **H. DEPARTMENT OF REHABILITATION**

Myria reported that there are no new updates on services. May is Observing Health and Safety Month. More information can be found at: [www.dor.ca.gov](http://www.dor.ca.gov)

Myria and Diane have offered to provide meeting time for the Education Committee to begin outreach presentations.

## **OTHER BUSINESS**

Tina confirmed for Aki that there are some designated pick-up and drop-off locations for the more popular stops used by Redi-Wheels. Tina agreed to research the designated pick-up and drop-off location for: 1850 El Camino Real in Burlingame.

Diane reported that taxis have pick-up and drop-off locations that are different than the location Redi-Wheels drivers use. Diane noted that the Redi-Wheels drivers drop her off at her front door, but taxis drop her off at the Borders parking lot, which is about a ½ block from her apartment building. Talib will look into any accessibility and safety issues that are present at the front of her building that may be preventing taxi drivers from dropping her off at the front of the apartment building.

Aki noted that the foam grab bars on the bus were very clean! Paul thanked Aki for his positive feedback and will share the compliment with the maintenance staff.

Many thanks to Linda and Maxine for bringing treats to today's meeting!

The next PCC meeting is July 9, following the Education Committee meeting.

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, Second Floor, Conference Room A.

**MEETING ADJOURNED: 3:15 P.M.**

**SAN MATEO COUNTY  
PARATRANSIT COORDINATING COUNCIL  
June 11, 2013  
BI-ANNUAL RETREAT  
MEETING MINUTES**

**ATTENDANCE**

**Members Present:** Mike Levinson, Chair; Stephanie Hill, AI-Com Chair; Sandra Lang, COA; Maxine Eastman, Consumer; Barbara Kalt, Rosener House; Bill Welch, SamTrans; Nancy Keegan, San Carlos Adult Day Services; Sammi Riley, Consumer; Diane Griffith, Consumer; Dr. Michal Settles, Vice-Chair; Myria Barnes-Jackson, DOR; Marie Violet, Sequoia Hospital; Shayla Walsh, CiD; Allan Newlands, COD; Maureen Dunn, Senior Focus; Judy Garcia, Consumer.

**Absentees:** Dr. Aki Eejima, Consumer; Dan Mensing, Consumer.

**Guests:** Lynn Spicer, MV Transportation; Tina Dubost, SamTrans; Drennen Shelton, MTC; Erin Swartz, PCC Staff; Linda Rhine, Nelson/Nygaard.  
(Total Attendance: 22)

**WELCOME/INTRODUCTION**

Mike welcomed all to the June 2013 Bi-Annual PCC meeting.

**PRESENTATION OF THE GOLDEN APPLE AWARD**

Mike and Michal presented Bill Welch with the Marianne Mannia Golden Apple award. Bill was chosen to receive this award that was inspired by Marianne Mannia, a former PCC Chair for his many years of dedicated service to Redi-Wheels, RediCoast and the PCC. Bill accepted the award and was very touched by everyone's good wishes and contributions for the past several years.

**APPROVAL OF MAY PCC MINUTES**

Maureen motioned to move to approve the minutes and Dale 2<sup>nd</sup>. The minutes were approved by all with the exception of Marie Violet and Michal Settles who abstained from the vote.

**GUEST SPEAKER – DRENNEN SHELTON OF MTC**

The guest speaker was Drennen Shelton of MTC who presented information on the Bay Region's Coordinated Plan Update and the new Federal Transportation Bill known as MAP-21. She distributed a hand-out of her presentation and offered an electronic copy to anyone who requested one.

**PCC ACCOMPLISHMENTS FOR PREVIOUS TWO YEARS**

Linda and Erin took notes while PCC members identified the major accomplishments of the PCC for the last two years. Accomplishments that members suggested included:

- 1.) Add new PCC members and staff
- 2.) Transition of PCC contract
- 3.) New direction of Education Committee → Outreach presentations

- 4.) Coastside Transportation Committee → Rejuvenation & increased connection to PCC
- 5.) Uniformity between bayside and Coastside
- 6.) Appeal panels (No-Show, Late Cancel, and ADA) → Participation, Pre-Set Calendar, & Administrative Procedures
- 7.) IVR → Night before calls: PCC input, testing feedback, evaluation, & selecting vendor
- 8.) Comment Cards
- 9.) Update PCC website → Addition of electronic comment forms
- 10.) Update Consumer Corps Survey/Form/List
- 11.) Revised Paratransit Riders Guide
- 12.) Telling the story of individual riders
- 13.) Continued leadership
- 14.) Revived Coastside Transportation Committee
- 15.) SamTrans Board Meetings
- 16.) Ride cancellation time changed from 1 to 2 hours
- 17.) MV Transportation: Strong presence → Attending Coastside meetings
- 18.) Holiday caroling
- 19.) Seniors on the Move
- 20.) Consistent attendance and commitment
- 21.) Contributions from Nelson/Nygaard
- 22.) Presentations to SamTrans board on behalf of riders
- 23.) 5310 vehicle expansion x2 – Reviewed and supported
- 24.) Bus Review Committee
- 25.) Vehicle enhancement
- 26.) Submitted comments on Regional Coordinated Plan
- 27.) Taxi Service → Identified as an issue, increased accessibility on Serra Cab vehicles
- 28.) Statewide Campaign: Housing and Transportation → Community Living
- 29.) Outreach to regional centers
- 30.) Increased Consumer Corps participation & recruiting more PCC members
- 31.) Contacts and funding: OES, AAS, COA
- 32.) Improve inter-county travel

### **IIIMPORTANT ISSUES FOR NEXT TWO YEARS**

PCC members were asked to identify issues of importance to address in the next two years. After the major issues were listed, they were consolidated into four major topic areas. The topics were 1) mobility management, 2) taxi service, 3) partnerships with other agencies/organizations, and 4) full implementation of the Interactive Voice Response (IVR) system. PCC members were assigned to a group and they were asked to first identify the major objectives in each area and then discuss how the objectives should be met; i.e. what activities and tasks should be undertaken to meet the objectives.

### **BREAKOUT GROUPS & MEMBERS**

1. Assistance to SamTrans on Mobility Management / MAP 21 Funding a.k.a. "MMEG" Mobility Management Exploratory Group

*Participants: Sandra, Maxine, Barbara, and Bill*

Read Plan re: best practices in coordinated plan

- Understand what the new MAP 21 & CTSA will mean for the PCC & how we can advocate for San Mateo County consumers
- What SamTrans will be doing – I & R plus aspects.
- By October, work with Senior Mobility Program at SamTrans to define and conceptualize with Corinne G./Doug Kim, Chief Planner
- Exploratory group to look at best practices and brainstorm
- MTC convenes local group with other who have had success (early next year)

## 2. Taxi Service

*Participants: Lynn, Nancy, Sammi, Diane, and Stephanie*

- Goals and objectives for the next two years
  - Taxis need to know what devices fit on certain vehicles. Create a system of communication between Redi-Wheels and taxis
  - Taxi vehicles must be kept clean, free of driver's personal items = well-maintained vehicles
  - Sensitivity training for drivers
    - For example, make sure they are paying attention to Redi-Wheels comments
    - Have consistent procedures with comment cards
  - Consistency with Redi-Wheels policies and procedures
    - Pick-up and drop-off locations
    - Safety loading and unloading
  - Regular taxi performance report and statistics as part of PCC packet
  - Educate consumers to have comfort completing comment cards
  - Create a training plan for taxi drivers from Redi-Wheels/MV training program for drivers
  - Ideas/Suggestions
    - Talib attends 6 PCC meetings/year and 2 AI-Com meetings/year
    - Taxi has to follow cell phone policy or find out what the Redi-Wheels policy is
    - Clarify what can be asked of taxi—they are contractors of contractors
    - Have PCC member represent in development and/or provide input into driver trainings. Also, present at training—PCC member/consumer that is visually impaired or uses an assistive device
  - Comment Cards
    - Add to Education Committee—how to educate consumers to have higher comfort level completing comment cards or not if they didn't want to
    - Add to AI-Com—how to train drivers to be consistent with comment cards

## 3. Partnership with Golden Gate Regional Center (GGRC)

*Participants: Michal, Myria, Marie, and Shayla*

Goals: Educate, Utilization of Services, & Advocacy

- The How's (Ideals)
  - Listing of the "who"/agencies, services...Link with the PCC Education Committee
  - Develop strategy to contact these agencies
    - Expand membership to the PCC
    - Help and/or let others know we are here; explain our purpose(s)
    - Develop a network to address common issues/concerns (funding, etc...)
  - Script the contact information for consistency and accuracy
  - Create a welcoming "buddy system" once a new partner attends a PCC meeting
  - Ensure execution of orientation for all members
  - Potential agencies to contact: Golden Gate Regional Center, Peninsula Family Service, Jewish Community Center, etc...

4. Full implementation of IVR (Interactive Voice Response) calls and imminent arrival calls

*Participants: Mike, Tina, Allan, Maureen, Judy*

- Eligibility contractor –
  - Ongoing monitoring
  - Contract renewal
  - Appeals panel
  - Renew by mail
- MV appreciation / recognition party
- IVR implement imminent arrival calls –
  - Trapeze upgrade
  - Test imminent arrival calls
  - Consumer Corps participation –
    - Part of outreaches
    - PCC Fact Sheet
    - Other ways to promote the Consumer Corps
  - Same-day Service –
  - MTC funding source
  - Serra Cab offers discount
  - Alternative funding source
  - Inter-County Travel
    - Consider Redi-Wheels coordination with other transit
    - 1-page FAQ
    - Language Issues
      - Survey people at outreaches to determine need

#### **OTHER BUSINESS**

A reminder was given that the nomination/approval of PCC officers for the 2013-14 is in progress.

**MEETING ADJOURNED: 3:00 PM**

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **MOBILITY MANAGEMENT REPORT: FIXED-ROUTE BUS SERVICE**

**ACTION**

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

**SIGNIFICANCE**

This presentation is first of this fiscal year's series of detailed performance reports presented to the Board. Each of the District's four transportation modes – SamTrans motor bus, Americans with Disability Act Paratransit, Caltrain and Shuttles – are featured individually each month. This month features a report on the SamTrans fixed-route bus service.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff will report on ridership, on-time performance, token usage, and other developments.

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

Prepared by: Donald G. Esse, Senior Operations Financial Analyst

650-508-6329

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – MAY AND JUNE 2013**

**ACTION**

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

**SIGNIFICANCE**

Tables "A" and "C" summarize the average weekday ridership (AWR) statistics for all modes of transportation for which SamTrans is responsible for the months of May and June, respectively. Tables "B" and "D" summarize the total ridership figures for all SamTrans transportation modes for the months of May and June, respectively. Charts "A" and "C" features year-to-date comparisons of AWR for Fiscal Year (FY) 2011, FY2012, and FY2013 for May and June, respectively. Charts "B" and "D" have figures for total ridership year-to-date for FY2011, FY2012, and FY2013.

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

**Total District Modes** – 106,327, an increase of 2.6 percent.

**Bus** – 43,180, a decrease of 1.9 percent.

**Paratransit** – 1,109, an increase of 5.9 percent.

**Caltrain** – 52,980, an increase of 8.1 percent.

**Caltrain Shuttles** – 6,794, a decrease of 11.1 percent.

**BART Shuttles** – 2,264, an increase of 16.2 percent.

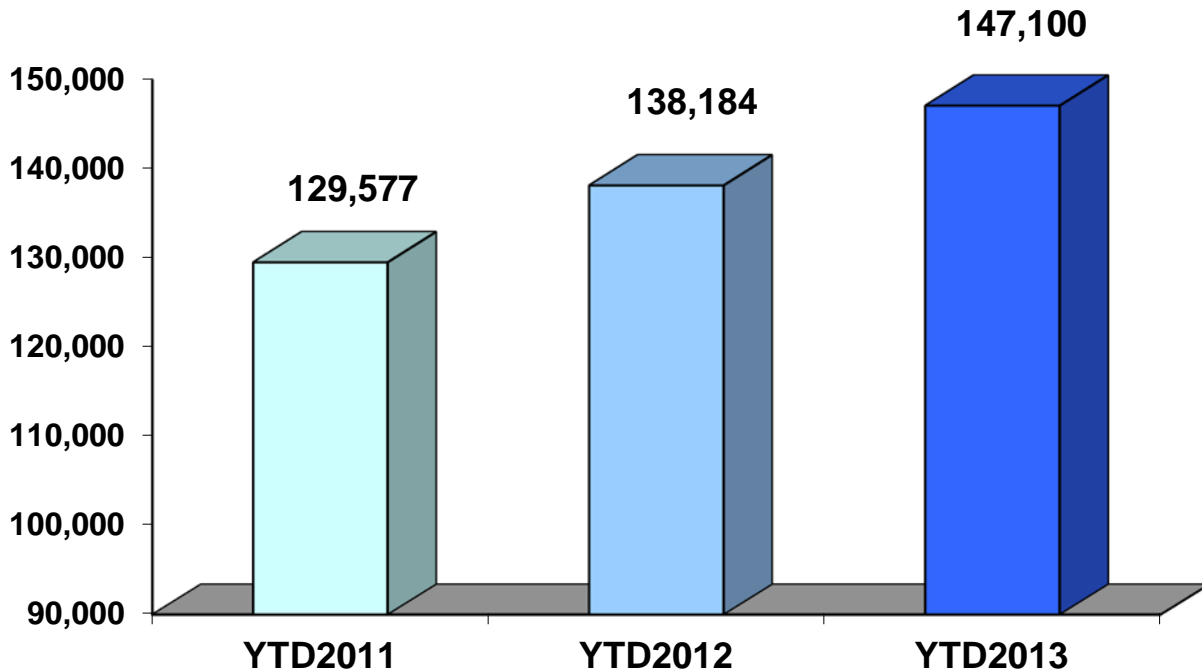


**Table A**  
**May Average Weekday Ridership**

May 2013				FY2012/FY2013
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	46,700	44,000	43,180	-1.9%
Paratransit	1,097	1,048	1,109	5.9%
Caltrain	42,510	49,020	52,980	8.1%
Caltrain Shuttle	6,929	7,643	6,794	-11.1%
BART Shuttle	1,904	1,948	2,264	16.2%
<b>Total</b>	<b>99,140</b>	<b>103,659</b>	<b>106,327</b>	<b>2.6%</b>
BART Extension (No Daly City)	39,786	43,794	47,102	7.6%
<b>Grand Total</b>	<b>138,926</b>	<b>147,453</b>	<b>153,429</b>	<b>4.1%</b>

Year to Date				FY2012/FY2013
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	43,200	42,300	41,280	-2.4%
Paratransit	1,079	1,050	1,058	0.7%
Caltrain	39,500	43,650	48,670	11.5%
Caltrain Shuttle	5,585	7,252	7,944	9.5%
BART Shuttle	2,028	1,840	2,183	18.6%
<b>Total</b>	<b>91,392</b>	<b>96,092</b>	<b>101,135</b>	<b>5.2%</b>
BART Extension (No Daly City)	38,185	42,092	45,965	9.2%
<b>Grand Total</b>	<b>129,577</b>	<b>138,184</b>	<b>147,100</b>	<b>6.5%</b>

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



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

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

**All District Modes** – 2,769,415, an increase of 2.5 percent.

**Bus** – 1,102,600, a decrease of 2.4 percent.

**Paratransit** – 27,464, an increase of 5.5 percent.

**Caltrain** – 1,439,280, an increase of 7.9 percent.

**Caltrain Shuttles** – 150,271, a decrease of 10.8 percent.

**BART Shuttles** – 49,800, an increase of 15.0 percent.

**FISCAL YEAR-TO-DATE TOTAL RIDERSHIP – MAY 2013 COMPARED TO MAY 2012**

**All District Modes** – 28,386,058, an increase of 5.3 percent.

**Bus** – 11,506,370, a decrease of 2 percent.

**Paratransit** – 281,624, an increase of 0.7 percent.

**Caltrain** – 14,228,570, an increase of 11 percent.

**Caltrain Shuttles** – 1,865,189, an increase of 9.4 percent.

**BART Shuttles** – 504,305, an increase of 16.5 percent.

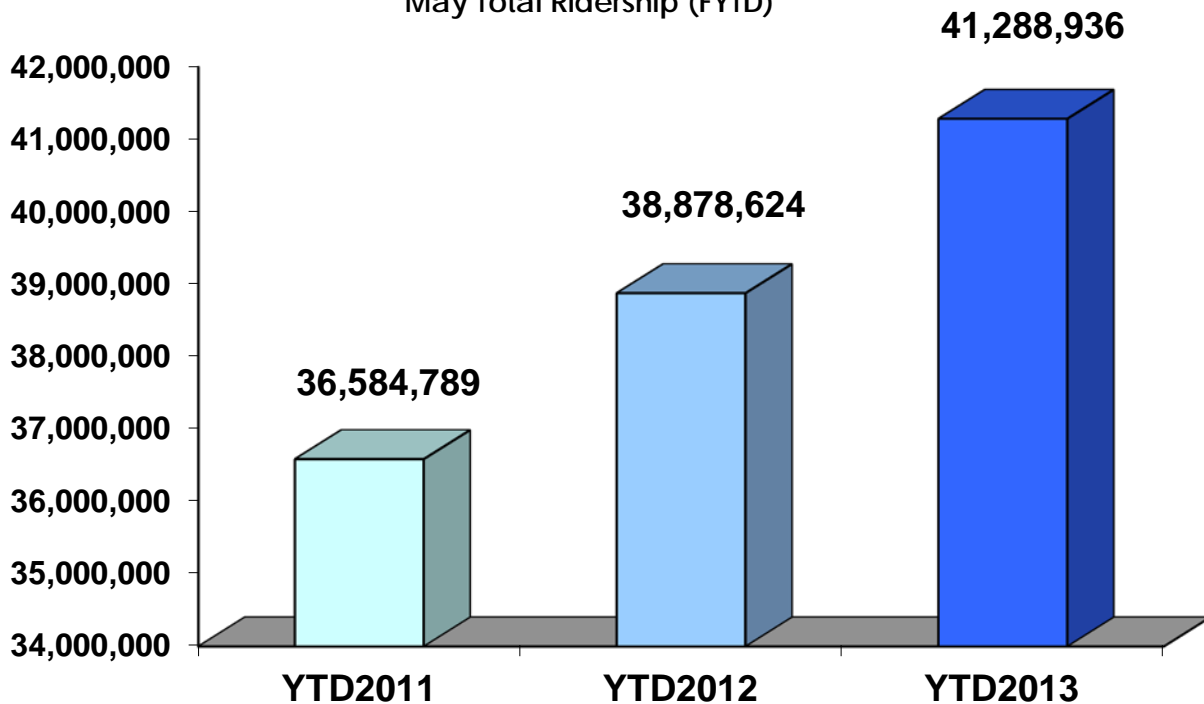
**Table B  
May Total Ridership**

May 2013	<u>FY2012/FY2013</u>			
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	1,110,560	1,129,220	1,102,600	-2.4%
Paratransit	26,553	26,044	27,464	5.5%
Caltrain	1,142,840	1,333,900	1,439,280	7.9%
Caltrain Shuttle	149,084	168,421	150,271	-10.8%
BART Shuttle	40,323	43,321	49,800	15.0%
<b>Total</b>	<b>2,469,360</b>	<b>2,700,906</b>	<b>2,769,415</b>	<b>2.5%</b>
BART Extension (No Daly City)	1,036,103	1,169,832	1,247,725	6.7%
<b>Grand Total</b>	<b>3,505,463</b>	<b>3,870,738</b>	<b>4,017,140</b>	<b>3.8%</b>

<u>Weekdays per Month</u>	21	22	22
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Year to Date	<u>FY2012/FY2013</u>			
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	12,231,440	11,735,650	11,506,370	-2.0%
Paratransit	289,110	279,570	281,624	0.7%
Caltrain	11,484,250	12,814,720	14,228,570	11.0%
Caltrain Shuttle	1,299,173	1,704,281	1,865,189	9.4%
BART Shuttle	463,711	432,884	504,305	16.5%
<b>Total</b>	<b>25,767,684</b>	<b>26,967,105</b>	<b>28,386,058</b>	<b>5.3%</b>
BART Extension (No Daly City)	10,817,105	11,911,519	12,902,878	8.3%
<b>Grand Total</b>	<b>36,584,789</b>	<b>38,878,624</b>	<b>41,288,936</b>	<b>6.2%</b>

**Chart B  
May Total Ridership (FYTD)**



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

**Total District Modes** – 101,294, an increase of 0.8 percent.

**Bus** – 37,520, an increase of 1.6 percent.

**Paratransit** – 1,071, an increase of 3.5 percent.

**Caltrain** – 53,040, an increase of 5.3 percent.

**Caltrain Shuttles** – 7,323, a decrease of 2.6 percent.

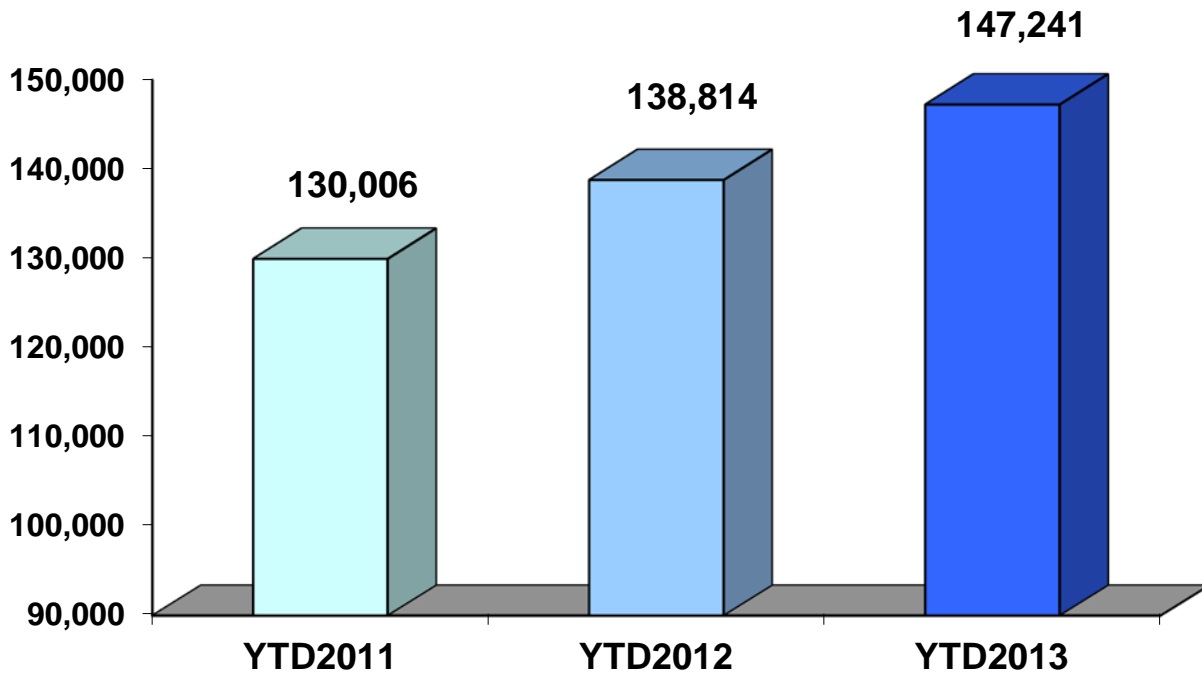
**BART Shuttles** – 2,340, an increase of 20.6 percent.

**Table C**  
**June Average Weekday Ridership**

June 2013			FY2012/FY2013	
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	39,400	36,930	37,520	1.6%
Paratransit	1,093	1,035	1,071	3.5%
Caltrain	44,450	50,390	53,040	5.3%
Caltrain Shuttle	6,917	7,521	7,323	-2.6%
BART Shuttle	1,992	1,941	2,340	20.6%
<b>Total</b>	<b>93,852</b>	<b>97,817</b>	<b>101,294</b>	<b>3.6%</b>
BART Extension (No Daly City)	40,950	47,857	47,510	-0.7%
<b>Grand Total</b>	<b>134,802</b>	<b>145,674</b>	<b>148,804</b>	<b>2.1%</b>

Year to Date			FY2012/FY2013	
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	42,880	41,860	40,970	-2.1%
Paratransit	1,080	1,049	1,059	0.9%
Caltrain	39,910	44,210	49,030	10.9%
Caltrain Shuttle	5,696	7,274	7,893	8.5%
BART Shuttle	2,025	1,848	2,196	18.8%
<b>Total</b>	<b>91,591</b>	<b>96,242</b>	<b>101,147</b>	<b>5.1%</b>
BART Extension (No Daly City)	38,415	42,572	46,094	8.3%
<b>Grand Total</b>	<b>130,006</b>	<b>138,814</b>	<b>147,241</b>	<b>6.1%</b>

**Chart C**  
**June Average Weekday Ridership (FYTD)**



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

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

**All District Modes** – 2,525,258, an increase of 0.7 percent.

**Bus** – 939,380, a decrease of 1.7 percent.

**Paratransit** – 24,962, an increase of 0.3 percent.

**Caltrain** – 1,366,990, an increase of 3.6 percent.

**Caltrain Shuttles** – 147,118, a decrease of 11.1 percent.

**BART Shuttles** – 46,808, an increase of 13.4 percent.

**FISCAL YEAR-TO-DATE TOTAL RIDERSHIP – JUNE 2013 COMPARED TO JUNE 2012**

**All District Modes** – 30,911,316, an increase of 4.9 percent.

**Bus** – 12,445,750, a decrease of 1.9 percent.

**Paratransit** – 306,586, an increase of 0.7 percent.

**Caltrain** – 15,595,560, an increase of 10.3 percent.

**Caltrain Shuttles** – 2,012,307, an increase of 7.6 percent.

**BART Shuttles** – 551,113, an increase of 16.2 percent.

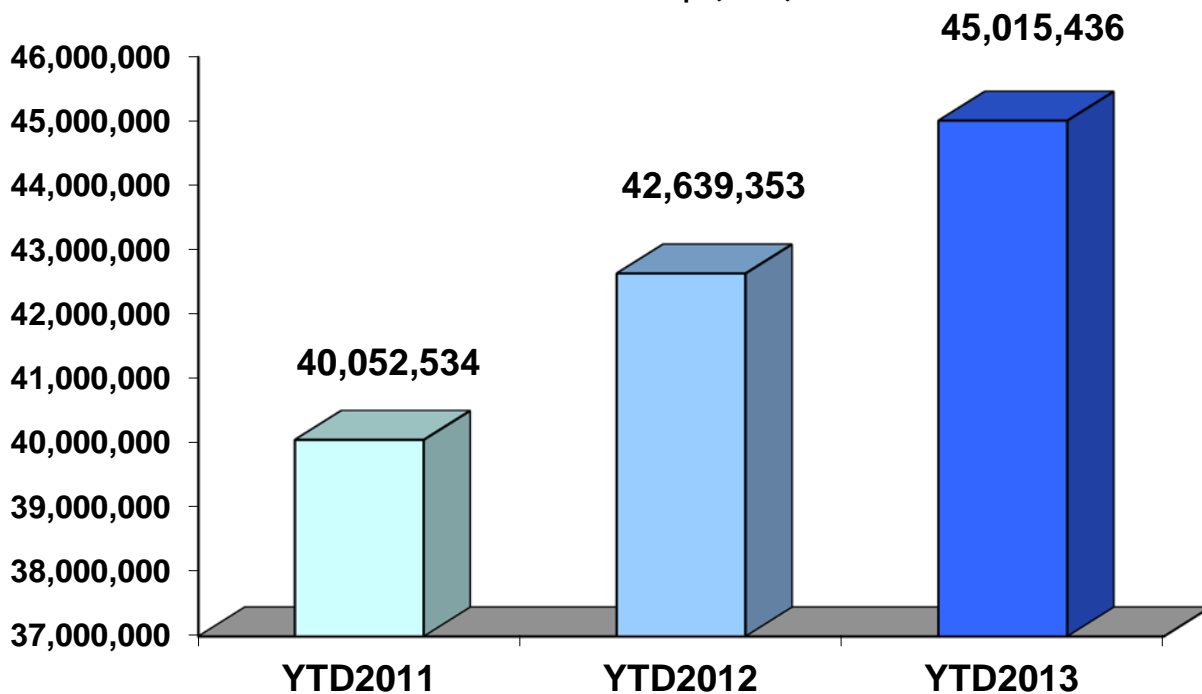
**Table D  
June Total Ridership**

June 2013	<u>FY2012/FY2013</u>			
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	983,550	955,320	939,380	-1.7%
Paratransit	26,796	24,897	24,962	0.3%
Caltrain	1,189,170	1,319,400	1,366,990	3.6%
Caltrain Shuttle	152,105	165,580	147,118	-11.1%
BART Shuttle	44,175	41,279	46,808	13.4%
<b>Total</b>	<b>2,395,796</b>	<b>2,506,476</b>	<b>2,525,258</b>	<b>0.7%</b>
BART Extension (No Daly City)	1,071,949	1,254,253	1,201,242	-4.2%
<b>Grand Total</b>	<b>3,467,745</b>	<b>3,760,729</b>	<b>3,726,500</b>	<b>-0.9%</b>

<u>Weekdays per Month</u>	22	21	20
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Year to Date	<u>FY2012/FY2013</u>			
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	13,214,990	12,690,970	12,445,750	-1.9%
Paratransit	315,906	304,467	306,586	0.7%
Caltrain	12,673,420	14,134,120	15,595,560	10.3%
Caltrain Shuttle	1,451,278	1,869,861	2,012,307	7.6%
BART Shuttle	507,886	474,163	551,113	16.2%
<b>Total</b>	<b>28,163,480</b>	<b>29,473,581</b>	<b>30,911,316</b>	<b>4.9%</b>
BART Extension (No Daly City)	11,889,054	13,165,772	14,104,120	7.1%
<b>Grand Total</b>	<b>40,052,534</b>	<b>42,639,353</b>	<b>45,015,436</b>	<b>5.6%</b>

**Chart D  
June Total Ridership (FYTD)**



## SamTrans Promotions – May and June 2013

**Connecting with Customers** – The nine-month *Connecting with Customers* campaign concluded in May with an event at the Colma BART Station and Transit Center. Customers appreciated interacting with staff, and every time staff thanked them for choosing SamTrans, it generated smiles. At each event, a bilingual team of SamTrans staff thanked customers, answered questions and provided information about projects and other services SamTrans offers. Customers were offered a “thank you” wristband and pass holder. Locations visited since the campaign began in September included East Palo Alto, Redwood City, Half Moon Bay and Coastside, Hillsdale Shopping Center (San Mateo), Pacifica, Serramonte Center, Daly City BART Station and Mission/Evergreen & Mission/Goethe bus stops (Daly City). Information about the events was distributed via newspaper activity calendars, social media, SamTrans publications, city councils and online.

**Art Takes a Bus Ride** – SamTrans was surrounded by young artists, their parents and teachers as the winners of the annual *Art Takes a Bus Ride* contest were unveiled. SamTrans has collaborated with the San Mateo County Office of Education for nine years to conduct the contest with 1<sup>st</sup> through 6<sup>th</sup> grade students. The contest combines art with transit and this year used the theme *Window to Your City*. Twenty-five schools participated and students submitted 400 entries. Art from the six winning entries was reproduced on interior adcards and also was used to wrap a bus that will operate in regular service for the coming year.

**Summer Youth Pass** – With the end of the school year fast approaching, staff actively promoted the return of the Summer Youth Pass. The pass offers youth 17 years and younger three-months of unlimited rides from June 1 through Aug. 31 and costs \$40, a 63 percent savings compared to three individual Monthly passes. Market Development and Marketing staff reached the target market through multiple channels, with a heavy emphasis on schools and municipalities, including recreation centers. Community partners disseminated 31,376 bilingual flyers/order forms, 145 posters and included messages on their websites and in residential newsletters. The campaign also publicized the pass with bilingual information on buses (take ones, adcards, electronic message and audio announcement), newspaper ads, an ad in the Daly city recreation guide, social media, news release, *Rider's Digest* newsletter, *Transit Fun Guide* brochure, outreach to Clipper youth customers, message on the SamTrans Customer Service toll-free number, and website. School personnel who took the bell schedule survey SamTrans conducts were redirected to the Summer Youth Pass web page at the conclusion of the survey.

**How-to-Ride video** – SamTrans wants to make it as easy as 1,2,3 plus 2 to ride the bus. To illustrate this, SamTrans released a “how-to” video that breaks down bus riding into five simple steps: Planning Your Trip, Boarding the Bus, Paying Your Fare, Taking a Seat and Arriving at Your Destination. The video was posted on the bus agency’s website and YouTube. To get the word out, staff used social media and issued a news release.

**San Mateo County Fair** – SamTrans hosted a booth at the fair on Kids Day. Staff encouraged those walking by the booth to step up and play a Plinko game. Participants were able to win a SamTrans bus ticket or memento. SamTrans collaborated with the fair on a joint promotion where SamTrans ran an ad in *The Examiner*, posted a fair web button, included the event in the *Transit Fun Guide*, ran



visual and audio messages on the busses, and issued a news release. The fair provided a complimentary one-day booth, posted SamTrans information on its web page and social media, recognized SamTrans on the San Mateo County Event Center's electronic reader board and hung a corporate banner at two entrance gates. SamTrans also promoted its presence via social media and provided a SamTrans fun flyer to the first 300 people who came to the booth. Staff live-tweeted from the booth and posted photos of participants next to the mini SamTrans bus to Facebook.

**Dump the Pump** – SamTrans used social media and newspaper advertisements to encourage people to “dump the pump” and ride the bus. Public Affairs staff held an event at the Redwood City Transit Center. Dump the Pump is an annual awareness program organized by the American Public Transportation Association and embraced by transit agencies throughout the country.

**It's All About People** – With SamTrans, *It's All About People*. From those who maintain the buses to those who drive them. However, the most important people are our customers. To acknowledge the important role these people play every day, SamTrans is running a series of print advertisements in English and Spanish. The ads highlight the people that make SamTrans who we are: from bus operators that keep customers on the move and the maintenance employees that make sure the bus is kept clean and running strong to people who depend on SamTrans to get them where they need to go. The first people highlighted were bus operators, with three key words to describe them: Friendly, dedicated and safe. A dedicated button on the SamTrans web home page features the current ad and connects to a page that will show all ads after they appear. A direct link also is available at [www.samtrans.com/people](http://www.samtrans.com/people).

**Partnership** – In May, SamTrans promoted **Streets Alive! Parks Alive!** and let community residents know that the bus is a great way to get to numerous events throughout the county. Marketing staff also had a table at one of the events in Millbrae. SamTrans once again partnered with the **Maker Faire** in San Mateo, and the popular event promoted SamTrans as a way to get to the event center. In June, SamTrans partnered with **Sunset Magazine** to promote taking transit to its annual Celebration Weekend in Menlo Park. Partnership events are generally promoted in the *Transit Fun Guide*, through social media and news releases. The promoters also include SamTrans in their promotional materials and often will offer a discount on the entry fee to SamTrans customers.

Prepared by:

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

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BOARD OF DIRECTORS 2013

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GENERAL MANAGER/CEO

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

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

**WEDNESDAY, AUGUST 7, 2013 – 2:20 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Finance Committee Meeting of June 5, 2013
2. Acceptance of Statement of Revenues and Expenses for May 2013
3. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2013
4. Authorize Increasing the Fiscal Year 2014 Capital Budget by \$263,000 from \$11,515,276 to \$11,778,276
5. Authorize Approval and Ratification of the Fiscal Year 2014 District Insurance Program at a Total Premium Cost of \$1,639,066

**CONTRACT**

6. Authorize Award of Contract to Motorola Solutions, Inc. for the Purchase and Delivery of Radios and Purchase and Install Consoles and Related Items for a Total Cost of \$2,786,605

**INFORMATIONAL**

7. Information on the Statement of Revenues and Expenses for June 2013
8. Update on the Execution of the Fiscal Year 2014 Fuel Hedge Program

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  
JUNE 5, 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, L. Bhuller, J. Cassman, C. Cavitt, A Chan, E. Goode, G. Harrington, C. Harvey, R. Haskin, R. Lee, N. McKenna, D. Miller, J. Nogales-DeGuzman, M. Scanlon, M. Simon

Committee Chair Shirley Harris called the meeting to order at 2:35 p.m.

**Approval of Minutes of Finance Committee Meeting of May 1, 2013**

The Committee approved the minutes (Deal/Guilbault).

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

Gigi Harrington, Deputy CEO, said revenue is over budget by \$1.2 million, and this is sales tax receipts. The budget for sales tax is \$68 million and last year the San Mateo County Transit District (District) received \$68 million. Ms. Harrington said she thinks it will be about \$70 million and is reflective of the improved state of the economy. Expenses are under budget by about \$7.8 million and most of this is due to savings in the Motor Bus expense category.

Ms. Harrington said last week fuel was \$2.82 per gallon and year to date is \$3.12. The fuel hedge resulted in revenue to the District of \$4,000 in May and \$257,000 year to date.

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

**Authorize Adoption of Fiscal Year (FY) 2014 Operating Budget in the Amount of \$124,269,902**

Ms. Harrington reported:

- FY2014 revenues are \$153 million and include \$1.4 million of Measure M funds for the Paratransit Program.
- FY2014 operating expenses are \$124.2 million.
  - Debt service requirement for FY2014 is \$24.5 million.
  - To balance the budget, \$1 million of reserves will be used.

Director Karyl Matsumoto asked for more explanation on the increase in paratransit costs. Chuck Harvey, Deputy CEO, said the Coastside service includes both Route 17 and RediCoast. The SamTrans Service Plan has more service hours being operated on the weekends, which raises costs.

Director Jeff Gee said he would like the Board to do a longer-term view of the potential impacts of pending changes and the considerations at California Public Employees Retirement System (CALPERS) that may increase pension and retirement costs and the effect they will have on the budget. Ms. Harrington said staff has been looking at a long-term financial model and just finished updating the model.

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

**Authorize Adoption of Fiscal Year 2014 Capital Budget in the Amount of \$11,515,276**

Eva Goode, Manager, Budgets, said staff proposes the Committee recommend the Board adopt the FY2014 Capital Budget. Since staff presented the preliminary budget at the May Board meeting, the purchase of two cutaway vehicles for the paratransit fleet has been added. The purchase will be funded mainly out of a Federal Discretionary Grant the District received, some older sales tax funds, and savings from other projects to match the grant funding. Ms. Goode said more than half of the funds for the budget will come from Federal, State, and other non-sales tax sources.

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

**Approval of Salary Ordinance No. 95**

Juliet Nogales-DeGuzman, Manager, Personnel Operations, said staff proposes the Committee recommend Board approval of Salary Ordinance No. 95 effective June 30, 2013, the addition of four new positions, and a 3 percent adjustment to the salary ranges. Staff also proposes the Committee recommend the Board approve a 3 percent increase in wages for non-represented employees. Ms. Nogales-DeGuzman said the increase to the salary ranges and the increase to the wages for the non-represented group will allow the District to retain and continue to attract well qualified candidates to carry out the District's mission. The FY2014 budgets contain the necessary funds for the proposed changes and wage increases. She said the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority are required to reimburse the District for all expenses associated with these changes.

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

**Authorize Reduction of Employer Paid Member Contributions (EPMC) to CALPERS from 3 Percent to 2 Percent**

Ms. Nogales-DeGuzman said staff proposes the Committee recommend the Board authorize the reduction of the EPMC to CALPERS. The District will withhold a total of 5 percent from the wages of all represented and administrative employees who were hired prior January 1, 2013.

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

**Authorize Filing Annual Claim with the Metropolitan Transportation Commission (MTC) for Transportation Development Act (TDA), State Transit Assistance (STA) and Regional Measure 2 (RM2) Funds**

Ladi Bhuller, Manager, Budgets, said staff is requesting authorization to file the MTC annual claim for \$36.4 million in TDA funds, \$6.6 million in STA funds and \$300,000 in RM2 funds. The FY2014 Operating Budget reflects this funding request. Also included in the claim are STA funds for the JPB and Lifeline Transportation Program funds for several claimants in San Mateo County that are passed through to the recipients.

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

**Authorize Entering into a Funding Agreement with the City/County Association of Governments (C/CAG) of San Mateo County to Receive Measure M Funds**

April Chan, Executive Officer, Planning and Development, said Measure M funds are included in the FY2014 Operating Budget. This two-year funding agreement will last through FY2015. Ms. Chan said every year about \$1.4 million is set aside for transit purposes from the voter-approved vehicle registration fee. The District uses these funds for paratransit and senior transportation programs.

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

**Authorize Clipper Memorandum of Understanding (MOU) Amendment No. 2 with MTC**

Rita Haskin, Executive Officer, Customer Service and Marketing, said the amendment includes: MTC would retain ownership of the Clipper requirement; revised responsibility for the cost sharing and issuance of the Regional Transit Connection Discount Card provided to customers with disabilities; and removing an expiration date regarding a commission received by transit benefit administrators.

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

**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**

Ms. Harrington said last month staff provided an update on the Business Optimization Program (BOP), which is a redo and reset of the PeopleSoft financials and human resource systems. This is a request to authorize the General Manager/CEO to enter into an agreement with Wipro for \$7.2 million for five years for full service support.

Ms. Harrington said the servers will be on the East Coast, technical support will be on-site, and application support will be available to the District. The funds for the first year were included in the FY2014 Operating Budget. Ms. Harrington said staff did a cost/benefit analysis to look at the difference between having District staff perform the work or contracting the service out. It was less expensive to contract for the service, and having to grow the technical core competency was a concern to staff if it was done in-house.

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

**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**

Cheryl Cavitt, Director, Contracts and Procurement, said this contract with Serramonte Ford will provide replacement engines for the service support and paratransit vehicles.

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

**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**

Ms. Cavitt said the contract to ACS Transport Solutions to provide an upgrade to the District's bus radio system and replace equipment that is reaching the end of its useful service life. This equipment is used to provide vehicle location. Ms. Cavitt said staff thought these services would be a sole source, but in an abundance of caution staff submitted a Request for Proposal (RFP) to see if there were any other contractors who could provide these services. While there were installers that may have been able to install this system they would have had to team with ACS in order to do the integration of equipment, which would have added a great deal of cost to their proposals.

Ms. Cavitt said because only one proposal was received staff did additional due diligence so make sure the price was fair and reasonable.

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

**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**

Ms. Cavitt said the contract to Dunbar Armored, Inc. is to provide pickup and deposit of revenues from daily farebox. An RFP was issued and three proposals were received.

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

Adjourned: 3:01 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  
MAY 31, 2013 AND SUPPLEMENTAL INFORMATION**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** *Total Revenues* (page 1, line 13) are \$487,664 or 0.3 percent **better** than revised budget. *District ½ Cent Sales Tax* (page 1, line 7) is \$704,533 or 1.1 percent **better** than budget and *Other Interest, Rent, & Other Income* (page 1, line 10) are **better** than budget by \$128,948 or 2.3 percent offset by *Passenger Fares* (page 1, line 1) which are **worse** than budget by \$66,322 or 0.4 percent, *Local TDA and STA Funds* (page 1, line 2) are **worse** than budget by \$209,828 or 0.6 percent, and *Investment Interest* (page 1, line 8) are **worse** than budget by \$69,666 or 4.5 percent.

**Expenses:** *Total Expenses* (page 4, line 73) are \$8,421,892 or 7 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$7,446,645 or 8.1 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$726,714 or 5.5 percent and *Total Multimodal* (page 4, line 71) is **better** than budget by \$248,533 or 1.6 percent.

**BUDGET IMPACT**

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

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

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

% OF YEAR ELAPSED: **91.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>SOURCES OF FUNDS</b>								
<b>Operating Revenues</b>								
1 Passenger Fares	1,606,244	16,019,013	16,372,078	16,438,400	99.6	17,932,800	17,932,800	91.3
2 Local TDA and STA Funds	3,125,414	35,622,157	35,040,294	35,250,122	99.4	35,492,900	38,361,930	91.3
3 State/Federal Operating Grants	939,039	4,021,176	7,123,887	7,123,887	100.0	10,724,485	8,730,068	81.6
4 Measure A and AB434 Funds	620,722	8,565,340	7,972,094	7,972,095	100.0	8,354,400	8,714,400	91.5
5 <b>Subtotal - Operating Revenues</b>	<b>6,291,418</b>	<b>64,227,686</b>	<b>66,508,354</b>	<b>66,784,504</b>	<b>99.6</b>	<b>72,504,585</b>	<b>73,739,198</b>	<b>90.2</b>
<b>Other Revenue Sources</b>								
7 District 1/2 Cent Sales Tax	4,786,933	59,009,415	62,199,866	61,495,333	101.1	65,000,000	68,000,000	91.5
8 Investment Interest	87,516	1,255,833	1,487,602	1,557,268	95.5	1,243,920	1,657,300	89.8
9 Pass through to Other Agencies	31,826	181,790	409,464	409,464	100.0	467,959	536,959	76.3
10 Other Interest, Rent & Other Income	560,972	4,405,251	5,640,766	5,511,818	102.3	6,023,708	6,023,708	93.6
11 Other Sources	606,022	4,549,098	8,035,033	8,035,033	100.0	8,800,000	8,560,000	93.9
12 <b>Subtotal - Other Revenues</b>	<b>6,073,268</b>	<b>69,401,387</b>	<b>77,772,731</b>	<b>77,008,916</b>	<b>101.0</b>	<b>81,535,587</b>	<b>84,777,967</b>	<b>91.7</b>
13 <b>Total Revenues</b>	<b>12,364,687</b>	<b>133,629,073</b>	<b>144,281,084</b>	<b>143,793,420</b>	<b>100.3</b>	<b>154,040,172</b>	<b>158,517,165</b>	<b>91.0</b>
14 <b>Capital Assistance</b>	<b>245,675</b>	<b>2,386,891</b>	<b>4,705,643</b>	<b>4,705,643</b>	<b>100.0</b>	<b>32,297,067</b>	<b>56,708,875</b>	<b>8.3</b>
15 <b>Reserves Programmed for Capital</b>	<b>354,719</b>	<b>6,067,869</b>	<b>4,536,303</b>	<b>4,536,303</b>	<b>100.0</b>	<b>525,780</b>	<b>13,321,254</b>	<b>34.1</b>
16 <b>Total Revenues - All Sources</b>	<b>12,965,081</b>	<b>142,083,832</b>	<b>153,523,030</b>	<b>153,035,366</b>	<b>100.3</b>	<b>186,863,019</b>	<b>228,547,294</b>	<b>67.2</b>
<b>USES OF FUNDS</b>								
<b>Operations</b>								
20 Motor Bus	7,783,987	86,383,015	84,289,392	91,736,037	91.9	99,740,708	100,076,689	84.2
21 A. D. A. Programs	1,227,948	12,409,196	12,603,081	13,329,795	94.5	14,477,220	14,407,220	87.5
22 Caltrain	989,037	9,905,105	13,010,963	13,010,963	100.0	14,000,000	14,000,000	92.9
23 Other Multimodal Programs	232,472	3,699,803	2,515,897	2,764,430	91.0	3,015,460	3,015,460	83.4
24 <b>Subtotal - Operating Costs</b>	<b>10,233,443</b>	<b>112,397,120</b>	<b>112,419,333</b>	<b>120,841,225</b>	<b>93.0</b>	<b>131,233,388</b>	<b>131,499,369</b>	<b>85.5</b>
<b>Other Uses of Funds</b>								
26 Pass through to Other Agencies	31,825	181,790	409,464	409,464	100.0	467,959	541,532	75.6
27 Transfer Out to Debt Service	2,037,787	22,412,489	22,415,655	22,415,655	100.0	24,453,463	24,453,463	91.7
28 Fiscal Agent Fees	0	18,263	24,118	26,869	89.8	29,600	29,600	81.5
29 Land Transfer Interest Expense	0	0	0	0	0	66,570	66,570	0.0
30 <b>Subtotal - Other Uses</b>	<b>2,069,612</b>	<b>22,612,542</b>	<b>22,849,236</b>	<b>22,851,988</b>	<b>100.0</b>	<b>25,017,592</b>	<b>25,091,165</b>	<b>91.1</b>
31 <b>Capital Programs</b>	<b>709,289</b>	<b>9,985,308</b>	<b>10,170,369</b>	<b>10,170,369</b>	<b>100.0</b>	<b>41,172,847</b>	<b>81,085,910</b>	<b>12.5</b>
32 <b>Total Uses of Funds</b>	<b>13,012,344</b>	<b>144,994,969</b>	<b>145,438,938</b>	<b>153,863,582</b>	<b>94.5</b>	<b>197,423,827</b>	<b>237,676,444</b>	<b>61.2</b>
34 <b>NET SURPLUS / (DEFICIT)</b>	<b>(47,263)</b>	<b>(2,911,137)</b>	<b>8,084,092</b>	<b>(828,216)</b>	<b>(976.1)</b>	<b>(10,560,808)</b>	<b>(9,129,149)</b>	<b>(88.6)</b>

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

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



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

% OF YEAR ELAPSED: **91.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 TOTAL MOTOR BUS FARES	1,531,415	15,308,371	15,633,996	15,708,917	99.5	17,137,000	17,137,000	91.2
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,670,777	30,569,366	29,215,336	29,215,336	100.0	29,121,548	31,871,276	91.7
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	367,979	2,939,325	4,043,721	4,043,721	100.0	4,415,758	4,415,758	91.6
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	888,114	3,644,357	6,577,987	6,577,987	100.0	9,725,142	7,730,725	85.1
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	1,937,615	30,139,753	23,844,886	31,640,452	75.4	34,646,868	33,985,118	70.2
10 Accessibility Fixed Route	94,451	1,016,801	958,770	911,225	105.2	994,064	994,064	96.4
11 TOTAL 1/2 CENT SALES TAX	2,032,066	31,156,554	24,803,656	32,551,677	76.2	35,640,932	34,979,182	70.9
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	50,589	51,114	1,077,622	1,141,990	94.4	966,720	1,209,140	89.1
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	0	563	42	300	14.0	360	360	11.7
16 Rental Income	89,893	967,182	981,817	965,030	101.7	1,052,760	1,052,760	93.3
17 Advertising Income	55,417	732,510	811,758	609,583	133.2	665,000	665,000	123.3
18 Other Income	97,737	1,013,674	1,143,456	921,496	124.1	1,015,488	1,015,488	112.6
19 TOTAL OTHER REVENUES	243,047	2,713,928	2,937,073	2,496,409	117.7	2,733,608	2,733,608	107.4
20								
21 TOTAL MOTOR BUS	7,783,986	86,383,015	84,289,392	91,736,037	91.9	99,740,708	100,076,689	84.2
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	74,828	710,642	738,082	729,483	101.2	795,800	795,800	92.7
25 Local TDA 4.5 Redi-Wheels	45,668	1,608,821	1,330,347	1,540,175	86.4	1,463,713	1,583,015	84.0
26 Local STA - Paratransit	40,990	504,645	450,890	450,890	100.0	491,881	491,881	0.0
27 Operating Grants	50,925	376,819	545,900	545,900	100.0	999,343	999,343	54.6
28 Sales Tax - District ADA Programs	515,486	3,962,242	4,293,613	4,614,071	93.1	4,986,373	4,614,071	93.1
29 Sales Tax - Paratransit Suppl. Coastsides	105,447	1,230,406	1,148,193	1,202,668	95.5	1,362,910	1,292,910	0.0
30 Interest Income - Paratransit Fund	34,347	371,620	376,841	383,643	98.2	277,200	410,200	91.9
31 Measure A Redi-Wheels	191,507	2,360,669	2,487,965	2,487,965	100.0	2,600,000	2,720,000	91.5
32 Measure M Paratransit	168,750	1,283,333	1,231,250	1,375,000	89.5	1,500,000	1,500,000	82.1
33 TOTAL ADA PROGRAMS	1,227,948	12,409,196	12,603,081	13,329,795	94.5	14,477,220	14,407,220	87.5
34								
35 MULTIMODAL TRANSIT PROGRAMS:								
36 Sales Tax - Caltrain	0	634,662	0	0	0.0	0	0	0.0
37 Other Sources - Caltrain	606,022	4,549,098	8,035,033	8,035,033	100.0	8,800,000	8,560,000	93.9
38 Transfer from TA for Caltrain	383,015	4,721,345	4,975,930	4,975,930	100.0	5,200,000	5,440,000	91.5
39 TA Funded SM/Caltrain Shuttles	0	1,000,243	0	0	0.0	0	0	0.0
40 Employer Share SM/Caltrain Shuttles	0	287,853	0	0	0.0	0	0	0.0
41 AB434 Funds - SamTrans Shuttle	46,200	483,083	508,200	508,200	100.0	554,400	554,400	91.7
42 Employer SamTrans Shuttle Funds	149,175	1,403,469	1,472,443	1,640,409	89.8	1,790,100	1,790,100	82.3
43 Sales Tax - SamTrans Shuttle Program	30,249	300,826	318,764	306,977	103.8	334,040	334,040	95.4
44 Sales Tax - Gen. Operating Asst.	6,848	224,328	216,490	308,843	70.1	336,920	336,920	64.3
45								
46 TOTAL MULTIMODAL	1,221,509	13,604,908	15,526,860	15,775,393	98.4	17,015,460	17,015,460	91.3
47								
48 TOTAL REVENUES	10,233,443	112,397,120	112,419,333	120,841,225	93.0	131,233,388	131,499,369	85.5

% 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  
MAY 2013**

% OF YEAR ELAPSED: 91.7%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>DISTRICT OPERATED BUSES</b>								
1 Wages & Benefits	3,880,164	46,646,652	43,477,956	45,811,768	94.9	50,244,115	49,576,020	87.7
2								
3 Services:								
4 Board of Directors	3,600	45,620	44,010	48,508	90.7	52,900	52,900	83.2
5 Contracted Vehicle Maintenance	37,257	636,496	437,039	725,201	60.3	791,128	791,128	55.2
6 Property Maintenance	82,555	1,069,465	1,033,539	1,154,708	89.5	1,258,500	1,258,500	82.1
7 Professional Services	550,538	3,267,062	3,078,316	4,388,328	70.1	4,777,013	5,370,403	57.3
8 Technical Services	407,875	3,542,910	4,291,789	4,688,275	91.5	4,829,402	5,148,571	83.4
9 Other Services	75,997	329,185	742,657	1,170,644	63.4	1,277,066	1,277,066	58.2
10								
11 Materials & Supply:								
12 Fuel & Lubricants	474,368	5,066,878	4,932,325	6,005,528	82.1	6,551,477	6,551,477	75.3
13 Bus Parts & Materials	143,817	1,409,480	1,697,236	1,794,312	94.6	1,758,740	1,758,740	96.5
14 Uniforms & Driver Expense	14,333	281,932	273,560	372,094	73.5	400,970	397,550	68.8
15 Timetables & Tickets	1,211	113,538	116,068	157,483	73.7	171,800	171,800	67.6
16 Office Supplies / Printing	20,250	214,275	205,153	313,530	65.4	342,137	342,137	60.0
17 Other Materials & Supply	8,823	118,923	114,032	143,583	79.4	156,500	156,500	72.9
18								
19 Utilities:								
20 Telephone	31,746	293,969	325,469	532,125	61.2	580,500	580,500	56.1
21 Other Utilities	82,455	879,168	885,664	899,800	98.4	981,600	981,600	90.2
22 Insurance Costs	208,383	2,236,127	2,404,538	2,426,668	99.1	2,647,000	2,647,000	90.8
23 Workers' Compensation	132,853	2,904,450	2,755,595	2,930,638	94.0	3,197,060	3,197,060	86.2
24 Taxes & License Fees	44,857	449,370	448,603	526,004	85.3	573,823	573,823	78.2
25 Fixed Route Accessibility	94,451	1,016,801	958,770	911,225	105.2	994,064	994,064	96.4
26 Leases & Rentals	9,234	98,593	99,806	110,033	90.7	119,800	119,800	83.3
27 Promotional & Legal Advertising	10,471	76,756	148,548	222,375	66.8	238,500	246,000	60.4
28 Training & Business Travel	14,921	115,363	129,593	153,934	84.2	164,050	170,080	76.2
29 Dues & Membership	6,596	76,663	77,524	80,339	96.5	87,200	87,320	88.8
30 Postage & Other	3,292	60,922	41,442	325,828	12.7	349,003	360,290	11.5
31								
32 <b>Total District Operated Buses</b>	<b>6,340,047</b>	<b>70,950,599</b>	<b>68,719,230</b>	<b>75,892,933</b>	<b>90.5</b>	<b>82,544,348</b>	<b>82,810,329</b>	<b>83.0</b>
33								
34 <b>CONTRACTED BUS SERVICES</b>								
35 Contracted Urban Bus Service	1,245,498	13,504,620	13,569,995	13,804,377	98.3	15,059,320	15,058,820	90.1
36 Other Related Costs	30,060	321,824	323,288	322,467	100.3	361,600	362,100	89.3
37 Insurance Costs	64,066	588,049	578,883	600,391	96.4	655,000	655,000	88.4
38 Coastside Services	61,164	589,451	643,798	660,152	97.5	647,020	694,020	92.8
39 Redi Coast Non-ADA	20,348	213,058	210,737	223,142	94.4	219,700	242,700	86.8
40 Other Related Costs	6,882	25,684	43,816	43,120	101.6	47,040	47,040	93.1
41 La Honda - Pescadero	4,463	51,713	47,250	48,125	98.2	52,500	52,500	90.0
42 SamCoast - Pescadero	10,829	124,020	126,214	128,333	98.3	140,000	140,000	90.2
43 Other Related Cost - SamCoast	630	13,998	26,180	12,998	201.4	14,180	14,180	184.6
44 <b>Total Contracted Bus Service</b>	<b>1,443,939</b>	<b>15,432,416</b>	<b>15,570,162</b>	<b>15,843,104</b>	<b>98.3</b>	<b>17,196,360</b>	<b>17,266,360</b>	<b>90.2</b>
45								
46 <b>TOTAL MOTOR BUS</b>	<b>7,783,987</b>	<b>86,383,015</b>	<b>84,289,392</b>	<b>91,736,037</b>	<b>91.9</b>	<b>99,740,708</b>	<b>100,076,689</b>	<b>84.2</b>

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

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

% OF YEAR ELAPSED: 91.7%

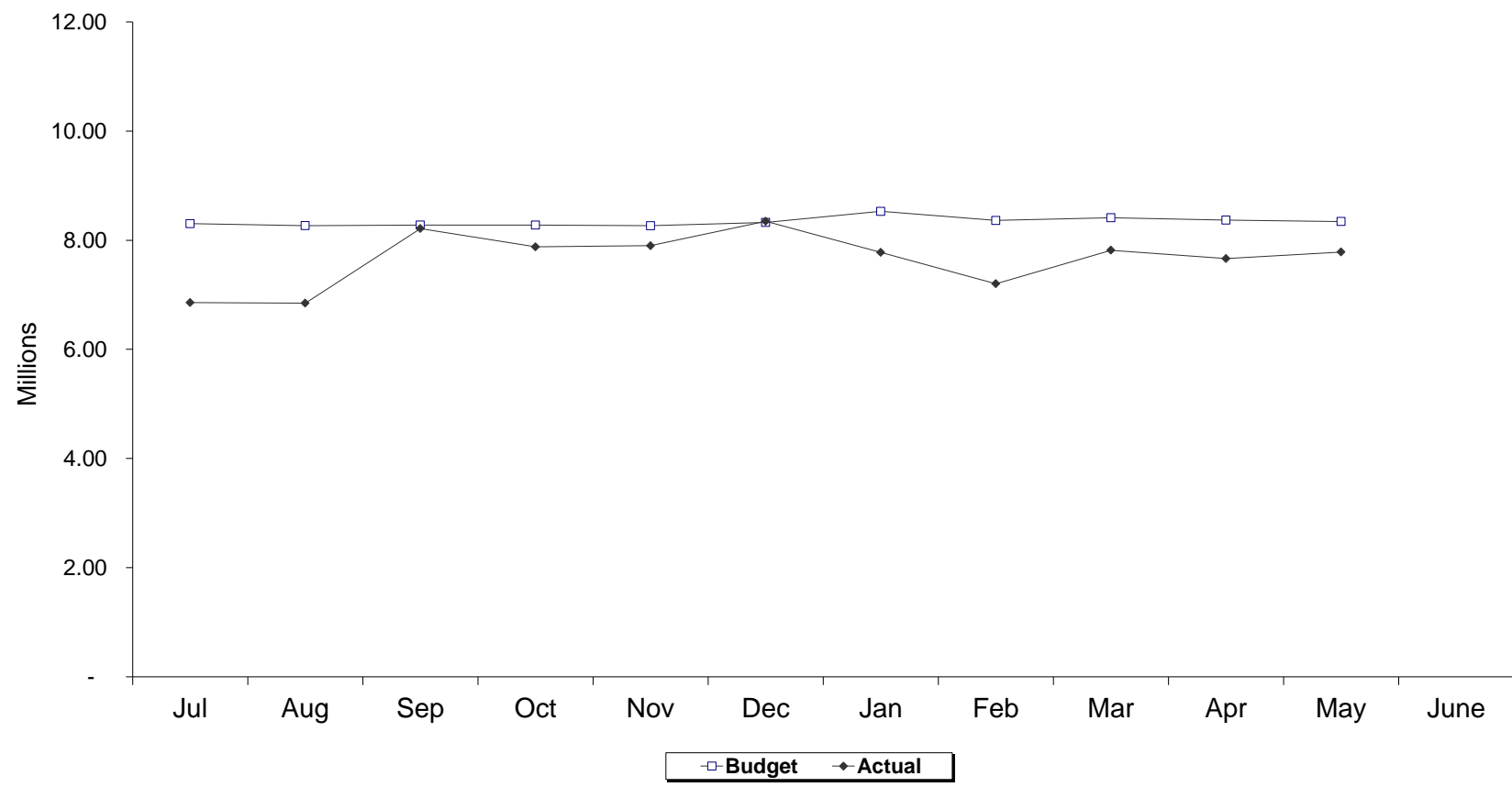
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>AMERICAN DISABILITY ACT PROGRAMS</b>								
Elderly & Disabled/Redi-Wheels	491,448	4,708,293	5,158,457	5,417,317	95.2	6,964,200	5,747,200	89.8
Other Related Costs	244,007	2,056,036	2,365,662	2,591,050	91.3	2,826,395	2,826,395	83.7
Sedan Service	277,224	2,674,835	2,765,200	2,817,606	98.1	1,779,190	3,121,190	88.6
ADA Accessibility Support	71,325	715,938	713,328	829,078	86.0	1,029,525	904,525	78.9
Coastside ADA Support	105,447	1,230,406	1,148,193	1,202,668	95.5	1,362,910	1,292,910	88.8
Insurance Costs	38,498	1,023,687	452,241	472,076	95.8	515,000	515,000	87.8
<b>TOTAL ADA PROGRAMS</b>	<b>1,227,948</b>	<b>12,409,196</b>	<b>12,603,081</b>	<b>13,329,795</b>	<b>94.5</b>	<b>14,477,220</b>	<b>14,407,220</b>	<b>87.5</b>
<b>MULTIMODAL TRANSIT PROGRAMS</b>								
<b>CALTRAIN SERVICE</b>								
Peninsula Rail Service	989,037	9,905,105	13,010,963	13,010,963	100.0	14,000,000	14,000,000	92.9
<b>Total Caltrain Service</b>	<b>989,037</b>	<b>9,905,105</b>	<b>13,010,963</b>	<b>13,010,963</b>	<b>100.0</b>	<b>14,000,000</b>	<b>14,000,000</b>	<b>92.9</b>
<b>OTHER SUPPORT</b>								
Dumbarton Express Service	451	114,853	122,947	144,668	85.0	157,820	157,820	77.9
SamTrans Shuttle Service	225,624	2,187,378	2,299,407	2,455,587	93.6	2,678,540	2,678,540	85.8
SM/Caltrain Shuttles	0	1,288,097	0	0	0.0	0	0	0.0
Maintenance Multimodal Facilities	6,396	109,476	93,543	164,175	57.0	179,100	179,100	52.2
<b>Total Other Support</b>	<b>232,472</b>	<b>3,699,803</b>	<b>2,515,897</b>	<b>2,764,430</b>	<b>91.0</b>	<b>3,015,460</b>	<b>3,015,460</b>	<b>83.4</b>
<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>1,221,509</b>	<b>13,604,908</b>	<b>15,526,860</b>	<b>15,775,393</b>	<b>98.4</b>	<b>17,015,460</b>	<b>17,015,460</b>	<b>91.3</b>
<b>TOTAL EXPENSES</b>	<b>10,233,443</b>	<b>112,397,120</b>	<b>112,419,333</b>	<b>120,841,225</b>	<b>93.0</b>	<b>131,233,388</b>	<b>131,499,369</b>	<b>85.5</b>

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

## SAN MATEO COUNTY TRANSIT DISTRICT

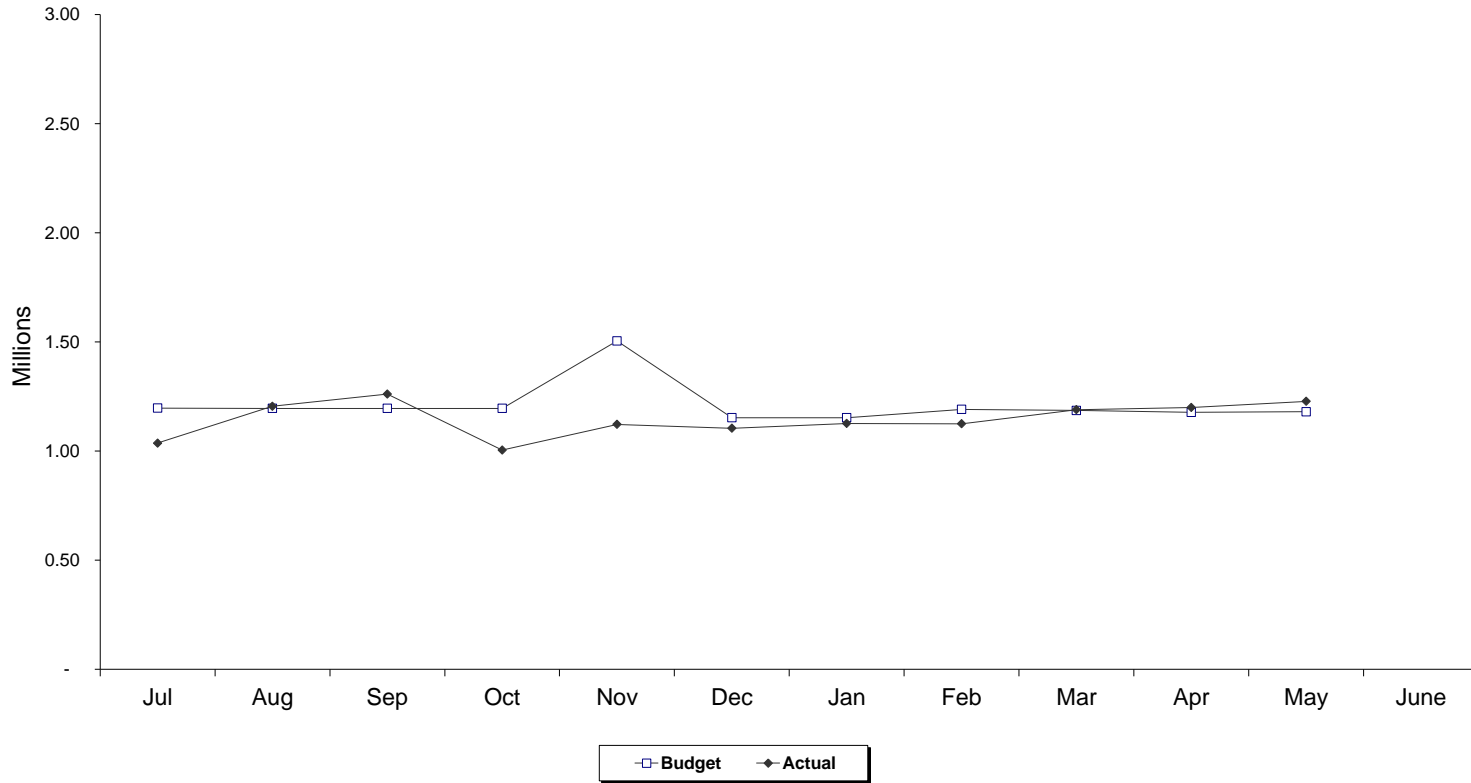
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2013



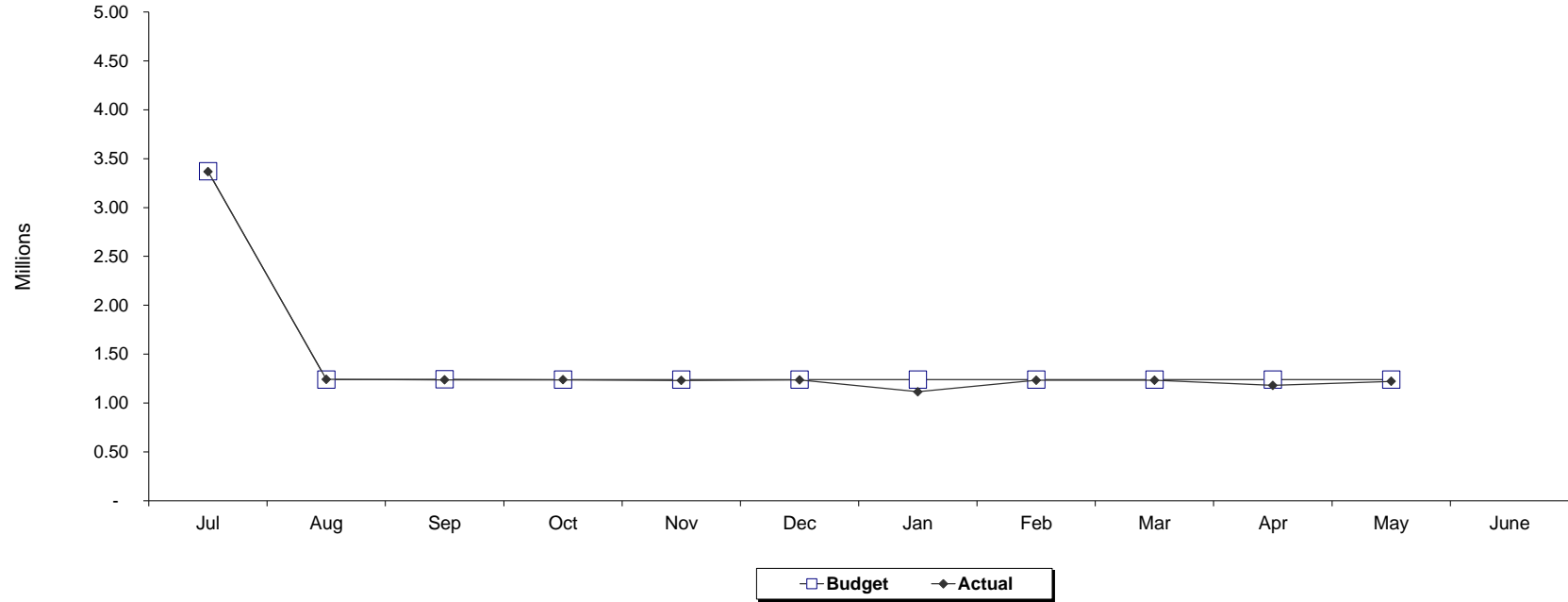
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	8,304,164	8,267,551	8,278,032	8,276,987	8,264,467	8,327,061	8,528,890	8,362,574	8,412,558	8,369,421	8,344,331	
<b>Actual</b>	6,857,423	6,845,903	8,215,844	7,877,960	7,899,417	8,346,451	7,778,175	7,202,516	7,816,802	7,664,913	7,783,987	
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	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	91,736,037	
<b>Actual</b>	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	84,289,392	
<b>Variance - F(U)</b>	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	7,446,645	
<b>Variance %</b>	17.42%	17.31%	11.79%	10.05%	8.93%	7.39%	7.60%	8.39%	8.24%	8.26%	8.12%	

**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
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	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	1,180,064	
<b>Actual</b>	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	1,227,948	
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	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	13,329,795	
<b>Actual</b>	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	12,603,081	
<b>Variance - F(U)</b>	160,913	151,551	86,425	278,047	660,299	708,488	735,125	800,980	796,896	774,598	726,714	
<b>Variance %</b>	13.44%	6.33%	2.41%	5.81%	10.50%	9.52%	8.55%	8.18%	7.26%	6.38%	5.45%	

## 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	
<b>MONTHLY EXPENSES</b>													
<b>Budget</b>	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	1,240,067		
<b>Actual</b>	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	1,221,509		
<b>CUMULATIVE EXPENSES</b>													
<b>Budget</b>	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	15,775,393		
<b>Actual</b>	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	15,526,860		
<b>Variance - F(U)</b>	4,492	3,648	10,892	13,585	22,864	27,699	153,312	161,536	169,519	229,975	248,533		
<b>Variance %</b>	0.13%	0.08%	0.19%	0.19%	0.27%	0.29%	1.42%	1.34%	1.28%	1.58%	1.58%		

**SAN MATEO COUNTY TRANSIT DISTRICT**

**INTEREST ON INVESTMENTS**

**May 31, 2013**

DESCRIPTION	TOTAL INVESTMENT 05-31-13	INTEREST RECEIVABLE 04-30-13	PREPAID INT RECEIVABLE 05-31-13	INTEREST EARNED 05-31-13	INTEREST RECEIVED 05-31-13	ADJ.	INTEREST RECEIVABLE 05-31-13
RESERVE FOR CAPITAL PROJ	150,888.00	2,965.50	0.00	988.50	0.00	0.00	3,954.00
LAIF -- CAPITAL PROJ	7,961,486.82	1,726.97	0.00	1,603.20	0.00	0.00	3,330.17
REIMB SECURITIES -- L76R	91,751,737.07	139,375.93	25,498.33	47,046.09	107,287.50	71.56	104,704.41
LAIF -- REIMB FUNDS L76R	18,972,105.01	7,229.74	0.00	4,612.46	0.00	0.00	11,842.20
PARATRANSIT FUNDS	26,175,434.89	82,696.57	0.00	36,180.29	0.00	(35.95)	118,840.91
LAIF -- PARATRANSIT	715,706.29	148.20	0.00	144.12	0.00	0.00	292.32
BANK OF AMERICA	780,372.67	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	19,111,847.34	711.56	0.00	711.56	0.00	0.00	1,423.12
	<u>165,619,578.09</u>	<u>234,854.47</u>	<u>25,498.33</u>	<u>91,286.22</u>	<u>107,287.50</u>	<u>35.61</u>	<u>244,387.13</u>

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

Interest Earned 05/31/13	91,321.83
<b>Add:</b>	
CEO Interest	2,000.00
<b>Less:</b>	
Commissions	(8,000.83)
Capital Gain(Loss)	<u>2,195.13</u>
Total Interest & Capital Gain(Loss)	<u><u>87,516.13</u></u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	1,413,062.72
<b>Add:</b>	
CEO Interest	19,000.00
<b>Less:</b>	
Commissions	(88,519.93)
Capital Gain(Loss)	<u>141,201.10</u>
Total Interest & Capital Gain(Loss)	<u><u>1,484,743.89</u></u>
<b>Balance Per Ledger as of 05/31/13</b>	
Interest Acct. 409100	41.95
Interest Acct. 409102	5,920.23
Interest Acct. 409101	1,337,580.61
Gain(Loss) Acct. 405210	<u>141,201.10</u>
	<u><u>1,484,743.89</u></u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT	RATE/	APPL. DAYS	INTEREST	INTEREST	INTEREST	ADJ.	INTEREST	PAR
			PURCHASE PRICE	ADJUSTED 06-30-12	VALUE 05-31-13		RATE	DAY		REC'VBLE 04-30-13	EARNED 05-31-13	RECEIVED 05-31-13		REC'VBLE 05-31-13	VALUE
<u>GOVERNMENT BONDS</u>															
FHLMC	313385NK8	4-29-13	7,996,022.22	7,996,022.22	7,996,755.55	10-25-13	0.000%	0.0000	30	0.00	0.00			0.00	8,000,000
FMCND	313397NV9	5-8-13	4,997,500.00	4,997,500.00	4,997,833.33	11-04-13	0.000%	0.0000	22	0.00	0.00			0.00	5,000,000
FHLMC	3134G2WG3	2-15-12	9,686,631.75	9,683,651.10	9,676,439.85	09-22-14	0.750%	200.3125	30	7,812.19	6,009.38		(0.01)	13,821.56	9,615,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,052,200.00	10,043,900.00	09-28-15	0.750%	208.3333	30	6,875.00	6,250.00			13,125.00	10,000,000
FHLMC	3134G3UV0	5-23-12	5,000,000.00	5,001,550.00	5,001,600.00	11-23-15	0.750%	104.1667	22	16,458.33	2,291.67	18,750.00		0.00	5,000,000
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,500,000.00	8,500,510.00	11-24-15	0.450%	106.2500	30	18,593.75	3,187.50	21,037.50		743.75	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	23	32,708.33	4,791.67	37,500.00		0.00	10,000,000
FHLMC	3134G3Y20	12-28-12	5,000,500.00	5,006,300.00	5,000,500.00	11-27-15	0.500%	69.4444	30	10,694.44	2,083.33	12,500.00	0.01	277.78	5,000,000
FNMA	3135G0RX3	12-07-12	7,005,250.00	7,006,930.00	6,999,090.00	11-27-15	0.500%	97.2222	30	14,972.22	2,916.67	17,500.00		388.89	7,000,000
FED. FARM CREDIT BK	31331H5L7	5-11-07	1,020,404.50	1,128,923.00	1,087,398.50	12-29-15	6.125%	161.6319	30	19,719.10	4,848.96			24,568.06	950,000
FNMA	3135G0UM3	5-29-13	3,999,600.00	3,999,600.00	3,995,240.00	02-26-16	0.520%	57.7778	2	5,373.33	115.56			5,488.89	4,000,000
FNMA	3135G0VH3	5-30-13	6,031,500.00	6,031,500.00	6,033,000.00	03-04-16	0.750%	125.0000	1	10,750.00	125.00			10,875.00	6,000,000
FHLMC	3134G3SE1	03-21-12	8,505,312.50	8,545,475.00	8,542,245.00	03-21-16	1.000%	236.1111	30	9,444.44	7,083.33		0.01	16,527.78	8,500,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	15,035,520.00	14,970,900.00	03-30-16	0.500%	208.3333	16	9,375.00	3,333.33			12,708.33	15,000,000
															95.09%
<u>TREASURY INFLATION PROTECTED SECURITIES</u>															
TREAS INFLATION INDEX	912828KM1	01-21-10	3,737,186.68	3,928,130.97	3,907,924.84	04-15-14	1.250%	133.6563	30	2,098.13	4,009.69		71.55	6,179.37	3,849,300
LAIF			18,972,105.01	18,972,105.01	18,972,105.01					7,229.74	4,612.46			11,842.20	18,972,105
TOTAL LAIF			18,972,105.01	18,972,105.01	18,972,105.01										4.91%
TOTAL A/C 121100 & 112010			106,501,432.65	106,911,902.29	106,756,637.07										
<u>MATURED/CALLED</u>															
FHLMC	3134G3UV0	5-23-12	(5,000,000.00)	(5,001,550.00)	(5,001,600.00)									0.00	(5,000,000)
FHLMC	3135G0LM3	5-25-12	(9,997,000.00)	(9,998,600.00)	(10,003,300.00)									0.00	(10,000,000)
TOTAL			<u>91,504,432.65</u>	<u>91,911,752.29</u>	<u>91,751,737.07</u>					<u>164,874.26</u>	<u>47,046.09</u>	<u>107,287.50</u>	<u>71.56</u>	<u>104,704.41</u>	<u>91,414,300</u>



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

<u>TYPE OF SECURITY</u>	<u>CUSIP #</u>	<u>SETTLE DATE</u>	<u>ORIGINAL PURCHASE PRICE</u>	<u>GASB 31 ADJUSTED 06-30-12</u>	<u>MARKET VALUE 05-31-13</u>	<u>MATURITY DATE</u>	<u>INT RATE</u>	<u>RATE/ DAY</u>	<u>APPL. DAYS</u>	<u>INTEREST RECVBLE 04-30-13</u>	<u>INTEREST EARNED 05-31-13</u>	<u>INTEREST RECEIVED 05-31-13</u>	<u>ADJ.</u>	<u>INTEREST RECVBLE 05-31-13</u>	<u>PAR VALUE</u>
<b>GOVERNMENT BONDS</b>															
HOUSING URBAN DEVEL	911759EB0	12-23-08	155,581.50	150,844.50	150,888.00	08-01-17	7.908%	32.9500	30	2,965.50	988.50			3,954.00	150,000
LAIF			7,961,486.82	7,961,486.82	7,961,486.82					1,726.97	1,603.20	0.00		3,330.17	7,961,487
<b>MATURED/CALLED CALLED</b>															
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	150,888.00										
<b>TOTAL</b>			<u>155,581.50</u>	<u>150,844.50</u>	<u>150,888.00</u>					<u>2,965.50</u>	<u>988.50</u>	<u>0.00</u>	<u>0.00</u>	<u>3,954.00</u>	<u>150,000</u>

18-Jun-13

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-12	MARKET VALUE 05-31-13	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 04-30-13	INTEREST EARNED 05-31-13	INTEREST RECEIVED 05-31-13	ADJ.	INTEREST REC'VBLE 05-31-13	PAR VALUE
<b><u>GOVERNMENT BONDS</u></b>															
FHLM	3137EABX6	1-30-09	5,015,200.00	5,166,550.00	5,070,600.00	01-07-14	2.500%	347.2222	30	39,583.33	10,416.67			50,000.00	5,000,000
FHLM	3137EACB3	3-26-10	2,510,690.00	2,597,375.00	2,552,175.00	04-23-14	2.500%	173.6111	30	1,388.89	5,208.33			6,597.22	2,500,000
FNMA	31398AU34	2-15-12	5,299,150.00	5,276,000.00	5,212,000.00	07-28-15	2.375%	329.8611	30	30,677.08	9,895.83	0.01		40,572.92	5,000,000
FHMLC	3134G3SD3	03-28-12	4,998,000.00	5,026,100.00	5,021,950.00	09-28-15	0.750%	104.1667	30	3,437.50	3,125.00			6,562.50	5,000,000
FHMLC	3134G3SE1	03-21-12	5,503,437.50	5,529,425.00	5,527,335.00	03-21-16	1.000%	152.7778	30	6,111.11	4,583.33			10,694.44	5,500,000
															81.97%
<b><u>TREASURY INFLATION PROTECTED SECURITIES</u></b>															
TREAS INFLATION INDEX	912828KM1	03-26-10	2,639,162.36	2,805,807.83	2,791,374.89	04-15-14	1.288%	98.3710	30	1,498.66	2,951.13		(35.96)	4,413.83	2,749,500
										148.20	144.12	0.00		292.32	18.03%
LAIF			715,706.29	715,706.29	715,706.29										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	26,175,434.89										
<b>TOTAL</b>			<b>25,965,639.86</b>	<b>26,401,257.83</b>	<b>26,175,434.89</b>					<b>82,696.57</b>	<b>36,180.29</b>	<b>0.00</b>	<b>(35.95)</b>	<b>118,840.91</b>	<b>25,749,501</b>

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

6/12/13 10:04 AM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
<b>FY2012:</b>						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
<b>FY2012 Total</b>	<b>63,000,000</b>	<b>68,501,000</b>	<b>FY2012 Total</b>	<b>69,370,185</b>	<b>5,005,985</b>	<b>69,370,185</b>
<b>FY2013</b>						
Jul. 12	4,360,900	4,360,900	Sep. 12	4,902,300	541,400	4,902,300.00
Aug. 12	4,360,900	4,360,900	Oct. 12	5,241,900	881,000	5,241,900.00
Sep. 12	5,810,000	5,810,000	Nov. 12	6,536,400	726,400	6,536,400.00
1st Qtr. Adjustment	1,650,000	1,650,000	Dec. 12	2,174,982	524,982	2,174,982.31
3 Months Total	16,181,800	16,181,800		18,855,582	2,673,782	18,855,582.31
Oct. 12	4,507,000	4,507,000	Dec. 12	5,197,300	690,300	5,197,300.00
Nov. 12	4,507,000	4,507,000	Jan. 13	5,197,300	690,300	5,197,300.00
Dec. 12	6,330,000	6,330,000	Feb. 13	6,897,000	567,000	6,897,000.00
2nd Qtr. Adjustment	1,740,000	1,740,000	Mar. 13	1,662,417	(77,583)	1,662,416.97
6 Months Total	33,265,800	33,265,800		37,809,599	4,543,799	37,809,599.28
Jan. 13	4,092,500	5,142,000	Mar. 13	4,626,600	(515,400)	4,626,600.00
Feb. 13	4,092,500	5,142,000	Apr. 13	5,052,800	(89,200)	5,052,800.00
Mar. 13	5,580,800	5,880,800	May 13	6,168,800	288,000	6,168,800.00
3rd Qtr. Adjustment	1,516,400	1,617,400	Jun. 13		(2,113,600)	(496,199.64)
9 Months Total	48,548,000	51,048,000		53,657,799	2,113,600	53,161,599.64
Apr. 13	4,442,000	4,642,000	Jun. 13			4,642,000.00
May 13	4,442,000	4,642,000	Jul. 13			4,642,000.00
Jun. 13	5,923,000	5,923,000	Aug. 13			5,923,000.00
4th Qtr. Adjustment	1,645,000	1,745,000	Sep. 13		(2,113,600)	(368,599.64)
<b>FY2013 Total</b>	<b>65,000,000</b>	<b>68,000,000</b>	<b>FY2013 Total</b>	<b>53,657,799</b>	<b>0</b>	<b>68,000,000.00</b>
			18,855,582	1st Quarter		
			18,954,017	2nd Quarter		
			15,352,000	3rd Quarter		
			9,038,267	4th Quarter		
			<u>62,199,866</u>	YTD Actual Per Statement of Revenues & Expenses		

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

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

**ACTION**

Staff proposes the Finance Committee recommend the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2013.

**SIGNIFICANCE**

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on July 18, 2013 in order to meet the 30-day requirement.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

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

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

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

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

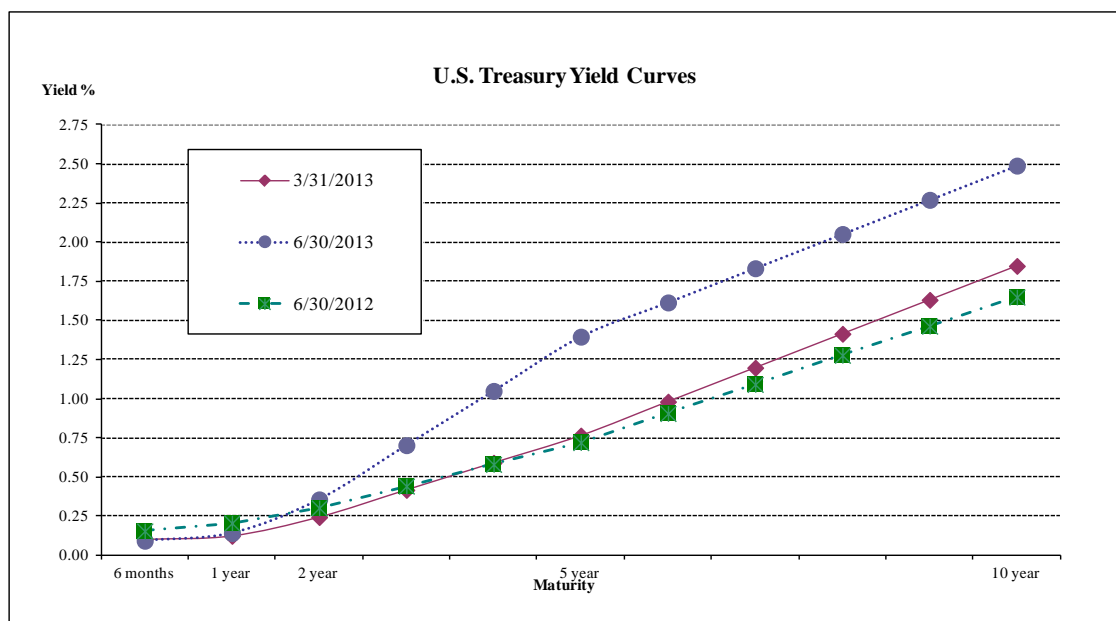
The Liquidity funds managed by District staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value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

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

## **DISCUSSION**

### **Market Review and Outlook**

Interest rates rose in the second quarter of the year as investors began to anticipate a reduction in the pace of monetary stimulus by the Federal Reserve Bank (the Fed). The rate increases were particularly dramatic for longer-term securities where the Fed's quantitative easing (QE) programs have had the greatest impact on lowering rates. As shown in the graph below long-term rates rose by close to 60 basis points (six tenths of a percent) during the quarter while short-term rates, those on securities one year or less, barely budged.



Data Source: Bloomberg Finance L.P.

The change in expectations was prompted by both stronger than expected economic growth and comments by Federal Reserve Chairman Ben Bernanke. Coming into the quarter economists were anticipating a slowdown in growth due to the tax increases and the budget sequestration that went into effect earlier in the year. While recent economic growth remains modest, the anticipated weakness failed to materialize. This prompted some, including several members of the Federal Reserve Board of Governors, to question the need for QE to continue at its current pace.

It is also widely believed that Fed Chairman Bernanke intended to send a message to the many hedge fund managers who had been taking advantage of the Fed's implicit promise to keep long-term interest rates low, that it was time to begin unwinding some of their speculative positions. The hope was that by giving these investors plenty of time to alter their exposures, the markets would remain orderly. Indeed, the pattern of trading in the market, where certain securities fell rapidly at first then recovered, was consistent with the unwinding of a series of speculative trades.

At this juncture, and based on the position of the current U.S. Treasury Yield curve, the outlook for the fixed income markets and bond yields needs to be divided into expectations for both long-term and short-term interest rates. Long-term rates will be driven by inflation expectations and the anticipated pace of QE. SunTrust Banks, doing business as CSI Capital a SunTrust Group (CSI), expects that an increasing level of concern over inflation and a reduction in the pace of QE will lead them to advise caution when it comes to reinvesting in longer term bonds. The level of short-term interest rates, on the other hand, will be heavily influenced by the timing of the Fed's next increase in the Fed Funds rate. The Fed has already signaled a desire for the unemployment rate to fall below 6.5 percent before even thinking about raising rates. Given the anticipated pace of economic growth and the current level of unemployment, CSI continues to believe any rate increases are unlikely before the beginning of 2015.

If history remains a guide, once the Fed does begin to raise interest rates, it is expected they will raise them gradually. If so, it may be well into 2017 before short term rates normalize close to 4 percent and long term rates closer to 5.5 percent or higher. While it may take quite some time before investors can expect to earn a decent rate on their investments, for now at least it looks like we are finally headed in the right direction.

### **Strategy**

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

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

As of the end of the quarter, the District's consolidated portfolios consisted of approximately 94.8 percent Agency Securities and 5.2 percent US Treasury Securities; see Exhibit 5.

### **Budget Impact**

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending June 30, the General Fund portfolio returned -0.21 percent. This compares to the benchmark return of -0.84 percent. Over this same time period, the Paratransit Fund portfolio returned -0.06 percent. This compares to the benchmark return of -2.43 percent.

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

The consolidated portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's yield to maturity or call was 0.56 percent. The General Fund benchmark's yield to maturity was 0.83 percent.

Another method of measuring the consolidated portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the consolidated portfolio's rate of return on investments, at cost, was 0.85 percent.

Prepared by: Lori Snow, Manager, Finance Treasury

650-508-6425



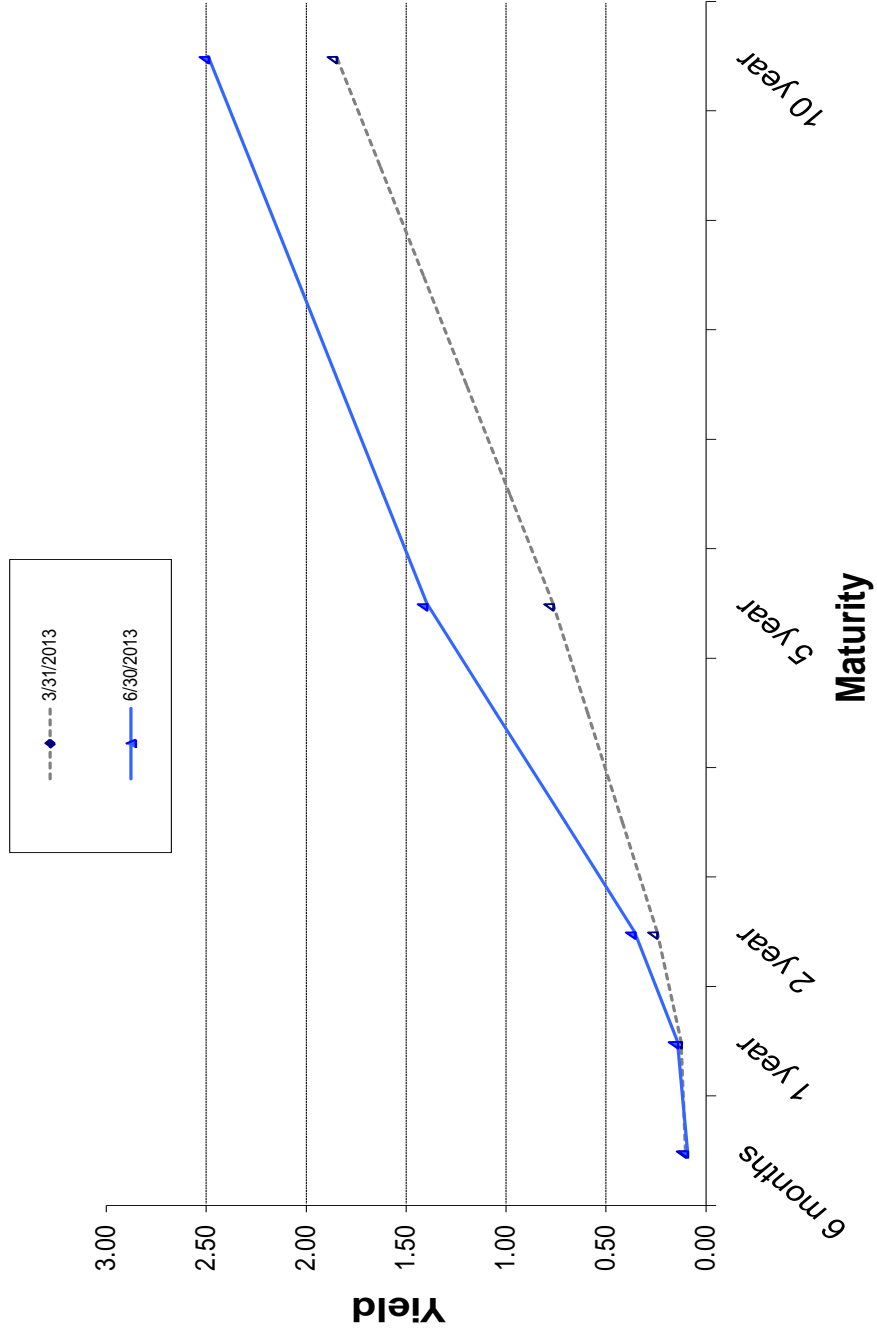
**SAN MATEO COUNTY TRANSIT DISTRICT  
REPORT OF INVESTMENTS  
FOR QUARTER ENDED JUNE 30, 2013**

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<b><u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</u></b>						
<b><u>INVESTMENT PORTFOLIO:</u></b>						
<b>GOVERNMENT BONDS</b>						
FHLMC	10-25-13	8,000,000	7,996,022	7,997,422	0	7,997,422
FMCDN	11-04-13	5,000,000	4,997,500	4,998,250	0	4,998,250
FHLMC	09-22-14	9,615,000	9,686,632	9,671,152	19,831	9,690,983
FHLMC	09-28-15	10,000,000	9,996,000	10,034,200	19,375	10,053,575
FHLMC	11-24-15	8,500,000	8,502,380	8,475,605	3,931	8,479,536
FHLMC	11-27-15	5,000,000	5,000,500	4,986,050	2,361	4,988,411
FNMA	11-27-15	7,000,000	7,005,250	6,978,090	3,306	6,981,396
FED. FARM CREDIT BK	12-29-15	950,000	1,020,405	1,078,478	29,417	1,107,895
FNMA	02-26-16	4,000,000	3,999,600	3,981,120	7,222	3,988,342
FNMA	03-04-16	6,000,000	6,031,500	6,011,700	14,625	6,026,325
FHLMC	03-21-16	8,500,000	8,505,313	8,529,410	23,611	8,553,021
FNMA	03-30-16	15,000,000	15,026,145	14,916,000	18,958	14,934,958
Housing Urban Devel	08-01-17	150,000	155,582	150,873	4,943	155,816
<b>TREASURY INFLATION PROTECTED SECURITIES</b>						
Treasury Inflation Indexed Note	04-15-14	3,845,730	3,737,187	3,898,301	10,113	3,908,414
<b>TOTAL INVESTMENT FUNDS PORTFOLIO</b>			<b>91,660,014</b>	<b>91,706,651</b>	<b>157,693.18</b>	<b>91,864,344</b>
<b><u>MANAGED BY SUNTRUST BANK/CSI GROUP</u></b>						
<b><u>PARATRANSIT TRUST FUND PORTFOLIO:</u></b>						
<b>GOVERNMENT BONDS</b>						
FHLM	01-07-14	4,570,000	4,583,893	4,625,983	55,220.83	4,681,203
FHLM	04-23-14	2,500,000	2,510,690	2,546,825	11,805.56	2,558,631
FNMA Step Up	01-27-16	5,000,000	5,299,150	5,197,600	50,468.76	5,248,069
FHLM	09-28-15	5,000,000	4,998,000	5,017,100	9,687.50	5,026,788
FHLM	03-21-16	5,500,000	5,503,438	5,519,030	15,277.77	5,534,308

**SAN MATEO COUNTY TRANSIT DISTRICT  
REPORT OF INVESTMENTS (Con't)  
FOR QUARTER ENDED JUNE 30, 2013**

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<b>TREASURY INFLATION PROTECTED SECURITIES</b>						
Treasury Inflation Indexed Note	04-15-14	2,197,560	2,111,330	2,227,601	5,779	2,233,380
<b>TOTAL PARATRANSIT PORTFOLIO MANAGED BY SUNTRUST BANK/CSI GROUP</b>						
		24,767,560	25,006,500	25,134,138	148,239	25,282,378
<b>TOTAL DISTRICT PORTFOLIO MANAGED BY SUNTRUSTBANK/CSI GROUP</b>						
		116,328,290	116,666,514	116,840,789	305,933	117,146,722
<b><u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u></b>						
<b>BANK OF AMERICA CHECKING LAIF</b>						
			1,049,854	1,049,854	0	1,049,854
			28,049,298	28,049,298	20,286	28,069,584
<b>TOTAL FUNDS MANAGED BY DISTRICT STAFF</b>						
			29,099,152.25	29,099,152.25	20,286.06	29,119,438.31
<b><u>TRUST FUNDS MANAGED BY THIRD PARTY TRUSTEE:</u></b>						
<b>First American Gov't. Oblig. CID</b>						
		2,038,104	2,038,104	2,038,104	0	2,038,104
<b>Federal National MortgageAssociatio 03-16-2015</b>						
		2,277,000	2,258,546	2,277,250	2,135	2,279,385
<b>TOTAL FUNDS MANAGED BY THIRD PARTY TRUSTEE</b>						
		4,315,104	4,296,650	4,315,355	2,135	4,317,489
<b>TOTAL AS OF JUNE 30, 2013</b>						
		150,062,316	150,255,296	150,255,296	328,354	150,583,649

# SamTrans Historical Yield Curve



□

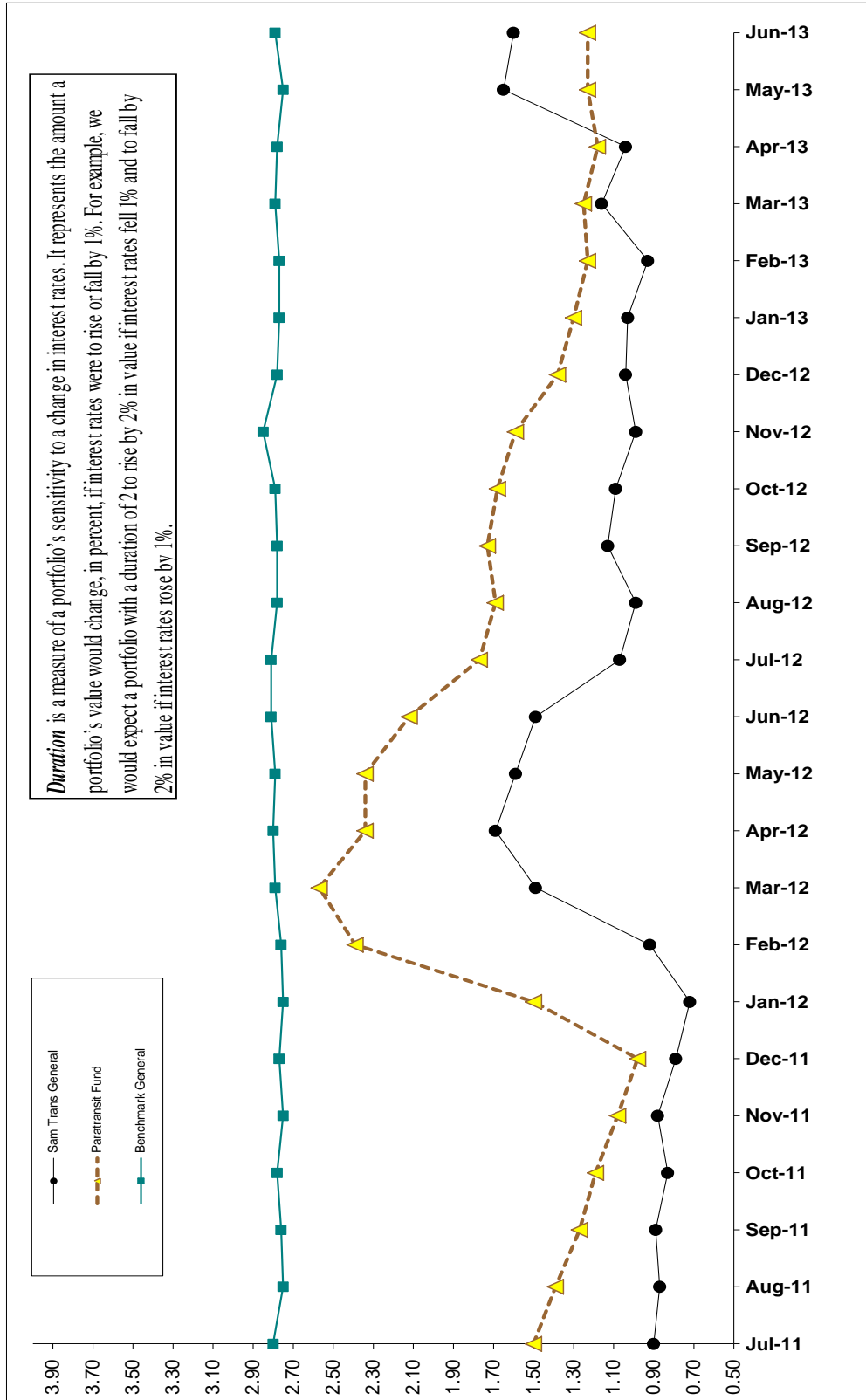
Data Source: Bloomberg

CSI Capital Management, Inc.

EXHIBIT 1

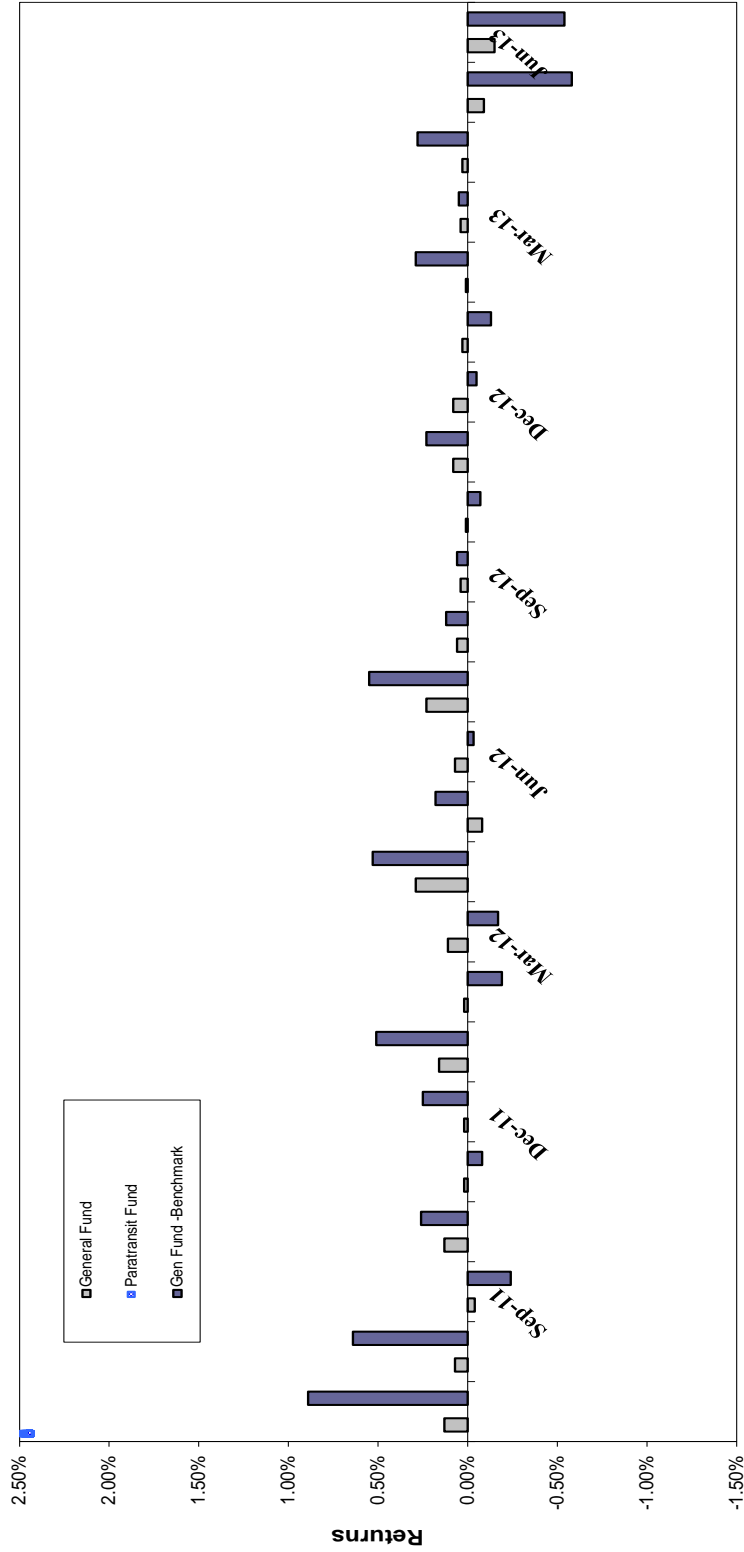
# SamTrans Duration vs. Benchmark

## EXHIBIT 2



CSI Capital Management, Inc.

**SamTrans**  
**Monthly Review – Account vs. Benchmark**  
 Rolling 24 Months



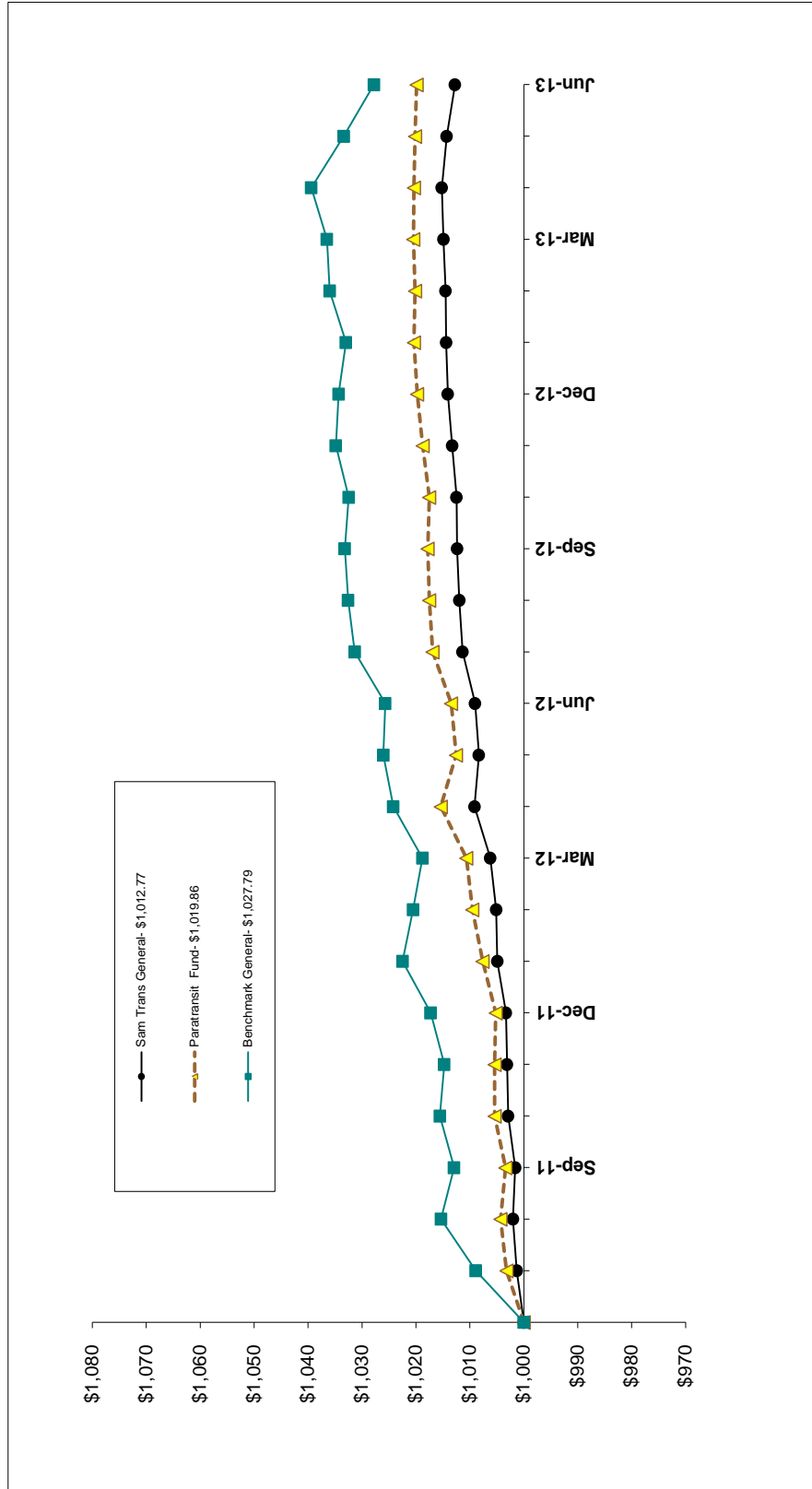
Trailing 12 Months	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Trailing 12
<b>MONTHLY PERFORMANCE DATA</b>													
SamTrans - Gen Funds	0.23%	0.06%	0.04%	0.01%	0.08%	0.08%	0.03%	0.01%	0.04%	0.03%	-0.09%	-0.15%	0.37%
SamTrans - Paratran	0.34%	0.06%	0.03%	-0.03%	0.12%	0.10%	0.06%	-0.02%	0.03%	-0.01%	-0.02%	-0.03%	0.63%
Benchmark - Gen Fund	0.55%	0.12%	0.06%	-0.07%	0.23%	-0.05%	-0.13%	0.29%	0.05%	0.28%	-0.58%	-0.54%	0.20%
Benchmark - Paratran	0.86%	0.06%	-0.05%	-0.27%	0.60%	-0.35%	-0.71%	0.69%	0.19%	0.73%	-1.74%	-1.42%	-1.44%

CSI Capital Management, Inc.

# SamTrans

## Growth of a Thousand Dollars

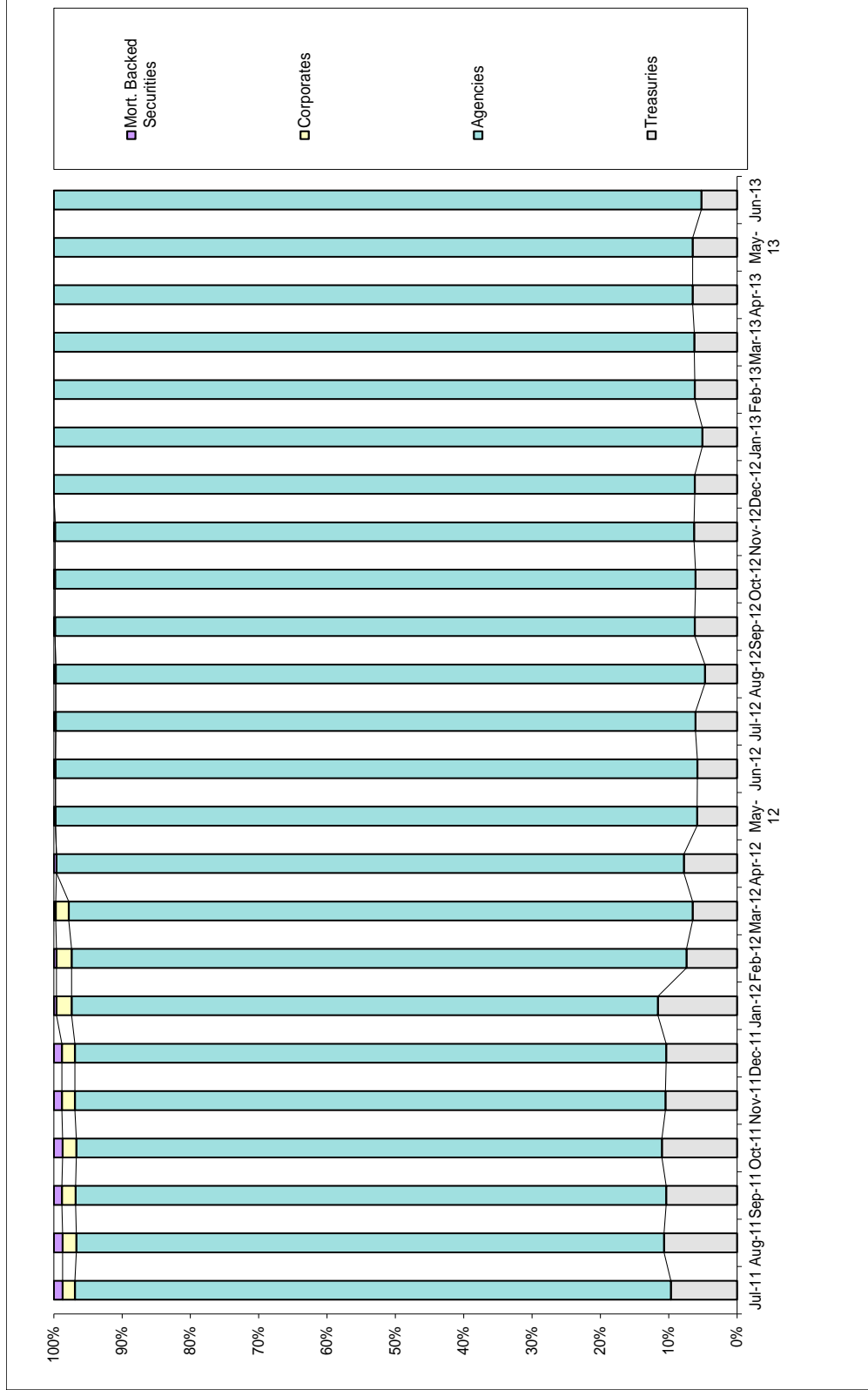
Rolling 24 Months



CSI Capital Management, Inc.

EXHIBIT 4

# SamTrans Percent of Assets Held by Type



**EXHIBIT 5**

CSI Capital Management, Inc.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **AUTHORIZE INCREASING THE FISCAL YEAR 2014 CAPITAL BUDGET BY  
\$263,000**

**ACTION**

Staff proposes the Committee recommend Board approval of the following:

1. Increase the Fiscal Year (FY) 2014 Capital Budget by \$170,000 for the Receptionist Area Security Improvements; and
2. Add a new project "Cameras on Buses" with a total budget of \$93,000.

**SIGNIFICANCE**

The Receptionist Area Security Improvements Project will provide security to the receptionist area with the addition of security cameras and a bullet proof glass enclosure. The additional funds will allow for other improvements in and around the work space such as better access in and out of the area and moving the photo identification function to the receptionist area since the current operation allows visitors past the security controlled area. This will allow for better security and visibility to customers and employees.

The Cameras on Buses Project will add curbside exterior cameras to the existing 135 vehicle fleet of 2009/2010 buses. The cameras will provide an external view, day and night of the bus and its surrounding areas thereby improving safety for the bus riders. Future bus purchases will include these cameras in the delivered models.

**BUDGET IMPACT**

Funding for both projects will come from State Proposition 1B Safety and Security funds that are annually allocated to the District.

**BACKGROUND**

The District approved the FY2014 Capital Budget on June 5, 2013 under Resolution No. 2013-21, in the amount of \$11,515,276. The proposed amendment as discussed above would increase the Capital Budget by \$263,000 to an authorized total of \$11,778,276.

Prepared By: Leslie Fong, Senior Budgets Analyst 650-508-6332  
Project Manager: Éva Goode, Manager, Budgets 650-508-7914



RESOLUTION NO. 2013 –

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

\* \* \*

**AUTHORIZE AMENDING THE FISCAL YEAR 2014 CAPITAL BUDGET WITH AN INCREASE IN THE  
AMOUNT OF \$263,000 TO ADD TWO PROJECTS**

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

**WHEREAS**, pursuant to Resolution No. 2013-21, adopted on June 5, 2013, the Board approved the Fiscal Year (FY) 2014 District Capital Budget in the total amount of \$11,515,276; and

**WHEREAS**, funding to cover project costs for Receptionist Area Security Improvements and Cameras on Buses is proposed to be included in an amended FY2014 Capital Budget, as further described below; and

**WHEREAS**, the Receptionist Area Security Improvements Project will add security cameras and bullet proof glass enclosure and will allow for other improvements in and around the work space for better security and visibility to customers and employees; and

**WHEREAS**, the scope of the Cameras on Buses Project will add curbside exterior cameras to the existing 135 vehicle fleet of 2009/2010 buses; and

**WHEREAS**, funding for both the Receptionist Area Security Improvements Project and Cameras on Buses Project will come from State Proposition 1B Safety and Security funds; and

**WHEREAS**, the General Manager/CEO recommends the Board approve an increase in the FY2014 Capital Budget in the amount of \$263,000 to include the above-described projects.

**NOW, THEREFORE, BE IT RESOLVED**, the Board of Directors of the San Mateo County Transit District hereby increases the FY2014 Capital Budget in the amount of \$263,000 for a new total of \$11,778,276 to add two projects to the amended Capital Budget as depicted in Attachment A; and

**BE IT FURTHER RESOLVED** the Board authorizes the Executive Director to take such additional actions as may be necessary to give effect to this Resolution.

Regularly passed and adopted this 7<sup>th</sup> day of August, 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

---

District Secretary

San Mateo County Transit District  
Amended 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
<b>1 REVENUE VEHICLES REPLACEMENT</b>										
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 vehicle to accommodate Redi-Wheels' growth for service	\$ 204,000		\$ 204,000		\$ 115,089	\$ 14,911		A \$ 74,000
	<u>Subtotal</u>				\$ 2,092,125		\$ 1,625,589	\$ 14,911	\$ -	\$ 451,625
<b>2 REVENUE VEHICLE SUPPORT</b>										
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
2.4	Cameras on Buses	Project would install curbside exterior cameras to 135 in the existing fleet	\$ 93,000		\$ 93,000		\$ -	\$ 93,000	\$ -	\$ -
	<u>Subtotal</u>				\$ 1,523,750	\$ -	\$ -	\$ 93,000	\$ -	\$ 1,430,750
<b>3 INFORMATION TECHNOLOGY</b>										
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
	<u>Subtotal</u>				\$ 5,659,000	\$ -	\$ 2,160,000	\$ 439,000	\$ 856,151	\$ 2,203,849
<b>4 DEVELOPMENT</b>										
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

San Mateo County Transit District  
Amended 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
4.3	Capital Program Management	Capitalized funds for program and project controls support, including monitoring project performance and delivery.	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	<u>Subtotal</u>				\$ 786,401	\$ -	\$ -	\$ -	\$ -	\$ 786,401
<b>5</b>	<b>FACILITIES/CONSTRUCTION</b>									
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
<b>6</b>	<b>SAFETY AND SECURITY</b>									
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	\$ -	\$ -
6.2	Receptionist Area Security Improvement	Project would provide improved security for the receptionist on the 2nd floor of Central who is involved in numerous interactions with the public	\$ 470,000	\$ 300,000	\$ 170,000	\$ -	\$ 170,000	\$ -	\$ -	\$ -
	<u>Subtotal</u>				\$ 1,170,000	\$ -	\$ 1,170,000	\$ -	\$ -	\$ -
<b>7</b>	<b>OTHER</b>									
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
	<b>GRAND TOTAL</b>				\$ 11,778,276	\$ -	\$ 3,785,589	\$ 1,716,911	\$ 856,151	\$ 5,419,625
	<b>NOTES:</b>									
	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, \$908K 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 AND RATIFICATION OF THE FISCAL YEAR 2014 DISTRICT INSURANCE PROGRAM**

**ACTION**

Staff proposes the Committee recommend the Board approve and ratify the San Mateo County Transit District (District) Insurance Program obtained through the District's insurance broker, Wells Fargo Insurance Services, for Fiscal Year (FY) 2014, at a total premium cost of \$1,652,740 inclusive of the following:

- Continue the current \$1 million self-insured retention on the liability program.
- Purchase \$99 million of coverage for Commercial General and Business Automobile Liability.
- Renew the District's Employment Practices Liability and Non-liability insurance program.

**SIGNIFICANCE**

Driven by the hardening of the liability insurance marketplace and increased losses, the District's FY2014 total insurance premium has increased 3 percent over last year's premium. While the District's liability premium increased 12 percent, the Non-liability program premium actually decreased since there was no premium due this year due to the three-year pre-paid Environmental Liability insurance program that was bound and paid last year. Despite market pressure to increase retentions, the District was able to maintain a \$1 million retention per claim. This retention is a key factor in the District's risk management program and is integrated into contract insurance requirements for vendors and other District activities. Public Official's liability limits remain at \$50 million. Below is an overview of the District's FY2013 and FY2014 premiums:

<b><u>Principal Program</u></b>	<b><u>Conditions</u></b>	<b><u>FY2013 Premium</u></b>	<b><u>FY2014 Premium</u></b>
Liability, including: -Excess Liability -Public Officials Liability	\$100 million excess liability \$1 million self-insured retention	\$ 859,581	\$ 961,428
Employment Practices	\$5 million limit \$75,000 retention	\$ 55,000	\$ 66,000
Non-Liability		<u>\$ 683,122</u>	<u>\$ 625,312</u>
<b>TOTALS</b>		<b>\$1,597,703</b>	<b>\$1,652,740</b>

### **BUDGET IMPACT**

Funds to underwrite the recommended program are included in the FY2014 Operating Budget.

### **BACKGROUND**

#### **Liability Program**

The District's \$100 million limit of liability contains a \$1 million self-insured retention and excess limits of \$100 million. Coverage for the Terrorism Recovery Insurance Extension Act is included in the full \$100 million limits while Public Official's liability is included to \$50 million.

The liability insurance program covers all of the District's services, including the Contracted Urban Bus service, Redi-Wheels, and the taxi and lift-van programs. The San Mateo County Transportation Authority is a named insured and afforded coverage under the District's insurance program.

As the liability insurance marketplace has hardened, any increases in exposures or losses has a dramatic effect on premiums. In particular, progressively higher liability settlements throughout the industry over the past 10 years is making the maintenance of the District's \$1 million retention more challenging with an accompanying premium impact. However, if the District were to carry a higher retention, any premium savings would very likely be exceeded by the increased cost of paying claims up to the higher retention.

#### **Employment Practices**

Employment Practices liability coverage has a \$5 million limit with a \$150,000 self-insured retention. General Counsel reports that the claims service provided by the District's incumbent insurer has been excellent, so the recommendation is to renew with the same insurer.

## **Non-Liability Program**

The Non-liability program includes coverage for bus physical damage, property, boiler and machinery, public employees blanket bond and excess bond, business auto, Dumbarton Rail Bridge, environmental, cyber liability, peace officers liability, fiduciary liability and kidnap & ransom.

### *Bus Physical Damage*

The bus physical damage policy is written on a full replacement cost basis for active buses and actual cash value basis for inactive and retired buses. Coverage also includes a step-deductible feature so that deductibles are proportional to the value of the vehicle. The program is designed with tiered rates so that inactive and retired buses are insured at lower insurance premiums than active vehicles. Terrorism coverage is included for all vehicles. Total fleet values and premiums have decreased slightly.

### *Property*

The District's total insurable values and property premium increased slightly for FY2014. The policy contains Boiler and Machinery coverage and a Green Sustainability endorsement, which allows for higher limits following a loss for upgrades using green material rather than traditional materials. With the District's South Base maintenance and operations facility in a 100-year Federal flood zone, the District's ability to include flood in its property policy is a significant enhancement to coverage generally available.

### *Business Auto Insurance*

The District insures 10 vehicles that are issued to employees on a 24-hour basis.

### *Crime Insurance*

Crime coverage applies to the District, the San Mateo County Transportation Authority and the Peninsula Corridor Joint Powers Board. This is the third year of a new 3-year program and premiums have remained flat.

### *Dumbarton Rail Bridge*

The Dumbarton Rail Bridge continues to be insured on an actual cash value basis (not replacement cost) with a \$5 million limit, including coverage for debris removal and collisions with ships.

### *Environmental*

The District's environmental liability coverage is in the second year of a three-year prepaid program with a \$5 million limit and a \$50,000 deductible. The premiums for this 3-year program were paid in FY2013.

### *Peace Officers Liability*

Some peace officers liability coverage is included in the District's general liability program but is subject to the District's \$1 million self-insured retention. For a premium of less than \$9,000, the District was able to secure broader, more specialized coverage with a \$5,000 deductible and a \$5 million limit.

### *Cyber Liability*

The increasing use of the internet by all organizations to gather, store, and disseminate information has created new liability exposures for the vast majority of public entities and businesses. With new Federal and State legislation imposing liability, strict fines, penalties and notification requirements, many entities are adding Cyber Liability coverage to their insurance portfolios. For a premium of \$37,051, and a limit of \$5 million, the District was able to secure a broad Cyber Liability policy. Although the District's website does not allow online credit card transactions, information on vendors, employees, and other confidential data resides on the District's servers.

### *Fiduciary Liability*

Fiduciary liability coverage in the amount of \$2 million for liabilities that the District could incur as a result of the administration and management of employee benefit plans is being renewed for FY2014 with the same premium as in FY2013.

### *Kidnap & Ransom*

The District has \$1 million of kidnap & ransom insurance that indemnifies the District for ransom payments and expenses for actual or alleged kidnappings.

### **Summary**

The District's overall insurance premium has increased by 3 percent for FY2014 as a result of hardening market conditions. The District enjoys below-market pricing even though public transit is a challenging risk with a limited number of insurers. All coverage is written by insurers that meet the District's financial stability requirement of a Best's Rating of A X or better.

Prepared by: David Triolo, Director, Safety & Risk Management

650-508-6237



**RESOLUTION NO. 2013-**

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

\* \* \*

**APPROVING AND RATIFYING THE INSURANCE PROGRAM FOR  
FISCAL YEAR 2014**

**WHEREAS**, the General Manager/CEO of the San Mateo County Transit District has approved an Insurance Program (Program) for Fiscal Year (FY) 2014 with premiums totaling \$1,652,740 the costs for which are included in the FY2014 budget; and

**WHEREAS**, in conjunction with the expiration of the District's existing Program on June 30, 2013, District staff renewed its Program for FY2014 based on the plan approved by the General Manager/CEO, with the following significant elements:

1. Maintain self-insured retention for the District in the amount of \$1 million;
2. Purchase Excess Liability insurance program with a total limit of \$100 million that includes Public Official's Liability coverage with a \$50 million limit at an annual premium of \$961,428;
3. Purchase an Employment Practices Legal Liability policy with a total limit of \$5 million and an annual premium of \$66,000; and
4. Purchase non-liability policies covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Business Auto, Dumbarton Rail Bridge, Environmental, Peace Officers Liability, Cyber Liability with Privacy Coverage, Fiduciary Liability and Kidnap & Ransom insurance with an annual premium of \$625,312.

**WHEREAS**, staff recommends the Board of Directors approve and ratify the renewal of the District's insurance program for FY2014, as delineated above.

**NOW, THEREFORE, BE IT RESOLVED**, the Board of Directors of the San Mateo County Transit District hereby approves and ratifies the renewal of the District's Insurance Program for FY2014, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 7<sup>th</sup> day of August, 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

C.H. (Chuck) Harvey  
Deputy CEO

SUBJECT: **AUTHORIZE AWARD OF CONTRACT FOR PURCHASE AND DELIVERY OF  
MOTOROLA RADIOS AND PURCHASE AND INSTALLATION OF MOTOROLA  
CONSOLES AND RELATED ITEMS**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award a contract to Motorola Solutions, Inc. (Motorola) for the purchase and delivery of Motorola radios and the purchase and installation of Motorola consoles and related items for a total cost of \$2,786,605.
2. Authorize the General Manager/CEO or his designee to execute the contract with Motorola in a form approved by legal counsel.

**SIGNIFICANCE**

The San Mateo County Transit District's (District) current radio system is more than 10 years old and many of its components are obsolete or quickly approaching the end of their useful service life and are in need of replacement or upgrades.

Award of this contract will provide the District with a qualified contractor to supply more than 500 voice radios for the entire SamTrans bus fleet and support vehicles. Motorola is the certified radio equipment manufacturer of the County of San Mateo (County) 700 MHz Trunked radio system, which SamTrans is migrating to for its bus voice communications. The radios will be furnished to ACS Transportation Solutions, Inc. for them to install on the District vehicles and test as part of the Bus Radio System and Equipment Refresh Project.

Under this contract, Motorola also will purchase and install dispatch consoles and a voice recorder for the bus dispatch centers at North Base, South Base, Brewster Street and the Contracted Urban Bus service location in San Francisco. Motorola will program the dispatch consoles and voice recorder to integrate with the County's radio system. Motorola will develop a cutover plan for the new dispatch consoles and test the consoles and voice recorder on the County's radio system. Motorola will also provide formal training to District staff on the new consoles and voice recorder system. A one-

year warranty is included after the goods and services are accepted by the District.

**BUDGET IMPACT**

Funding for the contract has been budgeted in the adopted Fiscal Year 2014 and prior year Capital budgets. No additional funding is required.

**BACKGROUND**

The SamTrans bus radios and system have reached the end of their useful life and are no longer supported by the manufacturer. District staff identified an agreement between Motorola and the County for the provision of services, radios, voice recorders, dispatch consoles, and related items (County Agreement). The County Agreement permits other governmental agencies, including the District, to purchase the subject services, radios and related equipment from Motorola at significantly discounted prices.

The District may utilize intergovernmental agreements for the procurement of common goods and services, provided that such agreements are consistent with the District's procurement procedures. The County Agreement was conducted pursuant to a "best value" procurement method, in which cost was considered in addition to several qualitative factors. The District is authorized to use the "best value" procurement method to award contracts for equipment, supplies, or materials where it is determined to be in the best interest of the District. Under the County Agreement, the District will enjoy the same volume pricing, generous discounts, extensive selection of items and high-quality service available to the County.

In accordance with Federal Transit Administration requirements, staff conducted a cost/price analysis of the Motorola proposal and determined the pricing to be fair and reasonable. Staff and Legal counsel reviewed Motorola's proposal and found that it complies with the requirements of the solicitation documents.

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 MOTOROLA SOLUTIONS, INC. FOR PURCHASE  
AND DELIVERY OF RADIOS AND PURCHASE AND INSTALLATION OF CONSOLES  
AND RELATED ITEMS FOR A GRAND TOTAL COST OF \$2,786,605.06**

**WHEREAS**, the San Mateo County Transit District's (District) current radios, radio system and components are more than 10 years old and have reached the end of their useful service life; and

**WHEREAS**, the District procurement policy allows the District to utilize intergovernmental agreements with governmental agencies for goods and services, provided that these agreements were procured in compliance with the District's procurement procedures; and

**WHEREAS**, the County of San Mateo (County) entered into an agreement with Motorola Solutions, Inc. (Motorola) for services, radios, and related equipment, which agreement is available for utilization by other California governmental entities, including the District; and

**WHEREAS**, the County agreement with Motorola was procured through a procurement process that is consistent with the District's procurement procedures; and

**WHEREAS**, the District has determined that the purchase of these products through the County agreement with Motorola will allow the District to take advantage of volume pricing discounts, extensive selection of items, and high quality service; and

**WHEREAS**, in accordance with Federal Transit Administration requirements, staff conducted a cost/price analysis of the Motorola proposal and determined the pricing to be fair and reasonable; and

**WHEREAS**, the General Manager/CEO recommends and the Finance Committee concurs that a contract be awarded to Motorola Solutions, Inc. of Schaumburg, Illinois, for the purchase and delivery of radios and purchase and installation of consoles and related items for a grand total amount of \$2,786,605.06.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the San Mateo County Transit District awards a contract to Motorola for the purchase and delivery of radios and the purchase and installation of consoles and related items for a grand total amount of \$2,786,605.06; and

**BE IT FURTHER RESOLVED** the General Manager/CEO, or his designee, is authorized to execute a contract on behalf of the District with Motorola in a form approved by legal counsel.

Regularly passed and adopted this 7<sup>th</sup> day of August, 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**FINANCE ITEM # 7  
AUGUST 7, 2013**

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR THE  
PERIOD ENDING JUNE 30, 2013**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the November 6 meeting of the Board of Directors.

Prepared by: Sheila Tioyao, Manager, General Ledger

650-508-7752

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **UPDATE ON THE EXECUTION OF THE FUEL HEDGING PROGRAM**

**ACTION**

This item is presented for informational purpose only.

**SIGNIFICANCE**

On May 1, 2013, the Board approved the Request for Bids for the Fiscal Year (FY) 2014 Fuel Hedging Program (Program) and authorized the General Manager/CEO or Deputy CEO, Finance and Administration, to execute those documents with the winning diesel fuel price cap provider.

On May 16, 2013, the San Mateo County Transit District's (District) financial advisors requested bids from four likely firms for the FY2014 Program: Deutsche Bank AG (DB), Barclays Bank PLC (Barclays), Canadian Imperial Bank of Commerce and Wells Fargo Bank, N.A., all of whom have previously bid and are required to adhere to Dodd-Frank (DF) Protocol and to bid based on the Bid Documents approved by, and on file with, the Board. This year only DB and Barclays submitted competitive bids.

Based on the bid prices, the District selected Barclays as the winning bidder; with a price cap of \$2.85 per gallon and a cost of cap at \$0.1819 per gallon. The District hedged a total of 1.2 million gallons which represents approximately 65 percent of the District's expected fuel usage for FY2014. The final documents, on file for the Board on May 1, were executed subsequent to the bid. Staff was comfortable with the documents as executed and the price offered by Barclays.

Prior to requesting bids, staff worked together with the District's financial advisors and legal counsel to develop a Request for Commodity Price Caps and a bid package adhered to DF Protocol for interested diesel fuel price cap providers. Included in that package were an ISDA Master Agreement, a Schedule to the Master Agreement, and a Credit Support Annex. These documents had been reviewed by Orrick, Herrington & Sutcliffe, LLP, special counsel to the District. In addition to the aforementioned documents, a confirmation setting forth the pricing terms was executed.



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

Staff expects to return the Board next year with an assessment of the FY2014 Program.

#### **BUDGET IMPACT**

The District's FY2014 adopted budget for fuel expenses is \$6.5 million, a decrease of \$59,818, or 1 percent below the revised FY2013 budget. The purchase of the price cap from Barclays at \$2.85 per gallon helps keep the increase in the fuel budget to a minimal level as the fuel prices rise. The Program also gives the District a measure of budgetary certainty and allows for more effective utilization of budget resources. The fees for the FY2014 Program include about \$10,000 for the financial advisor, \$34,500 for outside legal counsel and \$218,280 for the price cap premium.

#### **BACKGROUND**

The District currently purchases fuel from Pinnacle Petroleum based on the average weekly spot price of Oil Price Information Service (OPIS) index, exposing the District to market price fluctuation.

In order to meet the primary goal of the Program of reducing volatility and uncertainty in the fuel budget for FY2014, staff purchased a commodity price cap consistent with the Fuel Hedging Policy. Staff notes the price cap will not include taxes on the fuel price, however the price commonly reported to the Board includes taxes. A price cap allows the District to limit its exposure if fuel prices rise, while continuing to receive the benefit of lower costs if prices fall.

Prepared By: Aandy Ly, Senior Financial Analyst

650-508-6376



BOARD OF DIRECTORS 2013

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

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

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

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

**WEDNESDAY, AUGUST 7, 2013 – 2:40 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Legislative Committee Meeting of June 5, 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  
JUNE 5, 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, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

Committee Chair Jerry Deal called the meeting to order at 3:01 p.m.

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

The Committee approved the minutes (Gee/Lloyd).

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

State

Seamus Murphy, Director, Government and Community Affairs, said the governor issued the May Revise budget. One item drawing some attention is a loan of \$500 million in Cap and Trade revenues to the General Fund. These are not revenues that would be eligible for transit or transportation programs. Starting in 2015 the State will start to auction off rebates that are part of the fuel sector for Cap and Trade and these revenues will be eligible for use on transportation and transit programs. Staff has identified this revenue as potential funding for operations and capital projects that would benefit the San Mateo County Transit District (District). The California Air Resources Board has released a Cap and Trade Expenditure Plan that is consistent with what staff has been advocating.

Mr. Murphy said Assembly Bill (AB) 797 is the District-co-sponsored bill with the Santa Clara Valley Transportation Authority. This bill would authorize a project delivery approach called Construction Manager/General Contractor and, by extension, would allow Caltrain to utilize this delivery approach since San Francisco is a charter city.

Mr. Murphy said there is a dispute between the U.S. Department of Labor (DOL) and the governor over whether the State's Public Employees' Pension Reform Act passed last year interferes with Federal collective bargaining protections. As a result of this dispute, the DOL has not approved any Federal grants for California transit agencies this year. Legislation was introduced at the State level that would exempt transit employees from the State's pension reform law, but the governor has expressed opposition to that legislation and is deliberating with the DOL over the issue. Staff is paying very close attention to this and it potentially has a huge impact on funding for transit properties in California.

Federal

Mr. Murphy said there has been a series of congressional hearings dealing with the reauthorization of the rail programs at the Federal level. Most of these are centered on Amtrak operations and capital programs. Staff expects there will be some focus on the Rail Safety Improvement Act and the Positive Train Control mandate. Caltrain is on pace to deliver those improvements by the mandated date. The U.S. Department of Transportation released updated Highway Trust Fund projections and they show by the time Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) expires, the Highway Trust Fund will only have about \$4 billion left after sizeable General Fund transfers to the program. The Mass Transit Account will only have about \$2 billion available by the time MAP-21 expires next year. Mr. Murphy said Congressman Earl Blumenauer has urged Congress to start holding hearings to talk about how the Highway Trust Fund can remain solvent. U.S. Senator Barbara Boxer of California has some specific ideas that would be very popular for funding the Mass Transit Account long-term.

**Adjourned:** 3:12 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Legislative Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

Legislation

The Assembly returns from Summer recess on August 5 and the Senate returns on August 12.

Senate Bill (SB) 556 (Corbett) - This bill was amended to include language that would require public agencies to display disclaimers on vehicles and uniforms that identify when employees are contractors rather than government employees. If passed, disclaimers would pose significant costs to affected agencies and would substantially alter the external graphics on SamTrans vehicles. Staff is working with the California Transit Association to amend the bill so that it does not affect transit agencies.

SB 557 (Hill) - This bill would provide additional protection for State high-speed rail funding appropriated for early investment in the Caltrain Corridor. It would also ensure the implementation of high-speed rail on the Peninsula will be limited to the blended system. The bill has passed the Assembly and the Senate Transportation and Housing Committee and will be heard by the Senate Appropriations Committee.

Assembly Bill 797 (Gordon) - This bill would provide the San Mateo County Transit District (District) and the Santa Clara Valley Transportation Authority with authority to utilize a Construction Management General Contractor (CMGC) project delivery approach. The bill also effectively extends the authority to the Peninsula Corridor Joint Powers Board. The bill is currently awaiting a vote on the Senate floor.

## **FEDERAL ISSUES**

### **Foxx Confirmed as Transportation Secretary**

On June 27, the Senate unanimously confirmed Charlotte, North Carolina Mayor Anthony Foxx to serve as the next Secretary of Transportation. The Senate Commerce, Science, and Transportation Committee unanimously approved Foxx earlier in the month. He replaces outgoing Secretary Ray LaHood who announced his intention to step down earlier this year but agreed to remain in his post until a successor was confirmed.

Elected as mayor in 2009, Foxx's tenure as the city's top official has resulted in many transportation successes, including the expansion of Charlotte's streetcar system to University North Carolina-Charlotte, the formation of the Charlotte Regional Intermodal Facility that transfers cargo between trucks and trains, and the construction of a new runway at Charlotte's Douglas International Airport.

### **U.S. Department of Labor and California Pension Reform**

In response to complaints from organized labor, the U.S. Department of Labor (DOL) has delayed the allocation of Federal grants to several California transit agencies based on their assertion that the State's recently-implemented pension reform law violates Federal collective bargaining protections. Several agencies are further along in DOL's dispute resolution process, but if the issue is not resolved soon, it could affect the delivery of Federal grants to the District. The issue has potential to affect billions of dollars in transit funding statewide. The California Transit Association is working with the Governor's Office to advocate for solutions that would allow for certification of the grants and avoid significant project delays.

### **Buy America and Utility Relocation**

A provision included in the current Federal transportation funding authorizing legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), broadens the applicability of Buy America to cover non-federally funded utility relocations. Since this work is performed by the utilities themselves, state and local transportation agencies have expressed concerns about whether this work can effectively be certified under Buy America. Without cooperation from private utilities, affected projects could experience significant delays.

The American Public Transportation Association (APTA) has coordinated a broad coalition of transportation and utility interests to encourage the U. S. Department of Transportation to clarify the new requirements, provide sufficient time to effectively implement them, and grant waivers where necessary to avoid significant project delays.

The California Department of Transportation has requested a waiver from the broadened Buy America provisions for a highway project in Solano County. Following this request, the Federal Highway Administration (FHWA) issued guidance that delays the application of this provision for non-federally funded utility relocation agreements until January 1, 2014. According to FHWA, this will provide utilities with sufficient time to establish supply chains and certifications that are consistent with Buy America requirements.

### **Patent Infringement**

On July 17, APTA joined a coalition of entities pushing for reforms that would address the growing problem of frivolous patent infringement lawsuits. For several years, transit agencies have fallen victim to settlement demands from ArrivalStar, a company that claims to hold

the right to real-time vehicle tracking technologies. At least 11 transit agencies have settled with ArrivalStar rather than incurring the cost of litigation.

On behalf of transit agencies across the country, APTA recently filed suit against ArrivalStar claiming that its patents are invalid and unenforceable.

Prepared By: Seamus Murphy, Director, Government and  
Community Affairs

650-508-6388

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 8</a> <a href="#">Perea</a> D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>SENATE T. &amp; H. 7/3/2013 - Referred to Coms. on T. &amp; H. and E.Q.</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</p>	<p>Support</p>



**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
		groups to evaluate the specified policies and goals of specified programs. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/13/2013</b>	
<a href="#">AB 25 Campos</a> D  Employment: social media.	SENATE THIRD READING 6/25/2013 - Read second time. Ordered to third reading.	<p>Existing law prohibits a private employer from requiring or requesting an employee or applicant for employment to disclose a username or password for the purpose of accessing personal social media, to access personal social media in the presence of the employer, or to divulge any personal social media. Existing law prohibits a private employer from discharging, disciplining, threatening to discharge or discipline, or otherwise retaliating against an employee or applicant for not complying with a request or demand that violates these provisions.</p> <p>This bill would apply the provisions described above to public employers, as defined. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties. <b>Last Amended on 5/1/2013</b></p>	
<a href="#">AB 26 Bonilla</a> D  California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was L. & I.R. on 7/8/2013)	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would specify that moneys from the Greenhouse Gas Reduction Fund are public funds, as defined. The bill would require that, if moneys from the Greenhouse Gas Reduction Fund are made available to the owner or operator of a refinery to perform work to reduce greenhouse gas emissions, then all work at the refinery related to reducing greenhouse gas emissions that is not performed by the owner's or operator's own employees and that falls within an apprenticeable occupation, as defined, shall be performed by skilled journeypersons, as defined, and registered</p>	

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Bill ID/Topic	Location	Summary	Position
		<p>apprentices, as defined. The bill would require that moneys from the Greenhouse Gas Reduction Fund only be made available for work at a refinery if the work is related to complying with a market-based compliance mechanism to reduce greenhouse gas emissions, as specified. This bill contains other related provisions. <b>Last Amended on 6/25/2013</b></p>	
<p><a href="#">AB 37</a> <a href="#">Perea</a> D</p> <p>Integrated regional water management plans: funding; disadvantaged communities.</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was N.R. &amp; W. on 6/27/2013)</p>	<p>Existing law, the Integrated Regional Water Management Planning Act of 2002, authorizes a regional water management group, as defined, to prepare and adopt an integrated regional water management plan. The act requires an integrated regional water management plan to address specified water quality and supply matters. This bill would require in each integrated regional water management region that not less than 10% of any funding for integrated regional water management planning purposes be used to facilitate and support the participation of disadvantaged communities in integrated regional water management planning and for projects that address critical water supply or water quality needs for disadvantaged communities. This bill contains other existing laws. <b>Last Amended on 6/20/2013</b></p>	
<p><a href="#">AB 153</a> <a href="#">Bonilla</a> D</p> <p>California Global Warming Solutions Act of 2006: offsets.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2013)</p>	<p>The California Global Warming Solutions Act of 2006 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</p>	

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<a href="#">AB 160</a> <a href="#">Alejo D</a>  California Public Employees' Pension Reform Act of 2013: exceptions.	ASSEMBLY APPR. 5/29/2013 - Re-referred to Com. on APPR.	report to the Legislature. <b>Last Amended on 4/8/2013</b>  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.  This bill would except from PEPRA, by excepting from the definition of public retirement system, certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law if a federal agency determines there is a conflict with federal law. <b>Last Amended on 5/28/2013</b>	
<a href="#">AB 179</a> <a href="#">Bocanegra D</a>  Public transit: electronic transit fare collection systems: disclosure of personal information.	SENATE APPR. 7/11/2013 - From committee: Be placed on second reading file pursuant to Senate Rule 28.8.  <b>8/12/2013 Anticipated Hearing SENATE APPR., Not in daily file.</b>	Existing law prohibits a transportation agency from selling or providing personally identifiable information, as defined, of a person obtained through the person's participation in an electronic toll collection system or use of a toll facility that uses an electronic toll collection system. Existing law, with certain exceptions, requires a transportation agency to discard personally identifiable information within 4 1/2 years, as specified. This bill would make these and other related provisions applicable to a transportation agency that employs an electronic transit fare collection system for payment of transit fares with respect to personally identifiable information of a person who subscribes to an electronic fare collection system. <b>Last Amended on 6/19/2013</b>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 206</a> <a href="#">Dickinson</a> D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY ENROLLMENT 7/1/2013 - In Assembly. Ordered to Engrossing and Enrolling.</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. <b>Last Amended on 4/1/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 229</a> <a href="#">John A. Pérez</a> D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>SENATE THIRD READING 6/25/2013 - Read second time. Ordered to third reading.</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. <b>Last Amended on 6/11/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 266</a> Blumenfield D  Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE APPR. 7/10/2013 - Read second time and amended. Re-referred to Com. on APPR.  8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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 for certain low-emission vehicles to January 1, 2019, or, until the Secretary of State receives that specified notice, whichever occurs first. The bill would until January 1, 2015, or until the Secretary of State receives that specified notice, authorize the department to issue a valid identifier to a vehicle that meets California's transitional zero-emission vehicle (TZEV) standard. The bill would also repeal duplicate provisions of law, delete obsolete provisions of law relating to hybrid vehicles, and make additional conforming changes. This bill contains other related provisions and other existing laws. <b>Last Amended on 7/10/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 278</a> <a href="#">Gatto</a> D</p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>SENATE APPR. 7/11/2013 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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 promulgating regulations or other policies for purposes of the carbon intensity of fuels, to consider specified sustainability factors and the state of the fuel market and technologies. The bill would require the state board, no later than December 2014, to include mechanisms and policies that favor low-carbon fuels with the highest possible sustainability based on specified factors and to provide incentives for sustainable fuels produced without food stock or displacement of food crops. <b>Last Amended on 7/11/2013</b></p>	
<p><a href="#">AB 313</a> <a href="#">Frazier</a> D</p> <p>Vehicles: electronic wireless communications devices: prohibitions.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/21/2013)</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.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 380</a> <a href="#">Dickinson</a> D</p> <p>California Environmental Quality Act: notice requirements</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was E.Q. on 6/13/2013)</p>	<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. Last Amended on 5/24/2013</p>	



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

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 417</a> <a href="#">Frazier</a> D  Environmental quality: California Environmental Quality Act: bicycle transportation plan.	SENATE APPR. 7/11/2013 - From committee: Be placed on second reading file pursuant to Senate Rule 28.8.  <b>8/12/2013 Anticipated            Hearing SENATE APPR., Not            in daily file.</b>	<p>The California Environmental Quality Act, known as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, known as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the lead agencies to make specified findings in an EIR.</p> <p>This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified, and would also require a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the OPR and the county clerk. <b>Last Amended on 6/13/2013</b></p>	

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<a href="#">AB 431</a> <a href="#">Mullin</a> D  Regional transportation plan: sustainable communities strategy: funding.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/16/2013)	<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. <b>Last Amended on 4/15/2013</b></p>	
<a href="#">AB 441</a> <a href="#">Patterson</a> R  High-Speed Rail Authority: contracts.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more.</p>	

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<a href="#">AB 453</a> <a href="#">Mullin</a> D  Sustainable communities.	SENATE APPR. 7/3/2013 - Read second time and amended. Re-referred to Com. on APPR.  8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair	<p>The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative measure approved by the voters at the November 7, 2006, statewide general election, makes about \$5,400,000,000 in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. Existing law establishes the Strategic Growth Council and appropriated \$500,000 from the funding provided by the initiative to the Natural Resources Agency to support the council and its activities. The council is required to manage and award grants and loans to a council of governments, metropolitan planning organization, regional transportation planning agency, city, county, or joint powers authority for the purpose of developing, adopting, and implementing a regional plan or other planning instrument to support the planning and development of sustainable communities.</p> <p>This bill would make a local agency formation commission eligible for the award of financial assistance for those planning purposes. This bill contains other related provisions and other existing laws. <b>Last Amended on 7/3/2013</b></p>	
<a href="#">AB 463</a> <a href="#">Logue</a> R  High-Speed Rail Authority: contracts.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more.</p>	

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<a href="#">AB 466</a> <a href="#">Quirk-Silva</a> D  Federal transportation funds.	SENATE THIRD READING 7/2/2013 - Read second time. Ordered to third reading.	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the federal Congestion Mitigation and Air Quality Improvement Program, as specified.</p> <p>This bill would require the department to allocate federal funds to regional agencies under the federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified. <b>Last Amended on 3/14/2013</b></p>	Support
<a href="#">AB 481</a> <a href="#">Lowenthal</a> D  High-speed rail.	ASSEMBLY ASSEMBLY 7/8/2013 - Read third time. Passed. Ordered to the Assembly.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions and authorizations relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority. The bill would require payments for leases, sales, or other conveyances of property owned or controlled by the authority to be deposited in the High-Speed Rail Property Fund created by the bill, and would provide that the funds shall be available to the authority upon appropriation by the Legislature for specified purposes. This bill contains other existing laws. <b>Last Amended on 6/12/2013</b></p>	

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<a href="#">AB 493</a> <a href="#">Daly D</a> Toll facilities.	ASSEMBLY ENROLLMENT 7/1/2013 - In Assembly. Ordered to Engrossing and Enrolling.	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, as specified, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), requires all toll facilities on federal-aid highways to implement technologies or business practices that provide for the interoperability of electronic toll collection programs no later than a specified date.</p> <p>This bill would authorize operators of toll facilities on federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after the date specified in MAP-21. The bill would limit the information that may be disclosed through participation in an interoperability program, as specified. <b>Last Amended on 4/17/2013</b></p>	

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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 528</a> <a href="#">Lowenthal</a> D</p> <p>State Rail Plan and High-Speed Rail Authority business plan.</p>	<p>SENATE THIRD READING 6/25/2013 - Read second time. Ordered to third reading.</p>	<p>Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially, and requires the department to submit the State Rail Plan to the California Transportation Commission for its advice and consent on or before October 1 of each odd-numbered year prior to submitting the State Rail Plan to the Legislature, the Governor, and other entities by the following March. Existing law requires the plan to consist of 2 elements, a passenger rail element and a freight rail element, and sets forth various items that are required to be included in each element. Existing law separately requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature, not later than January 1, 2012, and every 2 years thereafter, a business plan, that includes specified elements, and to publish, at least 60 days prior to the publication of the plan, a draft business plan for public review and comment, as specified.</p> <p>This bill would revise the items required to be included in the State Rail Plan and the business plan. The bill would require the State Rail Plan to be submitted to the commission for advice 6 months prior to submitting the final State Rail Plan to the Transportation Agency for approval, and, on or before March 1, 2017, would require the approved State Rail Plan to be submitted to the Legislature, the Governor, and other specified entities. The bill would require the state rail plan to be updated, at a minimum, every 5 years. The bill would change, from January 1 to May 1 of each even-numbered year, the date by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit the business plan to the Legislature. <b>Last Amended on 6/4/2013</b></p>	



**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 529</a> <a href="#">Lowenthal</a> D</p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>SENATE APPR. 7/3/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (July 2). Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</p>	<p>Existing law establishes the Biennial Inspection of Terminals Program (BIT) to ensure the safe operation of certain vehicles by a motor carrier through the inspection of these vehicles at the motor carrier's terminal by the Department of the California Highway Patrol. Existing law defines a motor carrier, for this purpose, as the registered owner of, and in some cases the lessee or person exclusively authorizing and directing the operation of, specified vehicles. Existing law requires, within 30 days of establishing a terminal, a motor carrier to schedule an inspection by submitting to the department an application for a terminal inspection accompanied by the payment of a fee the amount of which is based on the number of vehicles in a terminal or the "terminal fleet size." Existing law requires the department to inspect every terminal at least once every 25 months and defines a terminal as the location or locations designated by the motor carrier where subject vehicles and specific records are available for inspection.</p> <p>This bill would, commencing January 1, 2016, revise and recast these provisions as the Basic Inspection of Terminals (BIT) Program. The bill would, commencing January 1, 2016, authorize the department to conduct terminal inspections at any time. The bill would require the department, on or before January 1, 2016, to implement a performance-based truck terminal inspection priority system similar to that used by the Federal Motor Carrier Safety Administration that would require the department to place an inspection priority on motor carrier terminals never previously inspected by the department. The bill would require, commencing January 1, 2016, the department to create a database to include specified performance-based data and provide real-time information to the department regarding motor carrier performance, as specified. The bill would, commencing January 1, 2016, provide that the department is not required to inspect a terminal more than once every 6 years, if certain conditions apply, and provides that terminals that receive less than a satisfactory compliance rating would be subject to periodic inspections based on the severity of violations. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/25/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 541</a> <a href="#">Daly D</a>  Buses: illuminated advertising: University of California, Irvine.	ASSEMBLY ASSEMBLY 7/8/2013 - Read third time. Passed. Ordered to the Assembly.	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2019, the University of California, Irvine (university) to implement a pilot program similar to the program operated by the City of Santa Monica. If the university elects to implement a pilot program, the bill would require, on or before March 1, 2014, the university to determine whether the City of Santa Monica has at least 12 transit buses equipped with specified illuminated signs. The bill would permit the university to implement the pilot program only if it determines that the City of Santa Monica has less than 12 transit buses equipped, as specified. The bill would also require, if the university implements the pilot program, that the university submit a report, in collaboration with the Department of the California Highway Patrol and other officials, by July 1, 2018, on the incidence of adverse impacts, to the department and the Legislature. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/18/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

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

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

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

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 616</a> <a href="#">Bocanegra</a> D</p> <p>Local public employee organizations: dispute: factfinding panel.</p>	<p>SENATE APPR. 6/25/2013 - From committee: Do pass and refer to Com. on APPR. (Ayes 3. Noes 2.) (June 24). Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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 fact-finding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. Existing law authorizes an employee organization, if the dispute was not submitted to a mediation, to request that the parties' differences be submitted to a fact-finding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse.</p> <p>This bill would require that request to be in writing. The bill would provide that if either party disputes that a genuine impasse, as defined, has been reached, the issue of whether an impasse exists may be submitted to the Public Employment Relations Board for resolution before the dispute is submitted to a fact-finding panel, as specified. The bill would also authorize each party to select a person to serve as its member of the fact-finding panel. <b>Last Amended on 6/17/2013</b></p>	
<p><a href="#">AB 662</a> <a href="#">Atkins</a> D</p> <p>Local government: infrastructure financing districts.</p>	<p>SENATE APPR. 7/3/2013 - Action: Set for hearing.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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. <b>Last Amended on 6/11/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 680</a> <a href="#">Salas</a> D  Transportation: interregional road system.	SENATE APPR. SUSPENSE FILE 7/1/2013 - In committee: Placed on APPR. suspense file.	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.  This bill would include State Highway Route 43 as an eligible interregional and intercounty route. <b>Last Amended on 3/19/2013</b>	
<a href="#">AB 690</a> <a href="#">Campos</a> D  Jobs and infrastructure financing districts: voter approval.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/10/2013)	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.  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. <b>Last Amended on 4/9/2013</b>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 730</a> <a href="#">Alejo</a> D  Monterey-Salinas Transit District.	SENATE THIRD READING 7/8/2013 - Read second time. Ordered to third reading.	<p>Existing law creates the Monterey-Salinas Transit District to include all of the County of Monterey, with specified powers and duties relative to provision of public transit service. Existing law authorizes the district to issue bonds under the Revenue Bond Law of 1941, payable from revenues of any facility or enterprise to be acquired or constructed by the district. Under that law, issuance of revenue bonds generally requires voter approval, unless an exemption is provided.</p> <p>This bill would revise these provisions. The bill would exempt the district from the requirement to seek voter approval prior to issuing revenue bonds, and would instead authorize those bonds to be issued by a 2/3 vote of the district's board. The bill would authorize the district to pledge revenues or other moneys available to the district from any source, including a transactions and use tax, to payment of those bonds. The bill would impose a maximum amount of \$50,000,000 on revenue bonds that may be issued by the district. The bill would limit use of revenue bonds to a project or projects not located on or adjacent to the former Fort Ord, except as specified. <b>Last Amended on 4/1/2013</b></p>	
<a href="#">AB 738</a> <a href="#">Harkey</a> R  Public entity liability: bicycles.	ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/7/2013)	<p>Existing law specifies that a public entity or a public employee shall not be liable for an injury caused by the plan or design of a construction of, or an improvement to, public property in specified cases. Existing law allows public entities to establish bicycle lanes on public roads.</p> <p>This bill would provide that a public entity or an employee of a public entity acting within his or her official capacity is not be liable for an injury caused to a person riding a bicycle while traveling on a roadway, if the public entity has provided a bike lane on that roadway.</p>	

## San Mateo County Transit District State Legislative Matrix 7/22/2013

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



## San Mateo County Transit District State Legislative Matrix 7/22/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 792</a> <a href="#">Mullin</a> D  Utility user tax: exemption: distributed generation systems.	SENATE THIRD READING 7/9/2013 - Read second time and amended. Ordered to third reading.	<p>Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity in the unincorporated area of the county.</p> <p>This bill would exempt from any utility user tax imposed by a local jurisdiction, as defined, the consumption of electricity generated by a renewable distributed generation system that is installed before January 1, 2020, for the exclusive use of a single customer. <b>Last Amended on 7/9/2013</b></p>	
<a href="#">AB 797</a> <a href="#">Gordon</a> D  Transit districts: contracts.	SENATE THIRD READING 6/25/2013 - Read second time. Ordered to third reading.	<p>Existing law creates the Santa Clara County Valley Transportation Authority with various powers and duties relative to transportation projects and services in the County of Santa Clara. Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the authority and the district to enter into contracts, as specified.</p> <p>This bill would authorize the authority and the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. The bill would require the authority or district to reimburse the Department of Industrial Relations for certain costs of performing wage monitoring and enforcement on projects using this contracting method, and would require those funds to be used by the department for enforcement of prevailing wage requirements on those projects. <b>Last Amended on 4/15/2013</b></p>	Support

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 822</a> <a href="#">Hall D</a></p> <p>Local government retirement plans.</p>	<p>SENATE APPR. 7/10/2013 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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 ordinance or measure qualifies for the ballot that proposes to alter, replace, or eliminate the retirement benefit plan of employees of a local government entity, whether by initiative or legislative action, the governing body of the local government entity to secure the services of an independent actuary to provide a statement, or a summary of the statement, not to exceed 500 words in length, of the actuarial impact of the proposed measure upon future annual costs of the retirement benefit plan, and to have this statement printed in the voter information portion of the sample ballot. The bill would require a specified notice regarding obtaining a copy of the measure to be printed in the voter information portion of the sample ballot, if the text of the measure is not printed on the ballot, nor in the voter information portion of the sample ballot. The requirements of the bill would apply to a city, including a charter city; a county, including a charter county; a city and county, including a charter city and county; a community college district; or a special district. <b>Last Amended on 7/10/2013</b></p>	
<p><a href="#">AB 842</a> <a href="#">Donnelly R</a></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.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 863</a> <a href="#">Torres</a> 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><a href="#">AB 898</a> <a href="#">Ting</a> 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>	

## San Mateo County Transit District State Legislative Matrix 7/22/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 909</a> <a href="#">Gray</a> D</p> <p>Metal theft and related recycling crimes.</p>	<p>SENATE APPR. 7/2/2013 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</p>	<p>Existing law provides that any person who feloniously steals, takes, or carries away the personal property of another, or who fraudulently appropriates property that has been entrusted to him or her, is guilty of theft. Existing law also provides that a person who, being a dealer in or collector of junk, metals, or secondhand materials, buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that he or she knows or reasonably should know is ordinarily used by, or ordinarily belongs to, a railroad or other transportation, telephone, telegraph, gas, water, or electric light company or county, city, or city and county without using due diligence to ascertain that the person selling or delivering the same has a legal right to do so, is guilty of criminally receiving that property.</p> <p>This bill, on and after January 1, 2015, would require the Department of Justice to establish a Metal Theft Task Force Program to provide grants to applicant regional task forces for the purpose of providing local law enforcement and district attorneys with the tools necessary to successfully interdict the commission of metal theft and related metal recycling crimes. The bill, on and after January 1, 2015, would establish the Metal Theft Task Force Fund, to be administered by the department, and, upon appropriation by the Legislature, would make moneys in the fund available for the purposes of the program. This bill contains other related provisions and other existing laws. <b>Last Amended on 7/2/2013</b></p>	
<p><a href="#">AB 935</a> <a href="#">Frazier</a> D</p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. &amp; H. on 5/23/2013)</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.</p> <p>This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/25/13</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 953</a> <a href="#">Ammiano</a> D</p> <p>California Environmental Quality Act.</p>	<p>ASSEMBLY 2 YEAR 5/31/2013 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/31/2013)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines "environment" and "significant effect on the environment" for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts.</p> <p>This bill would revise those definitions, as specified. This bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake this additional consideration, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 971</a> <a href="#">Garcia</a> D</p> <p>Public agency employers: paratransit providers: criminal history information.</p>	<p>SENATE APPR. 6/25/2013 - From committee: Do pass and refer to Com. on APPR. (Ayes 7. Noes 0.) (June 25). Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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. <b>Last Amended on 4/18/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 7/22/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1002</a> <a href="#">Bloom</a> 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. 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.</p> <p>This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes. This bill contains other existing laws. <b>Last Amended on 4/23/2013</b></p>	<p>Support</p>
<p><a href="#">AB 1046</a> <a href="#">Gordon</a> D</p> <p>Department of Transportation: Innovative Delivery Team Demonstration Program.</p>	<p>SENATE APPR. 7/9/2013 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 10. Noes 0.) (July 9). Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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. <b>Last Amended on 3/21/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1047</a> <a href="#">Linder</a> R</p> <p>Commercial driver's licenses.</p>	<p>SENATE APPR. 6/25/2013 - From committee: Do pass and refer to Com. on APPR. (Ayes 11. Noes 0.) (June 25). Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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. <b>Last Amended on 6/14/2013</b></p>	

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<a href="#">AB 1051</a> <a href="#">Bocanegra</a> D  Housing.	ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2013)	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to adopt a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available, upon appropriation by the Legislature.</p> <p>This bill would state findings and declarations of the Legislature relating to transportation and residential housing development, as specified. The bill would create the Sustainable Communities for All Program, which shall begin operations on January 1, 2015, to fund transit-related projects through competitive grants and loans, as specified. The Sustainable Communities for All Program would not be implemented until the Legislature appropriates funds for the program. <b>Last Amended on 4/8/2013</b></p>	
<a href="#">AB 1070</a> <a href="#">Frazier</a> D  California Transportation Financing Authority.	SENATE APPR. 7/3/2013 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: to consent calendar. (Ayes 7. Noes 0.) (July 3). Re-referred to Com. on APPR.  8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair	<p>The California Transportation Financing Authority Act creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law, subject to certain conditions, authorizes the authority to grant a request that a project sponsor, rather than the authority, be the issuer of the bonds.</p> <p>This bill would revise the act to further define the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds, and would define "issuer" in that regard. The bill would make other related changes. <b>Last Amended on 4/3/2013</b></p>	



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<p><a href="#">AB 1077</a> <a href="#">Muratsuchi</a> D</p> <p>Sales and use taxes: vehicle license fee: alternative fuel motor vehicles.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 7/3/2013 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing sales and use tax laws impose sales and use taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by the sales price. Existing law also provides for specific exemptions from these taxes.</p> <p>This bill would, on and after January 1, 2014, and before January 1, 2022, exempt from those taxes , that portion of the gross receipts from the sale of, and that portion of the sales price with respect to the storage, use, or other consumption of, a qualified motor vehicle, as defined, that is the greater of (1) the sum of the amount of any credit under a specified provision of the Internal Revenue Code relating to new qualified plug-in electric drive motor vehicles, and any amount received, awarded, or allowed pursuant to a state incentive program for the purchase or lease of an alternative fuel vehicle; or (2) the value of a motor vehicle that is traded in for the motor vehicle that qualifies for a credit or incentive amount under those programs, if the value of the trade-in motor vehicle is separately stated on the new motor vehicle invoice or bill of sale or similar document provided to the purchaser. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/15/2013</b></p>	
<p><a href="#">AB 1102</a> <a href="#">Grove</a> 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. <b>Last Amended on 3/21/2013</b></p>	

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<a href="#">AB 1181</a> <a href="#">Gray D</a>  Public employee organizations: members: paid leaves of absence.	SENATE THIRD READING 6/26/2013 - Read second time. Ordered to third reading.	<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. <b>Last Amended on 5/16/2013</b></p>	
<a href="#">AB 1193</a> <a href="#">Ting D</a>  Bikeways.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/29/2013)	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to that law.</p> <p>This bill would prohibit the department from denying funding to a project because it is excepted pursuant to these procedures. <b>Last Amended on 4/25/2013</b></p>	

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<p><a href="#">AB 1194</a> <a href="#">Ammiano</a> D</p> <p>Safe Routes to School Program.</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. &amp; H. on 6/13/2013)</p>	<p>Existing law creates the Safe Routes to School Program, administered by the Department of Transportation in consultation with the Department of the California Highway Patrol. Existing law requires the Department of Transportation to award grants to local government agencies based on the results of a statewide competition, under which proposals submitted for funding are rated based on various factors. Existing law provides for the program to be funded from state and federal funds, as specified.</p> <p>This bill would provide that the program may fund both construction and non-infrastructure activities, as specified. The bill would require 20% of program funds to be used for non-infrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full-time coordinator to administer the program. <b>Last Amended on 5/24/2013</b></p>	
<p><a href="#">AB 1290</a> <a href="#">John A. Pérez</a> D</p> <p>Transportation planning.</p>	<p>SENATE APPR. 7/9/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 3.) (July 9). Re-referred to Com. on APPR.</p> <p>8/12/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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. <b>Last Amended on 7/2/2013</b></p>	

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

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

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<p><a href="#">AB 1380</a> Committee on Public Employees, Retirement and Social Security  County employees' retirement.</p>	<p>ASSEMBLY CONCURRENCE 7/1/2013 - In Assembly. Concurrence in Senate amendments pending. May be considered on or after July 3 pursuant to Assembly Rule 77.</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, which, in comparison to existing formulas, generally provide reduced benefits and later ages for retirement. PEPRA prohibits the purchase of nonqualified service credit, as defined, unless the application to purchase the credit is received by the retirement system prior to January 1, 2013, and subsequently approved. PEPRA prohibits an employer from paying a new member's contribution for the normal cost of benefits in a defined plan and prohibits an enhancement of a public employee's retirement benefit adopted on or after January 1, 2013, from applying to service previously performed.</p> <p>This bill would amend various provisions of CERL to coordinate and subordinate that law with PEPRA. Generally, the bill would specify that certain provisions of CERL do not apply to members who are currently subject to PEPRA by virtue of being first employed on or after January 1, 2013. The bill would provide that provisions allowing a new formula for calculation of retirement benefits to be applied to service already performed are inoperative as of January 1, 2013, and would prohibit the purchase of nonqualified service credit, as specified. The bill would except retirement systems established under CERL from specified provisions of PEPRA concerning the calculation and adjustment of contribution rates. This bill contains other existing laws. <b>Last Amended on 6/18/2013</b></p>	
<p><a href="#">ACA 8</a> Blumenfield D  Local government financing: voter approval.</p>	<p>SENATE G. &amp; F. 7/10/2013 - In committee: Hearing postponed by committee.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.</p> <p>This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/4/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1</a> <a href="#">Steinberg</a> D</p> <p>Sustainable Communities Investment Authority.</p>	<p>ASSEMBLY L. GOV. 7/3/2013 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 2.) (July 3). Re-referred to Com. on L. GOV.</p> <p>8/14/2013 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair</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. <b>Last Amended on 5/2/2013</b></p>	Support
<p><a href="#">SB 11</a> <a href="#">Pavley</a> D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY NAT. RES. 7/2/2013 - From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 10. Noes 3.) (July 1). Re-referred to Com. on NAT. RES.</p> <p>8/12/2013 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, CHESBRO, Chair</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Existing law also creates the Air Quality Improvement Program, administered by the State Air Resources Board, to fund air quality improvement projects related to fuel and vehicle technologies.</p> <p>This bill would provide that the board, until January 1, 2024, has no authority to enforce</p>	Support

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		<p>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 board to aggregate and make available to the public, no later than January 1, 2014, and every year thereafter, the number of hydrogen-fueled vehicles that automobile manufacturers project to be sold or leased over the next three years, as reported to the board, and the number of hydrogen-fueled vehicles registered with the Department of Motor Vehicles through April 30. The bill would require the commission to allocate \$20 million each fiscal year, as specified, until there are at least 100 publicly available hydrogen fueling stations in California. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the 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 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. The bill would require the commission and the board, in making awards under both the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program, to provide a preference to projects with higher benefit-cost scores, as defined. The bill would prohibit any customer incentives for light-duty vehicles from being greater than compensations given to customers under the Enhanced Fleet Modernization Program for the retirement of certain high polluting vehicles. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/28/2013</b></p>	



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<a href="#">SB 13</a> <a href="#">Beall</a> D  Public employees' retirement benefits.	ASSEMBLY APPR. 6/26/2013 - From committee: Do pass and refer to Com. on APPR. (Ayes 6. Noes 0.) (June 26). Re-referred to Com. on APPR.	<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. <b>Last Amended on 2/6/2013</b></p>	

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<p><a href="#">SB 33</a> <a href="#">Wolk</a> D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY APPR. 7/3/2013 - From committee: Do pass. (Ayes 11. Noes 5.) (July 3).</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. <b>Last Amended on 3/6/2013</b></p>	

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<a href="#">SB 54</a> <a href="#">Hancock</a> D  Retirement: county employees.	ASSEMBLY P.E.,R. & S.S. 4/10/2013 - Hearing postponed by committee. In P.E.,R. & S.S.	<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. <b>Last Amended on 2/13/2013</b></p>	
<a href="#">SB 56</a> <a href="#">Roth</a> D  Local government finance: property tax revenue allocation: vehicle license fee adjustments.	SENATE APPR. 6/19/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 1449.) (June 19). Re-referred to Com. on APPR.	<p>Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally provides that each jurisdiction shall be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined.</p> <p>This bill would modify these reduction and transfer provisions, for the 2013-14 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation. This bill would also modify these reduction and transfer provisions, for the 2013-14 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount for certain cities incorporating after a specified date, as provided. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/11/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 110</a> <a href="#">DeSaulnier</a> D</p> <p>East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force.</p>	<p>ASSEMBLY APPR. 7/3/2013 - Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law identifies the San Francisco-Oakland Bay Bridge as a "toll bridge" and provides that the bridge and the approaches to it are a primary state highway. Existing law requires the Department of Transportation to permanently maintain and operate the San Francisco-Oakland Bay Bridge as a primary state highway in such a manner that the physical condition and operating efficiency thereof are of the highest character. Existing law establishes the Bay Area Toll Authority and assigns to it responsibility for the administration of all toll revenues from state-owned toll bridges. Existing law provides that the power or duty of the authority to fix the rates of toll for the San Francisco-Oakland Bay Bridge or the power and duty of the department to collect the tolls so fixed by the authority for the use of the bridge are not affected by any law providing that state highways are to be free highways.</p> <p>This bill would establish the East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force in state government and require the Legislative Analyst to provide administrative support for the task force as necessary for the completion of its duties. The task force would consist of 7 members designated by the Legislative Analyst and would be deemed officers of the state . Each member of the task force would serve a term of one year and receive compensation, as specified, and reimbursement for reasonable expenses. The bill would appropriate \$149,000 from the State Highway Account in the State Transportation Fund to the Legislative Analyst for purposes of paying for the compensation and expense reimbursement of the task force members. The bill would require the Bay Area Toll Authority to reimburse the State Highway Account for all funds expended for purposes of the task force. The task force would be required to assess the anticipated seismic structural performance of the East Span, as defined, of the San Francisco-Oakland Bay Bridge by conducting a series of specified reviews. The task force would be required to submit a final written report to the Legislature and the Governor that includes the results of its assessment, as specified. <b>Last Amended on 7/3/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 142</a> <a href="#">DeSaulnier</a> D  Public transit.	ASSEMBLY L. GOV. 7/2/2013 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 11. Noes 3.) (July 1). Re-referred to Com. on L. GOV.  8/14/2013 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair	<p>Existing law provides for creation of one or more special benefit districts within a transit district or rapid transit district relative to the issuance of bonds to be repaid through special assessments levied on property within the special benefit district, or certain zones within the special benefit district, with the proceeds of the bonds to be used for specified transit improvements. Existing law enacts similar provisions applicable to a municipal transit system owned by a city or city and county.</p> <p>This bill would repeal all of these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/7/2013</b></p>	Support
<a href="#">SB 230</a> <a href="#">Knight</a> R  Local transportation funds: performance audits.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/21/2013)	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for this purpose. Existing law excludes certain costs from this definition, including vehicle lease costs.</p> <p>This bill would also exclude principal and interest payments on all capital projects funded with certificates of participation. The bill would also correct an obsolete cross-reference in the definition of operating costs. <b>Last Amended on 3/18/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 7/22/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 232</a> <a href="#">Monning</a> D  Private employment: public transit employees.	ASSEMBLY APPR. 6/27/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (June 26). Re-referred to Com. on APPR.	<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>	
<a href="#">SB 408</a> <a href="#">De León</a> D  Transportation funds.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/28/2013)	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	
<a href="#">SB 436</a> <a href="#">Jackson</a> D  California Environmental Quality Act: notice.	ASSEMBLY APPR. 7/3/2013 - From committee: Do pass. (Ayes 12. Noes 5.) (July 3).	<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. <b>Last Amended on 4/3/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 469</a> <a href="#">Corbett</a> D  Public contracts: local agencies: public transit vehicles.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/11/2013)	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. This bill would also state that this is an issue of statewide concern.	
<a href="#">SB 525</a> <a href="#">Galgiani</a> D  California Environmental Quality Act: exemptions.	SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/11/2013)	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.  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.	

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 556</a> <a href="#">Corbett</a> D  Agency: ostensible: nongovernmental entities.	ASSEMBLY THIRD READING 7/2/2013 - Read second time. Ordered to third reading.	<p>Existing law specifies the authority of agents in dealing with 3rd persons. Existing law states when an agency is ostensible for purposes of determining the authority of an agent. Existing law prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer.</p> <p>This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services for a public entity from displaying on a vehicle or uniform a seal, emblem, insignia, trade, brand name, or any other term, symbol, or content that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure, as specified.</p> <p><b>Last Amended on 7/1/2013</b></p>	Oppose



**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 557</a> <a href="#">Hill D</a> High-speed rail.	ASSEMBLY APPR. 7/2/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 2.) (July 1). Re-referred to Com. on APPR.	<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.</p> <p><b>Last Amended on 5/2/2013</b></p>	Support

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 613</a> <a href="#">DeSaulnier</a> D Bay Area Toll Authority.	ASSEMBLY THIRD READING 7/3/2013 - Read second time. Ordered to third reading.	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to do all acts necessary or convenient for the exercise of its powers and the financing of projects, including the authorization to acquire, construct, manage, maintain, lease, or operate any public facility or improvements and to invest any money not required for immediate necessities as the authority deems advisable.</p> <p>This bill would prohibit the authority from purchasing or otherwise acquiring office space and office facilities in addition to the office space and office facilities located at 390 Main Street in San Francisco. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/23/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

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

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 628</a> <a href="#">Beall</a> D</p> <p>Infrastructure financing: transit priority projects.</p>	<p>ASSEMBLY H. &amp; C.D. 7/3/2013 - From committee: Do pass as amended. (Ayes 4. Noes 2.) (July 3).</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements.</p> <p>This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 25% of the associated property tax increment revenues for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing available in the district and occupied by persons and families of moderate-, low-, very low, and extremely low income. The bill would require the district to implement these affordable housing provisions in accordance with specified provisions of the Community Redevelopment Law, to the extent not inconsistent with the provisions governing infrastructure financing districts . The bill would require the adoption of an ordinance that would require the replacement of designated low-income dwelling units, upon their removal from the district, within 2 years of their displacement. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit priority projects be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. <b>Last Amended on 6/17/2013</b></p>	<p>Support</p>

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 633</a> <a href="#">Pavley</a> D  CEQA.	ASSEMBLY APPR. 7/1/2013 - Do pass as amended and be re-referred to the Committee on Appropriations.	<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. <b>Last Amended on 5/6/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 648</a> <a href="#">Corbett</a> D</p> <p>Electronic cigarettes: restriction of use and advertising.</p>	<p>ASSEMBLY G.O. 6/17/2013 - Referred to Com. on G.O.</p> <p>8/7/2013 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY GOVERNMENTAL ORGANIZATION, HALL, Chair</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. <b>Last Amended on 5/7/2013</b></p>	
<p><a href="#">SB 731</a> <a href="#">Steinberg</a> D</p> <p>Environment: California Environmental Quality Act and sustainable communities strategy.</p>	<p>ASSEMBLY L. GOV. 7/1/2013 - Do pass as amended and be re-referred to the Committee on Local Government.</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</p>	

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
		<p>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 four years. The bill would authorize the extension of the tolling agreement. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/24/2013</b></p>	
<p><a href="#">SB 751</a> <a href="#">Yee D</a></p> <p>Meetings: publication of action taken.</p>	<p>ASSEMBLY CONSENT CALENDAR 7/3/2013 - From committee: Do pass. Ordered to consent calendar. (Ayes 17. Noes 0.) (July 3).</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 each member present for the action, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/17/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 787</a> <a href="#">Berryhill</a> R  Environmental quality: the Sustainable Environmental Protection Act.	SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 5/1/2013)	<p>The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) relates any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program. <b>Last Amended on 4/18/2013</b></p>	



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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 788</a> Committee on Transportation and Housing  Transportation.	ASSEMBLY NAT. RES. 6/18/2013 - From committee: Do pass and refer to Com. on NAT. RES. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 17). Re-referred to Com. on NAT. RES.  8/12/2013 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, CHESBRO, Chair	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. This bill would define the term "highway" for these purposes. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/10/2013</b>	
<a href="#">SB 791</a> <a href="#">Wyland</a> R  Motor vehicle fuel tax: rate adjustment.	SENATE T. & H. 4/29/2013 - Set, first hearing. Hearing canceled at the request of author.	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.  This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature. <b>Last Amended on 4/4/2013</b>	Oppose

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State Legislative Matrix 7/22/2013**

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

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State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 798</a> <a href="#">De León</a> 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. &amp; 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><a href="#">SCA 4</a> <a href="#">Liu</a> D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE T. &amp; H. 7/9/2013 - Set, first hearing. Hearing canceled at the request of author.</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, non-substantive changes.</p> <p><b>Last Amended on 5/21/2013</b></p>	Support

## San Mateo County Transit District State Legislative Matrix 7/22/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">SCA 6</a> <a href="#">DeSaulnier</a> D  Initiative measures: funding source.	SENATE THIRD READING 5/24/2013 - Read second time. Ordered to third reading.	<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>	
<a href="#">SCA 8</a> <a href="#">Corbett</a> D  Transportation projects: special taxes: voter approval.	SENATE T. & H. 7/9/2013 - Set, first hearing. Hearing canceled at the request of author.	<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, non-substantive changes. <b>Last Amended on 5/21/2013</b></p>	Support
<a href="#">SCA 9</a> <a href="#">Corbett</a> D  Local government: economic development: special taxes: voter approval.	SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. 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, non-substantive changes. <b>Last Amended on 5/21/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/22/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SCA 11</a> <a href="#">Hancock</a> D  Local government: special taxes: voter approval.	SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.	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. 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, non-substantive changes. <b>Last Amended on 5/21/2013</b>	Support



BOARD OF DIRECTORS 2013

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

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

## AGENDA

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

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

WEDNESDAY, AUGUST 7, 2013 – 3:00 p.m.

or immediately following previous Committee meeting

### ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of June 5, 2013

### INFORMATIONAL

2. Update on SamTrans Service Plan Implementation Progress
3. Update on El Camino Real Rapid Transit Phasing Study
4. Update on the Making the Last Mile Connection Pilot Program

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  
JUNE 5, 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, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 3:12 p.m.

**Approval of Minutes of Planning, Development and Sustainability Committee Meeting of May 1, 2013**

The Committee approved the minutes (Harris/Guilbault).

**Authorize Second Amendment to the Use, Operating and Maintenance Agreement for the Millbrae Intermodal Station**

Chuck Harvey, Deputy CEO, said staff is asking the Committee recommend the Board authorize the General Manager/CEO to authorize the second amendment to the Agreement. When the Bay Area Rapid Transit (BART) Millbrae Station was constructed there were a number of shared facilities such as escalators, elevators, parking structures, and bus bays. Staff negotiated with BART a Use Agreement for certain expenses for facilities used by SamTrans and Caltrain use that were subject to a very limited escalation clause over the last several years. Mr. Harvey said staff finds the costs to be reasonable.

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

**Proclamation Designating June 20, 2013 at "Dump the Pump Day"**

Mark Simon, Executive Officer, Public Affairs, said this is the eighth year the American Public Transportation Association has sponsored a national campaign in which attention is drawn to the opportunities of taking transit and encouraging people to "Dump the Pump." The average SamTrans rider saves \$33 per month or \$420 per year by taking SamTrans instead of driving. Mr. Simon said this year staff is asking people to submit their best break-up lines with their car through social media.

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

**Capital Projects Quarterly Status Report – 3<sup>rd</sup> Quarter Fiscal Year 2013**

Gigi Harrington, Deputy CEO, said this item is for information only and it tracks the status of capital projects.

Director Jerry Deal said he was at Broadway Avenue and El Camino Real in Burlingame where a car ran into the bus stop several months ago and it is still in disrepair. He was told the stop is owned by the California Department of Transportation and wondered if pressure could be put on them to repair the stop.

Adjourned: 3:18 p.m.



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Planning, Development, and Sustainability Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **SAMTRANS SERVICE PLAN PROGRESS UPDATE**

**ACTION**

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

**SIGNIFICANCE**

This presentation features an update on progress made toward implementation, next steps, and the performance monitoring system being put in place to ensure SamTrans service meets the goals laid out in the SamTrans Service Plan (SSP) once the SSP is implemented.

**BUDGET IMPACT**

There is no budget impact related to this presentation.

**BACKGROUND**

Following Board approval of the SSP in May 2013, a multi-disciplinary team has been working on plan implementation. While most of the SSP is scheduled for implementation in January 2014, staff determined it was possible to implement the weekday Route ECR element on August 12, 2013. This will allow riders on weekdays to benefit from the same service currently operating along El Camino Real on the weekend.

Prepared by: Michael Eshleman, Planner

650-508-6227

Bus route	Description of Service Change Effective Aug. 11, 2013
11	New route number for 2 school-day only trips from Route 110
16	Two school-day only trips moved to new route number: Route 19; 1 trip moved to Route 140; discontinue 1 trip
19	New route number for 2 trips from Route 16
24	Two school-day trips moved to new route number: Route 25
25	New route number for 2 trips from Route 24
28	New route number for 4 school-day only trips from Route 122
29	New route number for 2 school-day only trips from Route 121
35	Realign route to cover trips from Route 36; add 3 new trips
36	Eliminate route; trips will be served by Route 35
39	New route number for 2 school-day only trips from Route 133
49	New route number for 2 school-day only trips from Route 140
54	Two trips moved to new route number: Route 57; discontinue 1 trip
57	New route number for 2 trips from Route 54
59	New route number for 4 school-day only trips from Route 250
68	New route number for 4 school-day only trips from Route 262; add 1 trip on Wednesday
79	New route number for 6 school-day only trips from Route 271
80	New route number for 1 trip from Route 83
82	New route number for 2 trips from Route 83
83	Eight trips moved to new routes numbers: Routes 80, 82, 84, 88, 89
84	New route number for 2 trips from Route 83
85	Five trips moved to new route numbers: Routes 86, 87
86	New route number for 3 trips from Route 85; add 1 new trip
87	New route number for 3 trips from Route 85
88	New route number for 2 trips from Route 83
89	New route number for 1 trip from Route 83
110	Two school-day only trips moved to new route number: Route 11; extend 2 trips to serve Terra Nova High School
121	Two school-day only trips moved to new route number: Route 29
122	Four school-day only trips moved to new route number: Route 28
133	Two school-day only trips moved to new route number: Route 39
140	Two school-day only trips moved to new route number: Route 49; discontinue 2 trips
250	Four school-day only trips moved to new route number: Route 59
262	Four school-day only trips moved to new route number: Route 68
271	Six school-day only trips moved to new route number: Route 79; discontinue 1 trip
390	Discontinue route; Service will be provided by Route ECR between the Palo Alto Transit Center and Daly City BART Station (no service into the South San Francisco BART Station)
391	Discontinue route; Service will be provided by Route ECR between the Palo Alto Transit Center and Daly City BART Station (no service into the San Bruno BART Station)
ECR	Expand from weekend-only service to operate seven-days a week. Weekday buses will run every 15 minutes; weekend service remains the same

**Description of Route Change  
Effective Jan. 26, 2014**

<b>Bus Route</b>	<b>Description of Route Change Effective Jan. 26, 2014</b>
KX	Shorten route to operate between Redwood City Caltrain and San Francisco International Airport/San Bruno BART. Downtown San Francisco will be served only on weekdays during peak-hour/peak-direction. <b>Service option:</b> Route 292 or BART
14	Operate peak-hour only trips; discontinue weekend service. <b>Service option:</b> Pacifica Alternative Service (see below)
17	Extend route to serve Pacifica seven-days-a-week; operate bus every 60 minutes
37	New route number for 4 school-day only trips from Route 132
86	Add several trips to cover portions of Menlo Park formerly served by Route 295. These trips will operate on all weekdays.
110	Improve morning service
118	Operate only selected peak-hour only trips. Service options: Routes 110 and 112.
120	Improve weekday and weekend service time span; operate more frequent Sunday service
121	Realign route in the Crocker/Southern Hills area.
122	Route won't deviate from Callan to serve the Galway area, which will reduce travel time
123	Discontinue route. <b>Service option:</b> Route 121.
130	Shorten route to serve only the area between the Daly City and Colma BART stations; bus will operate every 15 minutes
131	New route to replace portion of Route 130 that was shortened; extend service to Serramonte Shopping Center; bus will operate every 15 minutes
132	Discontinue route; 4 school-day only trips moved to Route 37. <b>Service options:</b> Routes 130, 131 and 133.
133	Increase service frequency to every 30 minutes on weekdays and Saturday, and every 60 minutes on Sunday; discontinue route segment between Serramonte Shopping Center and Spruce Avenue/Huntington Avenue. <b>Service option:</b> Route 131.
140	Extend to serve San Francisco International Airport's free Airtrain stop at the car rental facility to improve access to the airport.
141	Realign route via San Bruno Avenue to improve direct service to San Bruno BART; only serve San Mateo Avenue on select trips.
250	Split into two routes. Route 250 will connect downtown San Mateo with College of San Mateo. Route 252 will serve the east side of Highway 101.
251	Run uni-directional service toward Hillsdale Caltrain in the morning and from it in the afternoon.
252	New route covering the former Route 250 alignment east of Highway 101.
260	Discontinue Saturday service to a portion of Redwood Shores.
262	Operate selected peak-hour trips only. <b>Service option:</b> Route 260
270	Realign route to run service every 60 minutes from Redwood City Caltrain to Marsh Road/Scott Drive, with staggered hourly service east of Highway 101; discontinue service to Seaport Center. <b>Service option:</b> Seaport Center shuttle.
271	Operate selected peak-hour trips only. <b>Service options:</b> Route 274 along Jefferson Avenue or Route 275 along Woodside Road.
274	Discontinue Saturday service; maintain link to Cañada College via new Route 275.
275	Operate along former Route 295's Woodside Road alignment; serve Cañada College on Saturday.
280	Discontinue route. <b>Service option:</b> Routes 281, 296 and East Palo Alto shuttle.
281	Bus will operate every 15 minutes on weekdays; route won't serve the Hamilton/Almanor/Ivy area, instead traveling along Ringwood to reach Newbridge
292	Route won't serve B Street in downtown San Mateo, staying on Delaware Street
294	Discontinue service between Half Moon Bay and Pacifica (Route 17 will provide service); expand service to operate seven days a week and improve frequency; serve College of San Mateo on select trips.
295	Discontinue service south of San Carlos Caltrain. Operate select trips along Brittan Avenue and Alameda de las Pulgas. <b>Service option:</b> Route 275.

296	Improve frequency to every 15 minutes on weekdays and every 30 minutes on Saturday.
359	Discontinue route. <b>Service option:</b> Route 251 (to Caltrain).
Pacifica Alternative Service	Introduce a new demand-based service in the Linda Mar area of Pacifica operating from approximately 7 a.m. to 6 p.m. on weekdays.
San Carlos Alternative Service	Introduce a new demand-based service operating from approximately 7 a.m. to 6 p.m. on weekdays.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Planning, Development & Sustainability Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: April Chan  
Executive Officer, Planning & Development

SUBJECT: **UPDATE ON EL CAMINO REAL BUS RAPID TRANSIT PHASING STUDY**

**ACTION**

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

**SIGNIFICANCE**

Staff will provide an overview of the upcoming Bus Rapid Transit (BRT) Phasing Study. The 16-month study will develop a phased process for implementing the next generation of bus service improvements along El Camino Real. The study will assess future ridership demand and potential costs of enhancements, such as skip stop service, exclusive bus lanes, and traffic signal priority. The Board presentation will provide an overview of the study, outreach process, and schedule.

**BUDGET IMPACT**

There is no impact to the budget.

**BACKGROUND**

On September 11, 2011, the Board authorized the agency to enter into a funding agreement to provide a \$28,681 match to a California State Department of Transportation grant of \$221,319 to conduct a study evaluating the potential for BRT service along El Camino Real.

The BRT Phasing Plan will complement the SamTrans Service Plan by looking at further improvements to transit service along the El Camino Real corridor.

Prepared by: Douglas Kim, Director, Planning

650-508-6278

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Planning, Development & Sustainability Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: April Chan  
Executive Officer, Planning and Development

SUBJECT: **UPDATE OF THE MAKING THE LAST MILE CONNECTION PILOT PROGRAM**

**ACTION**

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

**SIGNIFICANCE**

The Last Mile Connection Pilot Program (Last Mile) kicked off in early 2011 in order to implement a suite of transportation demand management (TDM) strategies within the city of Redwood City to test the contribution that TDM can make toward reducing vehicle miles traveled and greenhouse gas (GHG) emissions. The Last Mile project is a partnership between the San Mateo County Transit District (District), the Peninsula Congestion Relief Alliance (Alliance), San Mateo County (County), and the city of Redwood City under a Climate Initiatives grant from the Metropolitan Transportation Commission (MTC). New TDM strategies developed under the grant include car share, short distance vanpools, and a revamped telecommute program for County employees. These strategies will be marketed with existing TDM strategies (including transit, carpooling, cycling, and Guaranteed Ride Home) and with the regional Bike Share Program, which also is funded under the Climate Initiatives Program.

Under the car share TDM category, Zip Car launched its first car share pod at the Redwood City Caltrain Station in spring 2012. The Alliance initiated the Short Distance Vanpool Program in summer 2012. The County launched its revamped Telework & Flex-schedules program in spring 2013.

Currently, the Last Mile partners are working with a marketing consultant. The project partners have selected the program name and tag line:

Connect, Redwood City!  
*Bike Share. Car Share. Vanpools. Transit. And More*

In late August or early September the Last Mile partners will hold a launch event for the Last Mile Program, highlighting both new and existing TDM strategies. The event will include the Regional Bike Share Program.

All participants of the TDM programs are surveyed at specified intervals throughout the course of the Last Mile Program to supplement raw travel data, to assess the marketing effort, and to better understand motivations and the potential to replicate the project in other cities. To date, the first round of survey data has been collected. Some highlights include:

- Car Share: Eighty-six percent of users said having car share at/near the Caltrain station makes it easier to ride public transit.
- Vanpool: The grant subsidizes 75 percent of the cost of the van lease, with participants or employers paying the remaining 25 percent. The subsidized van lease cost was the main motivation for why people chose to vanpool. However, even without the subsidy, 53 percent of riders indicated that they would consider continued participation in the vanpool program.
- Telework & Flex-schedules: Sixty-eight of County employees are either “very” or “somewhat” interested in occasionally working from home rather than commuting to work.

#### **BUDGET IMPACT**

There is no budget impact.

#### **BACKGROUND**

In December 2010, the Board authorized the receipt of Federal funding in the amount of \$1,486,700 for the Making the Last Mile Connection Pilot Program, under the MTC's Climate Initiatives Program. The MTC's Climate Initiatives Program provides grant funding to support high-impact projects with the greatest potential to reduce greenhouse gas emissions and vehicle-miles traveled that can be replicated on a large scale throughout the region.

The city of Redwood City is a higher-density suburban city located on the El Camino/Grand Boulevard Corridor, which has adopted exemplary smart growth plans and is making significant strides toward revitalizing its downtown area near the Caltrain station. The new and existing TDM strategies will be marketed and evaluated to determine their effect on the reduction of vehicle miles traveled, the benefit of rolling out multiple, coordinated TDM strategies in a single city, and the potential to replicate the program in other cities in the Corridor. Going forward, the Program will fold in the evaluation and marketing efforts for the Regional Bike Share Program.

Prepared by: Iris Yuan, Senior Transportation Planner 650-508-7913  
Project Manager: Corinne Goodrich, Manager, Strategic Development 650-508-6369



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

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

## A G E N D A

### BOARD OF DIRECTORS

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

WEDNESDAY, AUGUST 7, 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 June 5, 2013
  - b. Acceptance of Statement of Revenues and Expenses for May 2013
  - c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2013
3. **PUBLIC COMMENT**  
Public comment by each individual speaker shall be limited to one minute
4. **REPORT OF THE CHAIR**
5. **REPORT OF THE GENERAL MANAGER/CEO**
6. **COMMUNITY RELATIONS COMMITTEE**  
(*Accessibility, Senior Services, and Community Issues*)  
SUBJECTS DISCUSSED
  - a. Accessibility Update
  - b. PCC Update
  - c. Citizens Advisory Committee Liaison Report
  - d. Mobility Management Report – Fixed-route Bus Service
  - e. Multimodal Ridership Report – May and June 2013
7. **FINANCE COMMITTEE**  
RESOLUTIONS
  - a. Authorize Increasing the Fiscal Year 2014 Capital Budget by \$263,000 from \$11,515,276 to \$11,778,276
  - b. Authorize Approval and Ratification of the Fiscal Year 2014 District Insurance Program at a Total Premium Cost of \$1,639,066

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



- c. Authorize Award of Contract to Motorola Solutions, Inc. for the Purchase and Delivery of Radios and Purchase and Install Consoles and Related Items for a Total Cost of \$2,786,605

SUBJECTS DISCUSSED

- d. Information on the Statement of Revenues and Expenses for June 2013
- e. Update on the Execution of the Fiscal Year 2014 Fuel Hedge Program

**8. LEGISLATIVE COMMITTEE**

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

**9. PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE**

SUBJECTS DISCUSSED

- a. Update on SamTrans Service Plan Implementation Progress
- b. Update on El Camino Real Rapid Transit Phasing Study
- c. Update on the Making of the Last Mile Connection Pilot Program

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

**11. BOARD MEMBER REQUESTS/COMMENTS**

**12. GENERAL COUNSEL PROPOSAL**

**13. DATE, TIME AND PLACE OF NEXT MEETING** – September 4, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 Carlos Ave., San Carlos 94070

**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)
- b. Closed Session: Public Employee Performance Evaluation and Associated Negotiations – Pursuant to Government Code Section 54957 and 54957.6: General Manager/CEO

**ADJOURNMENT**

## **INFORMATION FOR THE PUBLIC**

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

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

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

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

### **Location of Meeting**

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

### **Public Comment**

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

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

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

### **Availability of Public Records**

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

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

Draft

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

**MINUTES OF BOARD OF DIRECTORS MEETING  
JUNE 5, 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, N. McKenna, D. Miller, M. Scanlon, M. Simon

Chair Carole Groom called the meeting to order at 3:18 p.m.

**CONSENT CALENDAR**

- a. Approval of Minutes of Board of Directors Meeting of May 1, 2013
- b. Acceptance of Statement of Revenues and Expenses for April 2013

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

**PUBLIC COMMENT**

None.

**REPORT OF CHAIR**

Chair Groom recognized Leslie Fong, Senior Budget Analyst, David Olmeda, Director, Maintenance, and Diane Shaw, Manager, Software System Development, for their work on the Cardiac Classic Golf Tournament to raise money for the American Heart Association. She said the number of sponsors, the raffle, and logistics was impressive. She said she has played in many tournaments and this was the best run and organized one she has participated in.

**REPORT OF THE GENERAL MANAGER/CEO**

General Manager/CEO Michael Scanlon reported:

- Recognized Chuck Petrocchi with a 35-year Safe Worker Award.
- Recognized George Cabanas with a 25-year Safe Worker Award.
- Recognized Kirpal Bath with a 20-year Safe Worker Award.
- For the month of April ridership on the weekend Route ECR rose 2.8 percent on Saturdays and 9 percent on Sundays.
- Year-to-date fixed routes averaged 27,500 miles between road calls and Redi-Wheels averaged 29,300 miles between road calls.
- Accessible Services received an award from the California Association for Coordinated Transportation for the San Mateo County Transit District's (District) Paratransit Program and outstanding RediCoast service.
- A compliment on the drivers who operate Routes 309/391 between 8 a.m. and 4 p.m. was received from a disabled customer and read to the Board.

- The morning of May 23, at the intersection of Delaware and Tilton in San Mateo, a power line fell on a SamTrans bus. The power line shattered the front glass door. There were 15 passengers on the bus and no injuries.
- A new runbook will go into effect on June 16 with adjustments for schools' summer break.
- Staff is working on the final implementation phase of the SamTrans Service Plan. Weekday Route ECR will become effective in August, replacing Routes 390/391 and Route 391 will no longer go into San Francisco.
- Gigi Harrington, Deputy CEO, completed the fuel hedge with Barclay's and she was able to cap fuel at \$2.85 per gallon at a cost of \$218,280.
- On March 8 staff received a letter from the Federal Transit Administration's (FTA) legal counsel regarding some deficiencies with a bus consortium procurement done in 2008. The letter stated future orders of this type of procurement would not be eligible for FTA funding. Staff has notified the consortium members of the letter and no further bus orders will be allowed under the existing contract. A letter was also sent to FTA thanking them for the clarifications on how bus procurements would work going forward.
- Public Affairs staff has a new blog, "Peninsula Moves," and released an electronic version of SamTimes.
- The Summer Youth Pass is on sale for \$40.
- Two videos were shown: "A Bus' Life" produced by staff in Public Affairs and "How to Ride" produced by staff in Customer Service and Marketing.
- The Reading File contains correspondence and *Rider's Digest*.

#### **CALL FOR A PUBLIC HEARING ON SEPTEMBER 4, 2013 TO CONSIDER CODIFIED TARIFF CHANGES**

Rita Haskin, Executive Officer, Customer Service and Marketing, said proposed changes to be considered include the introduction of an annual pass for residential developments and businesses, a temporary reduction in the price of the Day Pass, and a discount for groups of 25 or more who book in advance. Staff will hold community meetings prior to the public hearing.

A motion (Lloyd/Gee) to call for a public hearing on September 4, 2013 was approved unanimously.

#### **COMMUNITY RELATIONS COMMITTEE – R. Guilbault**

##### **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

**FINANCE COMMITTEE – S. Harris**

RESOLUTIONS

- 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 Provide Armored Car Pick-up and Deposit of Daily Transit Revenue for a Total Estimated Cost of \$107,957 for a Three-year Base Term

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

**LEGISLATIVE COMMITTEE – J. Deal**

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

**PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE**

RESOLUTION

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

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

**MOTION**

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

A motion (Kersteen-Tucker/Gee) to approve the proclamation was approved unanimously.

**SUBJECT DISCUSSED**

- c. Capital Projects Quarterly Status Report – 3<sup>rd</sup> Quarter Fiscal Year 2013

**WRITTEN COMMUNICATIONS**

No discussion.

**BOARD MEMBER REQUESTS/COMMENTS**

Director Jerry Deal said Google Transit is great to see what bus to take, but it doesn't show arrival and departure times.

**DATE AND TIME OF NEXT MEETING** –August 7, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

**GENERAL COUNSEL PROPOSAL**

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

David Miller, Legal Counsel, said there have been ongoing negotiations with representatives from Teamsters Union, Local 856, who represent several units. Pat Glenn, Chief Labor Negotiator and staff will provide an update.

Meeting adjourned to closed session at 3:59 p.m.

Meeting reconvened at 4:11 p.m.

Mr. Miller said the Board met in closed session as permitted by the Brown Act to receive a report from Mr. Glenn with respect to pending negotiations with Teamsters Union, Local 856. Based upon the report presented, the Board has authorized the General Manager to enter into an agreement once ratified by the union.

Meeting adjourned at 4:12 p.m.