



BOARD OF DIRECTORS 2013

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GENERAL MANAGER/CEO

## A G E N D A

### BOARD OF DIRECTORS

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

WEDNESDAY, SEPTEMBER 4, 2013 – 2:00 p.m.

1. PLEDGE OF ALLEGIANCE
2. CALL TO ORDER/ROLL CALL
3. PUBLIC HEARING FOR CONSIDERATION OF CHANGES TO THE CODIFIED TARIFF
4. ADJOURN TO COMMITTEE MEETINGS

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

## **INFORMATION TO THE PUBLIC**

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

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

**ACTION**

On June 5, 2013 the Board approved a public hearing to be held September 4, 2013 for the consideration of changes to its Codified Tariff.

**SIGNIFICANCE**

Holding the public hearing will allow the San Mateo County Transit District (District) to receive input on proposed Codified Tariff changes that may impact customers. The changes would go into effect in January 2014.

Changes under consideration include:

- Reducing the price of the Day Pass to 2.5 times the one-way cash fare from three times the one-way fare for up to 18 months.
- Establishing an annual pass for purchase by housing complexes and businesses. Participating property managers and employers would pay a set price per eligible resident (5 years and older) or employee (working 20-plus hours a week). The pass would cost \$115 for calendar year 2014 and \$125 beginning with calendar year 2015. The minimum involvement required would be 100 participants.
- Providing a 20 percent discount to farepaying groups of 25 or more that repurchase tickets.
- Additional non-substantive clarifications.

**BUDGET IMPACT**

There is no impact to the budget for holding the public hearing.

**BACKGROUND**

Temporary reduction of the Day Pass fare would provide an incentive for customers to ride more often. It also would ease the financial burden for customers who will need to transfer buses due to route changes being implemented in January as part of the SamTrans Service Plan. The fare would be reduced for a maximum of 18 months during which time staff will monitor the use and fiscal impact. Staff will seek Board action at its October meeting to delegate authority to the General Manager/CEO to cease the

fare reduction before the full 18 months if it is in the best economic interest of the District.

<b>Fare category</b>	<b>One-way Cash</b>	<b>Current Day Pass</b>	<b>Proposed Day Pass</b>
Adult	\$2.00	\$6.00	\$5.00
Eligible Discount	\$1.00	\$3.00	\$2.50
Youth	\$1.25	\$3.75	\$3.00

SamTrans has conducted two pilot programs for an annual pass, known as the Residential Pass, over the past six years. The current pilot program concludes in December 2013. Information learned from the pilot programs has been incorporated into the proposed new annual pass. The annual pass would be valid for unlimited travel on all SamTrans fixed-route buses and would be available for residential complexes to purchase for all residents age five and older and for businesses to buy for all of their full-time employees.

The inclusion of a discount for groups, such as school field trips, prepurchasing tickets would codify a program that is currently a pilot project.

The public outreach program regarding the proposed changes and this hearing included four community meetings (Pacifica, South San Francisco, San Carlos and East Palo Alto), bilingual newspaper notices, a news release, bilingual onboard messages to bus riders, Facebook postings, Tweets and a presentation to the SamTrans Citizens Advisory Committee. Information also was posted to the SamTrans website, which allows readers to translate it into dozens of languages.

Staff established a number of ways for customers and the public to provide their input: at the community meetings, via a unique e-mail address, through the postal service, and with a call to the Customer Service Center's general number or one for those with hearing impairments.

Staff will consider public testimony and input from members of the Board of Directors before developing final recommendations for Board consideration at its October 2, 2013 meeting.

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



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## 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, SEPTEMBER 4, 2013 – 2:20 p.m.

#### ACTION

1. Approval of Minutes of Community Relations Committee Meeting of August 7, 2013

#### INFORMATIONAL

2. Accessibility Update – Tina DuBost
3. PCC Update - Mike Levinson
4. Citizens Advisory Committee Liaison Report - Peter Ratto
5. Mobility Management Report – End-of-Year Performance
6. Multimodal Ridership Report – July 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  
AUGUST 7, 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, A. Tissier

Other Board Members Absent, Constituting Committee of the Whole: Z. Kersteen-Tucker

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

Committee Chair Rose Guilbault called the meeting to order at 2:00 p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of  
June 5, 2013**

The Committee approved the minutes (Gee/Lloyd).

**Accessibility Update – Bill Welch**

Bill Welch, Manager, Accessible Services reported:

- Care Evaluators, the San Mateo County Transit District's (District) eligibility provider, has recently relocated its office from Foster City to Burlingame. The new facility is more centrally located at 890 Cowan Road off Highway 101.
- A member of the Paratransit Coordinating Council (PCC), who works for the Center for Independents of Individuals with Disabilities (CID), brought to staff's attention that in June a person with a disability was charged more than the standard taxi fare by Serra Yellow Cab. MV Transportation subcontracts with Serra Yellow Cab to provide supplemental Redi-Wheels service. Staff learned subsequently that another person was charged more than the standard taxi fare. Furthermore, the taxi trips were to San Mateo where Serra Yellow Cab is not licensed to operate. Under Americans with Disabilities Act (ADA) regulations the cost of the taxi cab ride must be the same for persons with disabilities as those without. Staff took this incident very seriously and has been working closely with MV Transportation to correct Serra Yellow Cab's practice. They have agreed to change their fare practice to be ADA compliant. MV Transportation has asked Serra Yellow Cab to cease taxi trips to cities where it is not licensed. As a precaution, MV Transportation requested Serra Yellow Cab cover-up Redi-Wheels signs when a vehicle is in independent taxi service and to remove Redi-Wheels signs from Serra medical transportation vehicles.

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

PCC Chair Mike Levinson reported:

- Acknowledged the work staff and MV Transportation did to correct the issue with Serra Yellow Cab.
- In June the PCC held its bi-annual retreat to develop a two-year work plan.

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

CAC Chair Peter Ratto reported:

- June 26 meeting:
  - Kris Adler resigned from the CAC since he will be relocating to Texas.
  - April Chan, Executive Officer, Planning and Development, presented the Metropolitan Transportation Commission (MTC) Transit Sustainability Project and SamTrans Strategic Plan.
- July 31 meeting:
  - Members of the public spoke on service to Cordilleras Center by Route 295 and the volume of the speakers at the San Carlos Caltrain Station.
  - Rita Haskin, Executive Officer, Customer Service and Marketing, gave two presentations: proposed changes to the Codified Tariff and new bus stop signs.
  - Michael Eshleman, Planner, gave an update on the SamTrans Service Plan (SSP) changes going into effect on August 12.

Committee Chair Guilbault asked how the CAC membership is doing and whether more people needed. Mr. Ratto said the CAC is currently at 11.

Chair Guilbault said there may be a need to look at a possible recruitment in the future.

### **Mobility Management Report – Fixed-route Bus Service**

Chuck Harvey, Deputy CEO, reported:

- Average weekday ridership for Fiscal Year (FY) 2013 is slightly down from FY2012.
- Total monthly ridership is averaging over 1 million rides.
- Farebox revenue is slightly up.
- Token usage continues to be strong at more than 50,000 per month.
- Missed schedules remain very low.
- On-time performance is above 85 percent goal.
- Fleet reliability remains high at over 20,000 miles between road calls.
- Weekend Route ECR ridership increased 6 percent over last year.
- On August 12 Routes 390 and 391 will be replaced by Route ECR, service to San Francisco will be eliminated, and school routes will be renumbered. The remaining SSP changes will occur in January 2014.
- Production on a pilot 40-foot hybrid bus will commence mid-August, with delivery in September. The balance of the 24 hybrid buses will commence in early October. Four 29-foot clean diesel buses are being built for service on the Coastside.

- Technology and Customer Information:
  - Advanced Communications System (ACS) provides two-way radio communication between buses and the dispatch system. System provides ADA-compliant next-stop visual and audio announcements. Global positioning system location provides real-time location and status of buses and support fleet. System allows communication to operators via mobile data terminals. ACS data is used to track route/system performance.
  - ACS System Refresh/Enhancements include joining the county trunk radio agreement. It replaces all two-way radio equipment and provides increased bandwidth, which allows for additional data channels to improve vehicle "polling rate," and real-time information.
  - Advanced Travelers Information System at Daly City Bay Area Rapid Transit (BART), Colma BART, Millbrae Transit Center and Redwood City Transit Center.
  - MTC 511.org real-time data feed and trip planning.
  - Google maps and trip planning.
- Employee Development and Training:
  - In FY2013 there was a total of 21,711 hours of employee development and training.
  - The current new bus operator class has 26 employees.
  - SamTrans will host the University of the Pacific Transit and Paratransit Management Certificate Program in the fall. The Program consists of nine one-day management training courses taught by industry experts.

### **Multimodal Ridership Report – May 2013**

Mr. Harvey reported:

- Bus average weekday ridership (AWR) was 43,180, a decrease of 1.9 percent.
- Caltrain AWR was 52,980, an increase of 8.1 percent.
- Paratransit ridership was 1,109, an increase of 5.9 percent.

### **Multimodal Ridership Report – June 2013**

- Bus AWR was 37,520, an increase of 1.6 percent.
- Caltrain AWR was 53,040, an increase of 5.3 percent.
- Caltrain shuttle AWR was 7,328, a decrease of 2.6 percent

### **Year to Date Total Ridership – June 2013**

- Bus ridership was 12,445,750, a decrease of 1.9 percent.
- Paratransit was 306,586, an increase of 0.7 percent.
- Caltrain was 15,595,560, an increase of 10.3 percent
- Caltrain shuttles was 2,012,307, an increase of 7.6 percent.
- Total ridership on all modes is 30,911,316, an increase of 4.9 percent.

Mr. Harvey said if the average passenger mile is multiplied by each of the above trips, the system last year, without BART, provided nearly 400 million passenger miles of transportation service. If the BART extension is added the number is half a billion.



Public Comment

Jerry Grace, San Lorenzo, said the ridership graphs looks like AC Transit. He said AC Transit drivers were rushing people on the bus because the farebox and Clipper Card reader weren't working. Mr. Harvey said SamTrans' fareboxes operate approximately 99.9 percent of the time and if there is failure people are just told to board and then the bus is taken out of service as quickly as possible.

Adjourned: 2: 36 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 July PCC meeting are attached. The minutes from the most recent SAAC meeting are not yet available.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

No additional information.

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

650-508-6475

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

**MEETING MINUTES**

**July 2, 2013**

**ATTENDANCE**

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

Absent: Barbara Kalt, Rosener House; Allan Newlands, COD; Linda Rhine, Nelson/Nygaard.

Guests: Tina Dubost, SamTrans; Elly Colwell, SamTrans; Ashish John, SamTrans; Lynn Spicer, MV Transportation; Shayla Walsh, CID; Maria Kozak, Consumer; Erin Swartz, PCC Staff.

(Total Attendance: 13) Quorum—Yes

**WELCOME/INTRODUCTION**

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

**APPROVAL OF APRIL AL-COM MINUTES**

Stephanie asked for a vote of approval for the April Minutes. Mike moved to approve the April Minutes, Diane seconded the motion. The minutes were approved with Shayla abstaining.

**LEGISLATIVE UPDATE**

No updates.

**LOCAL ADVOCACY ISSUES—OPEN DISCUSSION**

Shayla shared an open letter from CALIF Executive Director and founder, Lillibeth Navarro, who uses a wheelchair. Ms. Navarro attempted to use Redi-Wheels paratransit when visiting San Mateo County and had a bad experience. She then called Serra Cab independent of Redi-Wheels and was charged an extra fee for service resulting in a charge of \$41.00 and \$45.00 for the cab fare. Lillibeth's letter opened a discussion about ADA regulations and taxi licensing.

Mike reported that this issue had been discussed previously at a Commission on Disabilities (COD) Board Meeting that included Talib Salamin from Serra Taxi Cab. Lynn confirmed that Serra Taxi Cab has increased the fleet of ADA-accessible vehicles.

Bill noted that Daly City has ordinances in place regulating accessible vehicles utilized by taxi operators. Shayla will be meeting with Craig McCulloh and Bill Welch to discuss this issue further. CID will be following up with COD to revisit this matter, as it did not reach resolution when a similar issue was raised over a year ago.

Lynn reported on the information that she obtained after speaking with Lillibeth. The discussion Lynn had with Lillibeth included same-day ride requests, no-shows, and Lillibeth's taxi-related expenses.

Bill will review the Redi-Wheels website to determine if pertinent information found in the Rider's Guide is found online, as well. Bill noted that information can be sent to riders via PDF, although this option is not stated on the Redi-Wheels website. At this time, visitors using paratransit services would need to request more information by mail or email.

Maria asked to confirm if drivers can be called back for a pickup after the five minute wait window has passed. Lynn confirmed that this is not possible. Lynn also confirmed that drivers make every possible effort to contact riders before initiating a no-show.

Lynn and Bill discussed the inability of MV dispatchers to call riders who are using phone numbers with area codes outside of the SF Bay Area. Lynn has one phone line available in her building (in her office) that is configured to make long-distance calls.

Maria asked about how to schedule rides when she has a medical appointment. She wanted to understand how best to schedule rides the night before, so that she arrives at her appointment on time. Lynn encouraged Maria to make reservations as early as possible, in order to select an optimal pick-up time. Maria also asked about changes to the Will-Call Ride policy. Lynn noted that there have been no changes to the policy. Maria also noticed that drivers are wearing nametags. Lynn confirmed that drivers should be wearing ID badges, in accordance with a new security policy at MV.

Mike reported on the Alameda County Transportation Improvement Authority (ACTIA) mobility workshop that was scheduled for July 1, 2013. Mike received an email last Friday, June 28. He noted that the conference would be cancelled if a BART strike was called for Monday, July 1. Mike learned that there were no East Bay paratransit ride pickups at the Daly City or Colma BART stations, due to striking workers in the area. Walgreens at Westlake is the alternate transfer location during the strike.

Stephanie asked Lynn about tie-downs in the medium-to-large rear-loading vehicles. Stephanie reported that the strap configuration is completed in such a way that the wheelchair isn't well secured. Lynn will look into it.

Maria asked Bill to confirm if the time given by Night Before calls eliminates the need to be ready 10 minutes before a scheduled ride. Tina recommended that Maria continue to be ready early, due to changes that are made by dispatchers on the day of the ride (i.e.-a driver calls in sick). Lynn noted that schedulers only call individuals for time changes greater than 10 minutes.

Shayla asked if Redi-Wheels or SamTrans had an ADA compliance officer. Richard Lesser is the Redi-Wheels Accessibility Specialist. Bill confirmed that Serra Cab does not contract directly with SamTrans. Shayla asked if any Serra Cab vehicles are subsidized by SamTrans and how long they have been offering accessible vehicles. Mike estimated that this service has been available for less than three years, and Bill said that SamTrans does not subsidize any Serra Cab vehicles.

Shayla asked if a Serra Cab representative would be attending any committee meetings. Talib Salamin attended PCC meetings in the past and may be able to attend the PCC meeting on July 9.

Tina confirmed for Aki that there are about 6,800 total ADA eligible riders on the Bayside and Coastside in the database.

### **COMPLAINT REVIEW COMMITTEE—OPEN DISCUSSION**

Lynn will ask Talib if he can present information at the next PCC meeting and will forward the information to Erin/Linda. Shayla will send a copy of Lilibeth's letter to Linda prior to the PCC meeting on July 9.

Tina presented the quarterly Comments by Type. Compliments increased from 81 last quarters to 104 this quarter. Late Vehicle comments doubled from 11 in the last quarter to 22 this quarter. Service requests were similar to last quarter; from 17 to 15. Customer Error comments increased from 48 last quarter to 83 this quarter. Tina explained that Customer Error comments include complaints that are determined to be invalid through information gathered by SamTrans and verified by MV. Examples of Customer Error comments include "He Said/She Said" situations, complaints about negative dispatcher attitudes, and errors in recorded pick-up times that were found to be correct. Missed Trip comments were similar to last quarter, changing from 6 to 5. Reservation System comments stayed the same in this time period at zero. Comparing the March-May 2013 data to March-May 2012 showed that the SamTrans standard of 2.5 is continuing to be achieved.

### **OTHER BUSINESS**

The Alameda County 10th Annual Senior and Disabled Mobility Workshop that was to take place on July 1, 2013 will be rescheduled due to the BART strike in progress.

Tina reported that it is time for Lifeline fare assistance renewals. Renewal letters have been sent to all riders who use Lifeline.

Mike asked Bill about changes at the Redi-Wheels Eligibility Office. Bill reported that the office is moving from Foster City to Burlingame and will be closed from July 22-August 4, 2013. On August 5, the office will re-open in the new Burlingame location. Bill and Tina are available to assist riders who may need information during the closure. The phone number for the Eligibility Office will remain the same.

Bill reported on Measure A Funds from County sales tax revenues. SamTrans is requesting funding for Redi-Wheels. Barbara Kalt is sending a letter of support from

Rosener House to the County Board of Supervisors. Shayla confirmed that CID has also received an invitation to submit a letter of support.

Bill shared copies of the new Redi-Wheels Rider's Guide that included the twelve changes suggested during the revision process.

Mike announced that today would be Bill's final ERC and AI-Com meetings before retiring in August. Mike thanked Bill for his service to the PCC and committees. Bill expressed his pleasure at serving on AI-Com and working to make progress on the many issues presented.

**MEETING ADJOURNED: 2:55 P.M.**

**SAN MATEO COUNTY  
PARATRANSIT COORDINATING COUNCIL**

**MEETING MINUTES July 9, 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; Marie Violet, Sequoia Hospital; Shayla Walsh, CID; Sandra Lang, COA; Dale Edwards, Consumer; Maureen Dunn, Senior Focus; Judy Garcia, Consumer; Sammi Riley, Consumer.

**ABSENTEES:** Dr. Michal Settles, Vice-Chair; Marshall Loring, PAC; Allan Newlands, COD; Barbara Kalt, Rosener House; Maxine Eastman, Consumer.

**GUESTS:** Talib Salamin, Serra Yellow Cab; Ashish John, SamTrans; Tina Dubost, SamTrans; Jocelyn Feliciano, MV Transportation; Lynn Spicer, MV Transportation; Henry Silvas, SamTrans; Elly Colwell, SamTrans; Linda Rhine, Nelson/Nygaard; Erin Swartz, PCC Staff.

(Total Attendance: 24) Quorum--Yes.

**WELCOME/INTRODUCTION**

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

**APPROVAL OF JUNE PCC MINUTES**

Mike asked for a vote of approval for the June minutes. Sandra moved to approve the minutes and Stephanie seconded the motion. The minutes were approved with Aki abstaining.

**COMMITTEE REPORTS**

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

Stephanie reported that Al-Com met on July 2. She said the Committee discussed taxi service and how to access the Rider's Guide.

**B. GRANT/BUDGET REVIEW**

Barbara was absent, no report.

**C. EDUCATION COMMITTEE**

Maureen reported that the Education Committee met before the PCC meeting today. The meeting was very productive. The committee is transitioning from attending health fairs to providing outreach presentations for user groups and agencies. The Education Committee reviewed talking points and fact sheets from Redi-Wheels and the PCC. A preliminary presentation will be given at the end of July at the Dept. of Rehabilitation (DOR). One rider and one agency representative will give the presentations. Upcoming presentations will also be given to a retired machinists union group and the San Mateo Council for the Blind. A summary form will be completed at the end of each presentation to collect feedback. Nancy shared that the Provider Network

Meeting may be another group that the Education Committee can contact for a presentation opportunity.

#### **D. EXECUTIVE COMMITTEE**

Mike reported that the Executive Committee will meet in July with the date and time TBA.

Linda presented the Quarterly Consumer Corps Report. The summary report now includes information about the Night Before Calls. 375 reports were submitted this quarter. Only thirteen reports of incomplete and/or inaccurate Night Before Calls were reported from April to June. Consumer Corps members observed comment cards in all vehicles 57% of the time. Consumers who reported that Comment Cards were not visible include riders who were in taxis and times when Comment Cards were not in stock on a Redi-Wheels vehicle.

Bill noted that Consumer Corps members are supposed to ask for a comment card in taxis and sedans and asked if the narrative report could include the number of people who asked for a card and received one from the driver. Erin reported that data is available in a report on pg. 10 of the packet, along with information about "no" answers and non-responses to the question. Erin noted that a reminder was inserted into the quarterly Consumer Corps letter sent to members in June, reminding them to answer all questions as completely as possible.

95.2% of Consumer Corps members reported pick-up times within 20 minutes of their scheduled ride time for this quarter. Telephone holds were reported by 11.7% of Consumer Corps members calling to make trip reservations, with very few long hold times. Similar to the results from last quarter, 92%, Consumer Corps members reported that driver assistance could be described as "met needs" or was "above needs." About 70% of the Consumer Corps members reported that a Redi-Wheels vehicle picked them up. The remaining 30% of riders were picked up by a taxicab. No rides in RediCoast vehicles were reported this quarter. Finally, members who rode in taxicabs observed that Comment Cards were not available, with no major trends noted.

Dale reported on Barbara's behalf, as the Vice-Chair of the Nominating Committee. Nominations include Mike Levinson as PCC Chair and Dr. Michal Settles as PCC Vice-Chair for the 2013-2014 year. No other nominees were proposed. An oral vote for their nomination was taken, with no oppositions or abstentions. Committee Chairs will be discussed at the next Executive Committee Meeting and will be announced in September.

#### **SAMTRANS/REDI-WHEELS REPORT**

##### **A. Operational Report**

Bill reported that Lynn Spicer has been promoted from Acting Manager to General Manager of MV Transportation, following John Murphy's retirement.

Bill also reported on an issue that was presented at the July 2 AI-Com meeting regarding an out-of-town visitor who used Serra Cab taxi service independent of Redi-Wheels for traveling in San Mateo County and was overcharged for the ride. Talib



Salamin reported that Serra Taxi Cab is not licensed to provide paratransit taxi service to all cities in San Mateo County, so requests for rides in Palo Alto, San Mateo, and South San Francisco are referred to Serra Medical Transport. Rides with Serra Medical Transport include a surcharge. Talib agreed to refund the rider the full amount of the charge for two rides totaling \$86.00 and presented Shayla with a check to give to the customer.

The out-of-town visitor initially reserved a ride on Redi-Wheels. She was considered a "no show" on her outbound trip which meant her return ride was cancelled in accordance with Redi-Wheels policy. Lynn reported on the recordings from dispatch, noting that the two dispatchers involved did not make it clear that the return ride would be cancelled and she offered an apology for this error.

Shayla reported that after doing research and a test ride with Serra Taxi Cab, Shayla was charged \$7.00 for the same distance that the out of town visitor was charged \$35.00 to ride. Linda stated that more information is needed about the licensing and the appropriate rate structure for taxi rides in each city in San Mateo County, as there is no county-wide policy in place that sets these requirements.

Shayla reported that the Americans with Disabilities Act has requirements for private entities that provide transportation services. Shayla offered to work with Talib to review the ADA requirements and he agreed to continue a discussion on this topic.

Dan reported that he rode in a Serra Taxi Cab from Palo Alto. Lynn clarified that Dan made this trip through Redi-Wheels, which is why Serra Taxi Cab was able to pick him up.

Bill reminded the PCC of the letter of support to the San Mateo County Board of Supervisors for Measure A Funds to be used for Redi-Wheels. It was sent to PCC members to sign and send. Bill offered to send the letter for members who chose to sign a copy after the meeting.

Bill also reported that interviews for his replacement will take place on July 19. Barbara Kalt will represent the PCC on the interview panel.

## **B. Performance Summary**

Tina reminded everyone to renew their Lifeline fare assistance. Renewals are due on July 31, 2013.

In the Performance Report, Total Trips Requested had increased over April to May 2013, from 27,811 to 29,223. Total Trips Requested in May 2013 were also higher when compared to May 2012. Late Cancels decreased from 1.4% in April to 1.1% in May. Productivity in May was 1.83.

Judy and Nancy noted that the font size on the report is difficult to read. Linda suggested reporting on data as a quarterly summary or to condense the data to show the only the current and prior month. Aki suggested using a graph to display the data for performance, eligibility, and number of rides provided. Maureen noted that

complaints and compliments are already separated into another report and are not needed in the Performance Summary Report. Maureen suggested bringing this issue to ERC and Executive Committee for further review and discussion. Nancy noted that the bylaws require the packets be sent out a week in advance. Shayla noted that people can make reasonable accommodation requests up to 72 hours in advance of the meeting who need materials printed in a larger format.

Nancy asked Tina about the changes in On-Time Performance over the past year. Lynn reported that there is a balance they are trying to reach between productivity and on-time performance. Improvements should be reflected in the data by our next meeting.

### **C. Customer Comments**

The Comments by Category Report showed policy-related ride comments were 1.7 per 1000 rides and service-related comments were 0.9 per 1000 rides, with a YTD average (from July 2012) of 29. The total rate of Comments by Category per 1000 rides for April and May is 3.4. The YTD (from July 2012) Average Response Time to Customers in days is 6.7.

The Comments by Type Report showed 40 Compliments in May and 32 in April. Customer Error Comments in May were 33 and 28 in April. Tina clarified that Late Vehicle Comments by Type included comments that were attributed to traffic and confusion about pick-up locations. In May, Late Vehicle comments totaled 12 and totaled 7 in April.

Myria asked for more information about why Complaints per Trip were increasing. Elly clarified that calls made directly to Lynn would not be included in her reports, as the data she has access to come from the Comment Card submissions and the 800 number.

Maureen reported that complaints about late vehicles and "do not leave alone" incidents do not show up in the Redi-Wheels consumer reports because Elly is not informed of them through one of the two channels. Lynn noted that Nancy copies Lynn, Elly, and Tina in emails with concerns, so that all parties are involved and have the same information. Tina suggested sending emails to [RediWheels@samtrans.com](mailto:RediWheels@samtrans.com) so that all staff members who work to resolve these issues at SamTrans receive the message and can respond promptly.

Judy reported on a bus ride recently where the driver appeared to doze off. Tina encouraged Judy to contact Redi-Wheels after today's meeting with the driver's name or number and the date and of the time of the ride, so that the issue can be investigated further.

### **D. Safety Report**

Jocelyn reported on the May statistics for the Safety Report. There were three accidents reported in May. Two were preventable and one was non-preventable. In June, one preventable accident and no non-preventable accidents occurred.

RediCoast had one accident in May that was non-preventable and no incidents took place in June.

## **LIAISON REPORTS**

### **A. MTC REPORT**

Marshall was absent, no report.

### **B. AGENCY**

Nancy reported on Barbara's behalf. The last meeting was in June and the next meeting will be on July 23, 2013 at 2:00 p.m. She noted the agency's concern that there is so much transition underway that there is the risk of losing some important knowledge and historical perspective on paratransit services in San Mateo County. Nancy also mentioned the Next New beginnings Coalition Meeting is at 9:00 a.m. on July 23 at the County in Room 100 (Aging and Adult services). At that meeting they will review priorities for next year and the network of care website.

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

Michal absent, Mike reported that Michal cannot attend next week's CTC meeting. Dale and Mike will attend the meeting in her absence. Comment cards and Consumer Corps will be discussed at the meeting. The meeting is held from 9:30-11 a.m.

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

Aki reported that the last meeting was on July 2. That was Bill's last ERC meeting. The database of eligible riders has increased to 6,783 riders. The Eligibility contract expires in February 2014. On July 22, the C.A.R.E. Evaluators Eligibility Office will move from Foster City to Burlingame. It will re-open on August 5th.

SamTrans has retained a project manager to oversee the upgrade to a new version of the paratransit scheduling software.

Mike reminded everyone that extra help from Redi-Wheels is available for applicants during the C.A.R.E. Evaluators Eligibility Office move, so that customers don't miss the renewal deadline at the end of July. The office phone number will remain the same.

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

Sandra reported that the Commission met on July 8. In their meeting minutes, they noted the PCC Retreat took place in June. Sandra added that the information presented at the PCC Retreat about paratransit services was helpful to share with the COA. While the letter of support for Measure A was supported by the COA, it was not received in time to place it on the July COA meeting agenda.

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

Allan absent, no report available. Mike reported that the New Beginnings Coalition will be held on July 23, 2013 from 9:30-11:00 a.m. at Aging and Adult Services, Room 100. Nancy reported that goals for the Network of Care will be discussed at the meeting, along with a presentation about using the Network of Care website.

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

As a Systems Change Advocate, Shayla read a statement advocating for change in fees charged by taxi cab companies.

Shayla confirmed for Mike that she has contacted the Commission on Disabilities. Sammi Riley shared her previous experience in Oakland and Hercules (Alameda County) where she was charged \$40.00, plus meter rates for requesting an accessible taxi cab ride. Sammi and Mike noted that more information is needed on taxi regulations.

### **H. DEPARTMENT OF REHABILITATION (DOR)**

Myria reported that there is no new information to report. She did share a concern regarding her agency's ability to provide medical certification for Regional Discount Transportation Passes for fixed-route transportation. Myria asked if Bill could suggest more resources to enable her staff to meet the demand for this service because DOR medical staff has been reduced due to budget cuts.

Linda and Maureen will follow up with Myria to confirm a date and time for the Education Committee members to give an outreach presentation at DOR.

Bill reported that Lucy Muir, a former PCC and COD member, and sensitivity trainer, passed away.

Sandra asked for an update on the tasks that were assigned during the PCC Retreat. Linda confirmed that she will present a draft work plan in September, after the Executive Committee reviews the information.

On July 23, 2013, a No-Show Appeal Panel will be attended by Dale, Aki, and Henry Silvas from 9:30-11:00 a.m.

### **OTHER BUSINESS**

Mike noted that this is Bill's last PCC meeting and extended his thanks for Bill's participation and work on the committee. Bill shared a PCC binder from 1992, noting that Barbara Kalt was serving at that time and continues to serve on the PCC today!

The next PCC meeting will be on September 10.

**MEETING ADJOURNED: 3:40 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: **END-OF-YEAR PERFORMANCE REPORT**

**ACTION**

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

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

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

**ACTION**

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

**SIGNIFICANCE**

Table "A" summarizes the average weekday ridership (AWR) statistics for all modes of transportation for which SamTrans is responsible and Table "B" summarizes the total ridership figures for all SamTrans transportation modes. Chart "A" features year-to-date comparisons of AWR for Fiscal Year (FY) 2011, FY2012, and FY2013. Chart "B" has figures for total ridership year-to-date for FY2011, FY2012, and FY2013.

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

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

**Total District Modes** – 102,000, an increase of 6.5 percent.

**Bus** – 36,390, an increase of 1.3 percent.

**Paratransit** – 1,120, an increase of 3.7percent.

**Caltrain** – 54,990, an increase of 13.1 percent.

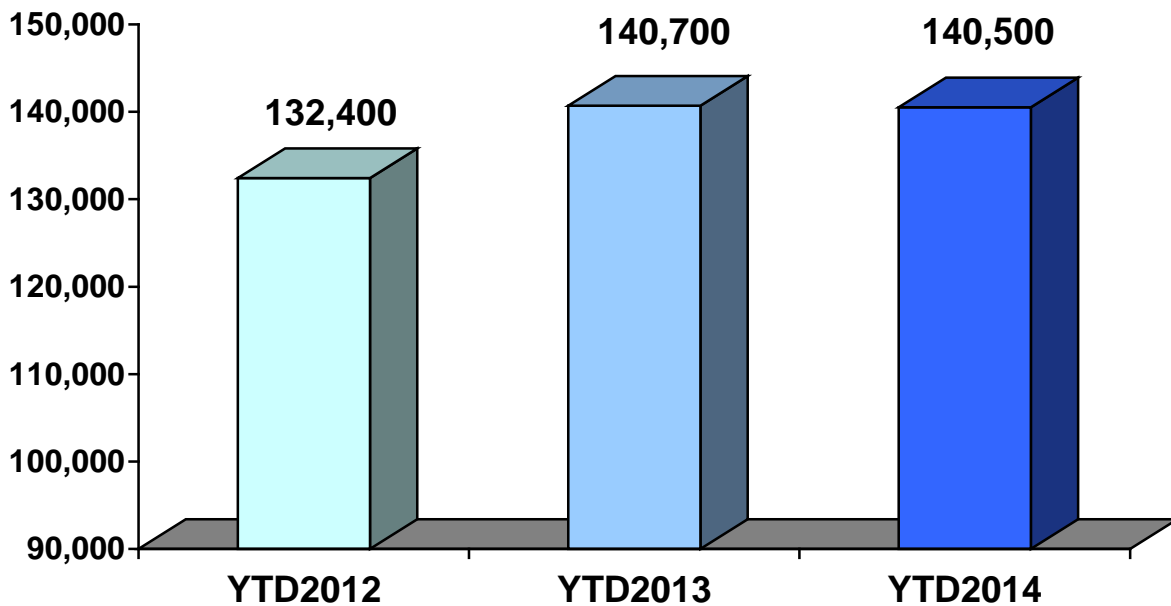
**Shuttles** – 9,510, a decrease of 6.6 percent.

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

July 2013 Average Weekday Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	37,270	35,920	36,390	1.3%
Paratransit	1,100	1,080	1,120	3.7%
Caltrain	44,130	48,610	54,990	13.1%
Shuttles	8,020	10,180	9,510	-6.6%
<b>Total</b>	<b>90,510</b>	<b>95,790</b>	<b>102,000</b>	<b>6.5%</b>
BART Extension (No Daly City)	41,880	44,910	38,500	-14.3%
<b>Grand Total</b>	<b>132,400</b>	<b>140,700</b>	<b>140,500</b>	<b>-0.1%</b>

July 2013 Year to Date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	37,270	35,920	36,390	1.3%
Paratransit	1,100	1,080	1,120	3.7%
Caltrain	44,130	48,610	54,990	13.1%
Shuttles	8,020	10,180	9,510	-6.6%
<b>Total</b>	<b>90,510</b>	<b>95,790</b>	<b>102,000</b>	<b>6.5%</b>
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<b>Grand Total</b>	<b>132,400</b>	<b>140,700</b>	<b>140,500</b>	<b>-0.1%</b>

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



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

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

**All District Modes** – 2,703,800, an increase of 9.0 percent.

**Bus** – 969,130, an increase of 4.3 percent.

**Paratransit** – 27,630, an increase of 6.5 percent.

**Caltrain** – 1,491,890, an increase of 14.2 percent.

**Shuttles** – 215,160, a decrease of 1.5 percent.

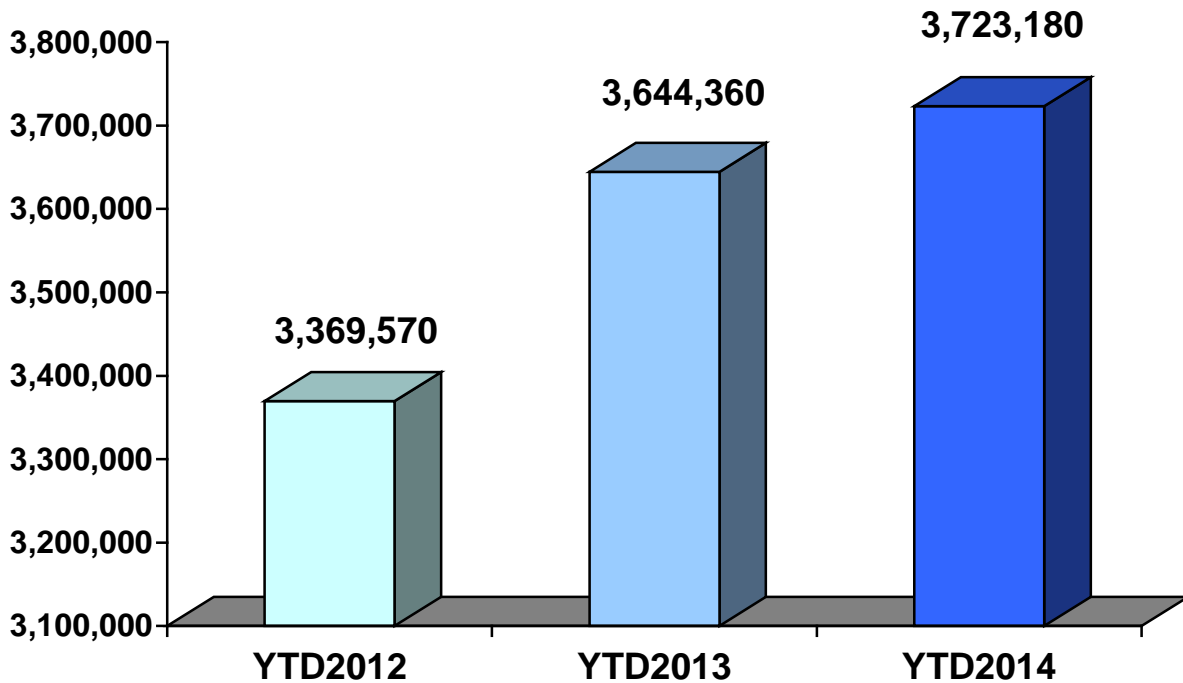


**Table B  
Total Ridership**

July 2013 Total Monthly Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	948,170	929,580	969,130	4.3%
Paratransit	25,760	25,950	27,630	6.5%
Caltrain	1,166,040	1,305,970	1,491,890	14.2%
Shuttles	161,210	218,360	215,160	-1.5%
<b>Total</b>	<b>2,301,180</b>	<b>2,479,860</b>	<b>2,703,800</b>	<b>9.0%</b>
BART Extension (No Daly City)	1,068,400	1,164,500	1,019,380	-12.5%
<b>Grand Total</b>	<b>3,369,570</b>	<b>3,644,360</b>	<b>3,723,180</b>	<b>2.2%</b>

July 2013 Year to Date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	948,170	929,580	969,130	4.3%
Paratransit	25,760	25,950	27,630	6.5%
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BART Extension (No Daly City)	1,068,400	1,164,500	1,019,380	-12.5%
<b>Grand Total</b>	<b>3,369,570</b>	<b>3,644,360</b>	<b>3,723,180</b>	<b>2.2%</b>

**Chart B  
Total Ridership (FYTD)**



## SamTrans Promotions – July 2013

**It's All About People** – SamTrans continued the “*It's All About People*” campaign showcasing the people that matter to SamTrans. Print ads in English and Spanish ran highlighting bus operators and senior customers. The ads include a large photo of the featured group and also include three keywords. For the bus operators, it was “**Friendly. Dedicated. Safe.**” And, for the seniors, it was “**Independent. Comfortable. Easy.**” A special button on the SamTrans website features the current group and links to a landing page where the current and previous ads can be viewed. A direct link also is available at [www.samtrans.com/people](http://www.samtrans.com/people).

**Summer Youth Pass** – Promotion and sales of the Summer Youth Pass continued in July. At \$40, the pass was still a bargain compared to paying \$72 for a July and August Youth pass. The Summer Youth Pass allows kids 17 years and younger unlimited rides on SamTrans. The parents and kids target markets were reached through multiple venues, with a heavy emphasis on schools and municipalities. Community partners disseminated more than 31,000 bilingual flyers/order forms, and included messages on their websites and in newsletters. The campaign also publicized the pass with bilingual information on buses (take ones, adcards, electronic message and audio announcement), newspaper ads, social media, news release, *Rider's Digest* newsletter, *Transit Fun Guide* brochure, outreach to Clipper youth customers, message on the SamTrans Customer Service toll-free number, and website.

**Service change Communications** – With upcoming service improvements and schedule changes, staff undertook a comprehensive program to inform customers and other stakeholders about the changes, the first phase of implementing the SamTrans Service Plan. Some of the channels of communications included:

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

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



BOARD OF DIRECTORS 2013

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

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

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

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

**WEDNESDAY, SEPTEMBER 4, 2013 – 2:40 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Finance Committee Meeting of August 7, 2013
2. Acceptance of Statement of Revenues and Expenses for July 2013
3. Authorize Amendment of the Employer's California Public Employees Retirement System Contribution to the Employees', Retirees', and Board Members' Monthly Medical Premiums

**CONTRACTS**

4. Authorize Award of Contract to Reliance Standard Insurance Company for Long-Term Disability Insurance for an Estimated Cost of \$102,000 for a Three-Year Period
5. Authorize Award of Contract to Goodyear Tire and Rubber Company to Furnish and Deliver Mileage Rental and Service of Radial Bus Tires and Wheels for an Estimated Amount of \$4,824,900 for a Five-Year Period
6. Authorize Award of Contract to Jacobs Engineering Group, Inc. to Provide On-Call Program Management Oversight Services for a Total Not-to-Exceed Cost of \$400,000 for a Three-Year Period

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  
AUGUST 7, 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, A. Lloyd, K. Matsumoto

Other Board Members Absent, Consituting Committee of the Whole: Z. Kersteen-Tucker

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

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

**Approval of Minutes of Finance Committee Meeting of June 5, 2013**

The Committee approved the minutes (Lloyd/Tissier).

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

Rima Lobo, Director, Finance, said revenue is over budget by \$488,000 and expenses are under budget by \$8.4 million. Last week, fuel was \$3.04 per gallon. The fuel hedge resulted in revenue to the San Mateo County Transit District (District) of \$6,000 in June and \$263,000 year to date.

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

**Acceptance of Quarterly Investment Report and Fixed Income Market Review and outlook for the Quarter Ended June 30, 2013**

Bill Osher, CSI Group of SunTrust, said the quarter was challenging for the bond market. Interest rates rose in long-term securities, but the portfolio has been kept intentionally short and was able to avoid falling bond prices. For the 12 months ending July all benchmarks are negative, but the portfolio has a positive return. Mr. Osher said interest rates will continue to rise and around mid-2015 the Federal Reserve will raise short-term interest rates.

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

**Authorize Increasing the Fiscal Year (FY) 2014 Capital Budget by \$263,000 from \$11,515,276 to \$11,778,276**

Eva Goode, Manager, Budgets, said this amendment is to add funds to two safety and security projects -- the Receptionist Area Security Improvement Project and the installation of cameras to the curb side of the existing bus fleet.

Public Comment

Jerry Grace, San Lorenzo, asked where the cameras will be. Chuck Harvey, Deputy CEO, said each bus is equipped with multiple cameras and this action is to install cameras outside to look along the side of the bus.

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

**Authorize Approval and Ratification of the FY2014 District Insurance Program at a Total Premium Cost of \$1,639,066**

Ms. Lobo said there is a 3 percent increase in the premium due to a hardening in market conditions. There are no changes to the District's coverage.

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

**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**

Cheryl Cavitt, Director, Contracts and Procurement, said these radios will be utilized to replace aging equipment. The District was able to utilize the county's contract with Motorola and to provide the District with excellent pricing.

Director Karyl Matsumoto asked how this item relates to the ACS Transport Solutions contract the Board approved in June. Mr. Harvey said the contract last month was for refreshing of equipment on the vehicles and this contract is for the two-way radios.

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

**Information on the Statement of Revenues and Expenses for June 2013**

Ms. Lobo said staff is working on closing the year-end books and will bring the final statement to the Board in November for approval.

**Update on the Execution of the Fiscal Year 2014 Fuel Hedge Program**

Ms. Goode said the fuel hedge bid process was completed in May with Barclays Bank. Competitive bids were received from Deutsche Bank and Barclays Bank. The fuel price was capped at \$2.85 per gallon. A total of 1.2 million gallons was hedged, approximately 65 percent of the estimated fuel usage for FY2014.

Adjourned: 2:50 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  
JULY 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 July 2013 and supplemental information.

**SIGNIFICANCE**

**Revenues:** *Total Revenues* (page 1, line 14) are \$107,082 or 0.7 percent **worse** than revised budget. *Passenger Fares* (page 1, line 1) which are **worse** than budget by \$39,568 or 2.6 percent, *Investment Interest* (page 1, line 9) are **worse** than budget by \$9,654 or 10.3 percent and *Other Interest, Rent & Other Income* (page 1, line 11) are \$26,263 or 6.6 percent **worse** than budget.

**Expenses:** *Total Expenses* (page 4, line 73) are \$487,040 or 4.3 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$348,468 or 3.7 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$117,279 or 9.5 percent and *Total Multimodal* (page 4, line 71) is **better** than budget by \$21,293 or 3.1 percent.

**BUDGET IMPACT**

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

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

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

% OF YEAR ELAPSED: **8.3%**

	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	1,457,515	1,341,043	1,457,515	1,497,083	97.4	17,965,000	17,965,000	8.1
2 Local TDA and STA Funds	6,890,098	3,196,827	6,890,098	6,890,098	100.0	42,542,322	42,542,322	16.2
3 State/Federal Operating Grants	521,671	408,667	521,671	521,672	100.0	8,050,834	8,050,834	6.5
4 Measure A Funds	651,334	589,308	651,334	651,334	100.0	8,160,000	8,160,000	8.0
5 AB434 Funds	47,167	46,167	47,167	47,166	100.0	566,000	566,000	8.3
6 <b>Subtotal - Operating Revenues</b>	<b>9,567,785</b>	<b>5,582,012</b>	<b>9,567,785</b>	<b>9,607,353</b>	<b>99.6</b>	<b>77,284,156</b>	<b>77,284,156</b>	<b>12.4</b>
<b>Other Revenue Sources</b>								
8 District 1/2 Cent Sales Tax	4,950,000	4,910,900	4,950,000	4,950,000	100.0	68,000,000	68,000,000	7.3
9 Investment Interest	83,907	395,679	83,907	93,561	89.7	1,056,160	1,056,160	7.9
10 Pass through to Other Agencies	0	0	0	31,597	0.0	379,169	379,169	0.0
11 Other Interest, Rent & Other Income	374,639	389,542	374,639	400,902	93.4	6,346,565	6,346,565	5.9
12 Other Sources	0	2,727,721	0	0	0	0	0	0.0
13 <b>Subtotal - Other Revenues</b>	<b>5,408,547</b>	<b>8,423,842</b>	<b>5,408,547</b>	<b>5,476,060</b>	<b>98.8</b>	<b>75,781,894</b>	<b>75,781,894</b>	<b>7.1</b>
14 <b>Total Revenues</b>	<b>14,976,332</b>	<b>14,005,854</b>	<b>14,976,332</b>	<b>15,083,414</b>	<b>99.3</b>	<b>153,066,050</b>	<b>153,066,050</b>	<b>9.8</b>
15 <b>Capital Assistance</b>	<b>948</b>	<b>19,908</b>	<b>948</b>	<b>948</b>	<b>100.0</b>	<b>6,336,651</b>	<b>58,728,741 A</b>	<b>0.0</b>
16 <b>Reserves Programmed for Capital</b>	<b>109,822</b>	<b>235,417</b>	<b>109,822</b>	<b>109,822</b>	<b>100.0</b>	<b>0</b>	<b>18,236,991 A</b>	<b>0.6</b>
17 <b>Total Revenues - All Sources</b>	<b>15,087,102</b>	<b>14,261,179</b>	<b>15,087,102</b>	<b>15,194,184</b>	<b>99.3</b>	<b>159,402,701</b>	<b>230,031,782</b>	<b>6.6</b>
<b>USES OF FUNDS</b>								
<b>Operations</b>								
21 Motor Bus	8,951,662	6,857,423	8,951,662	9,300,130	96.3	100,725,200	100,731,345	8.9
22 A. D. A. Programs	1,117,158	1,036,402	1,117,158	1,234,437	90.5	14,780,900	14,774,755	7.6
23 Caltrain	453,334	3,120,593	453,334	453,334	100.0	5,440,000	5,440,000	8.3
24 Other Multimodal Programs	218,484	246,538	218,484	239,776	91.1	2,880,681	2,880,681	7.6
25 <b>Subtotal - Operating Costs</b>	<b>10,740,637</b>	<b>11,260,957</b>	<b>10,740,637</b>	<b>11,227,677</b>	<b>95.7</b>	<b>123,826,781</b>	<b>123,826,781</b>	<b>8.7</b>
<b>Other Uses of Funds</b>								
27 Pass through to Other Agencies	0	0	0	31,979	0	383,742	383,742	0.0
28 Transfer Out to Debt Service	2,037,808	2,037,787	2,037,808	2,037,808	100.0	24,453,287	24,453,287	8.3
29 Fiscal Agent Fees	0	4,463	0	8,930	0	26,410	26,410	0.0
30 Land Transfer Interest Expense	0	0	0	0	0	59,379	59,379	0.0
31 <b>Subtotal - Other Uses</b>	<b>2,037,808</b>	<b>2,042,250</b>	<b>2,037,808</b>	<b>2,078,717</b>	<b>98.0</b>	<b>24,922,818</b>	<b>24,922,818</b>	<b>8.2</b>
32 <b>Capital Programs</b>	<b>143,379</b>	<b>298,158</b>	<b>143,379</b>	<b>143,379</b>	<b>100.0</b>	<b>11,682,276</b>	<b>82,311,357 A</b>	<b>0.2</b>
33 <b>Total Uses of Funds</b>	<b>12,921,824</b>	<b>13,601,364</b>	<b>12,921,824</b>	<b>13,449,773</b>	<b>96.1</b>	<b>160,431,875</b>	<b>231,060,956</b>	<b>5.6</b>
34 <b>NET SURPLUS / (DEFICIT)</b>	<b>2,165,277</b>	<b>659,815</b>	<b>2,165,277</b>	<b>1,744,411</b>	<b>124.1</b>	<b>(1,029,174)</b>	<b>(1,029,174)</b>	<b>(210.4)</b>

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

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

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

% OF YEAR ELAPSED: 8.3%

	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	1,387,514	1,278,048	1,387,514	1,429,667	97.1	17,156,000	17,156,000	8.1
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	5,750,864	2,655,940	5,750,864	5,750,864	100.0	34,505,186	34,505,186	16.7
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	938,945	367,979	938,945	938,945	100.0	5,633,670	5,633,670	16.7
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	482,876	397,574	482,876	482,876	100.0	7,051,491	7,051,491	6.8
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	2,875	1,474,968	2,875	300,083	1.0	31,475,368	31,481,513	0.0
10 Accessibility Fixed Route	96,498	81,632	96,498	86,262	111.9	1,035,143	1,035,143	9.3
11 TOTAL 1/2 CENT SALES TAX	99,373	1,556,600	99,373	386,345	25.7	32,510,511	32,516,656	0.3
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	48,209	360,914	48,209	58,501	82.4	697,450	697,450	6.9
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	0	44	0	0	0.0	0	0	0.0
16 Rental Income	96,524	88,601	96,524	90,620	106.5	1,087,440	1,087,440	8.9
17 Advertising Income	55,417	53,750	55,417	77,500	71.5	930,000	930,000	6.0
18 Other Income	91,940	97,973	91,940	84,811	108.4	1,153,452	1,153,452	8.0
19 TOTAL OTHER REVENUES	243,881	240,367	243,881	252,931	96.4	3,170,892	3,170,892	7.7
20								
21 TOTAL MOTOR BUS	8,951,662	6,857,423	8,951,662	9,300,130	96.3	100,725,200	100,731,345	8.9
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	70,001	62,995	70,001	67,417	103.8	809,000	809,000	8.7
25 Local TDA 4.5 Redi-Wheels	153,312	131,918	153,312	153,312	100.0	1,839,741	1,839,741	8.3
26 Local STA - Paratransit	46,977	40,990	46,977	46,977	100.0	563,725	563,725	0.0
27 Operating Grants	38,795	11,093	38,795	38,796	100.0	999,343	999,343	3.9
28 Sales Tax - District ADA Programs	470,893	451,187	470,893	591,183	79.7	4,846,042	4,839,897	9.7
29 Sales Tax - Paratransit Suppl. Coastside	106,265	107,019	106,265	103,695	102.5	1,244,339	1,244,339	0.0
30 Interest Income - Paratransit Fund	32,915	34,765	32,915	35,060	93.9	358,710	358,710	9.2
31 Measure A Redi-Wheels	198,000	196,436	198,000	198,000	100.0	2,720,000	2,720,000	7.3
32 Measure M Paratransit	0	0	0	0	0.0	1,400,000	1,400,000	0.0
33 TOTAL ADA PROGRAMS	1,117,158	1,036,402	1,117,158	1,234,437	90.5	14,780,900	14,774,755	7.6
34								
35 MULTIMODAL TRANSIT PROGRAMS:								
36 Other Sources - Caltrain	0	2,727,721	0	0	0.0	0	0	0.0
37 Transfer from TA for Caltrain	453,334	392,872	453,334	453,334	100.0	5,440,000	5,440,000	8.3
38 AB434 Funds - SamTrans Shuttle	47,167	46,167	47,167	47,166	100.0	566,000	566,000	8.3
39 Employer SamTrans Shuttle Funds	130,758	149,175	130,758	147,971	88.4	1,775,673	1,775,673	7.4
40 Sales Tax - SamTrans Shuttle Program	29,682	29,097	29,682	29,407	100.9	356,218	356,218	8.3
41 Sales Tax - Gen. Operating Asst.	10,876	22,099	10,876	15,233	71.4	182,790	182,790	5.9
42								
43 TOTAL MULTIMODAL	671,817	3,367,131	671,817	693,110	96.9	8,320,681	8,320,681	8.1
44								
45 TOTAL REVENUES	10,740,637	11,260,957	10,740,637	11,227,677	95.7	123,826,781	123,826,781	8.7

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

**% OF YEAR ELAPSED: 8.3%**

<u>EXPENSES</u>	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	5,230,801	3,664,935	5,230,801	5,221,027	100.2	50,777,535	50,644,960	10.3
2								
3 Services:								
4 Board of Directors	600	790	600	4,300	14.0	51,800	51,800	1.2
5 Contracted Vehicle Maintenance	37,160	25,689	37,160	58,007	64.1	696,080	696,080	5.3
6 Property Maintenance	92,135	84,613	92,135	105,000	87.7	1,273,500	1,248,500	7.4
7 Professional Services	281,677	114,100	281,677	348,938	80.7	4,173,153	4,173,153	6.7
8 Technical Services	382,040	289,756	382,040	377,509	101.2	5,280,779	5,419,499	7.0
9 Other Services	74,983	36,049	74,983	93,787	80.0	1,507,128	1,507,128	5.0
10								
11 Materials & Supply:								
12 Fuel & Lubricants	461,925	405,298	461,925	540,972	85.4	6,491,659	6,491,659	7.1
13 Bus Parts & Materials	133,246	101,443	133,246	155,356	85.8	1,886,670	1,886,670	7.1
14 Uniforms & Driver Expense	36,173	6,933	36,173	36,926	98.0	443,122	443,122	8.2
15 Timetables & Tickets	0	143	-	14,328	0.0	172,000	172,000	0.0
16 Office Supplies / Printing	23,234	7,164	23,234	40,206	57.8	369,267	369,267	6.3
17 Other Materials & Supply	5,468	10,000	5,468	13,983	39.1	156,500	156,500	3.5
18								
19 Utilities:								
20 Telephone	44,860	16,535	44,860	50,206	89.4	602,470	602,470	7.4
21 Other Utilities	96,796	84,897	96,796	82,417	117.4	989,000	989,000	9.8
22 Insurance Costs	217,454	211,282	217,454	219,580	99.0	2,640,150	2,640,150	8.2
23 Workers' Compensation	250,293	257,291	250,293	269,255	93.0	3,231,060	3,231,060	7.7
24 Taxes & License Fees	34,204	31,883	34,204	47,426	72.1	569,109	569,109	6.0
25 Fixed Route Accessibility	96,498	81,632	96,498	86,262	111.9	1,035,143	1,035,143	9.3
26 Leases & Rentals	8,792	8,558	8,792	10,374	84.8	124,483	124,483	7.1
27 Promotional & Legal Advertising	7,491	5,320	7,491	24,767	30.2	275,200	275,200	2.7
28 Training & Business Travel	14,145	5,836	14,145	18,922	74.8	207,765	207,765	6.8
29 Dues & Membership	7,972	7,899	7,972	8,076	98.7	91,652	91,652	8.7
30 Postage & Other	8,700	2,457	8,700	16,479	52.8	200,049	200,049	4.3
31								
<b>Total District Operated Buses</b>	<b>7,546,647</b>	<b>5,460,501</b>	<b>7,546,647</b>	<b>7,844,101</b>	<b>96.2</b>	<b>83,245,274</b>	<b>83,226,419</b>	<b>9.1</b>
32								
<b>CONTRACTED BUS SERVICES</b>								
33								
34 Contracted Urban Bus Service	1,222,793	1,217,095	1,222,793	1,253,449	97.6	15,041,393	15,041,393	8.1
35 Other Related Costs	30,637	36,220	30,637	28,348	108.1	347,720	372,720	8.2
36 Insurance Costs	51,506	51,151	51,506	54,581	94.4	655,000	655,000	7.9
37 Coastside Services	59,799	53,599	59,799	71,463	83.7	857,553	857,553	7.0
38 Redi Coast Non-ADA	16,175	19,993	16,175	21,184	76.4	254,209	254,209	6.4
39 Other Related Costs	7,627	1,689	7,627	8,450	90.3	101,400	101,400	7.5
40 La Honda - Pescadero	4,500	4,000	4,500	4,594	98.0	55,125	55,125	8.2
41 SamCoast - Pescadero	11,500	11,634	11,500	13,408	85.8	160,896	160,896	7.1
42 Other Related Cost - SamCoast	479	1,542	479	553	86.7	6,630	6,630	7.2
43								
<b>Total Contracted Bus Service</b>	<b>1,405,015</b>	<b>1,396,923</b>	<b>1,405,015</b>	<b>1,456,029</b>	<b>96.5</b>	<b>17,479,926</b>	<b>17,504,926</b>	<b>8.0</b>
44								
<b>TOTAL MOTOR BUS</b>	<b>8,951,662</b>	<b>6,857,423</b>	<b>8,951,662</b>	<b>9,300,130</b>	<b>96.3</b>	<b>100,725,200</b>	<b>100,731,345</b>	<b>8.9</b>
45								
46								

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

% OF YEAR ELAPSED: **8.3%**

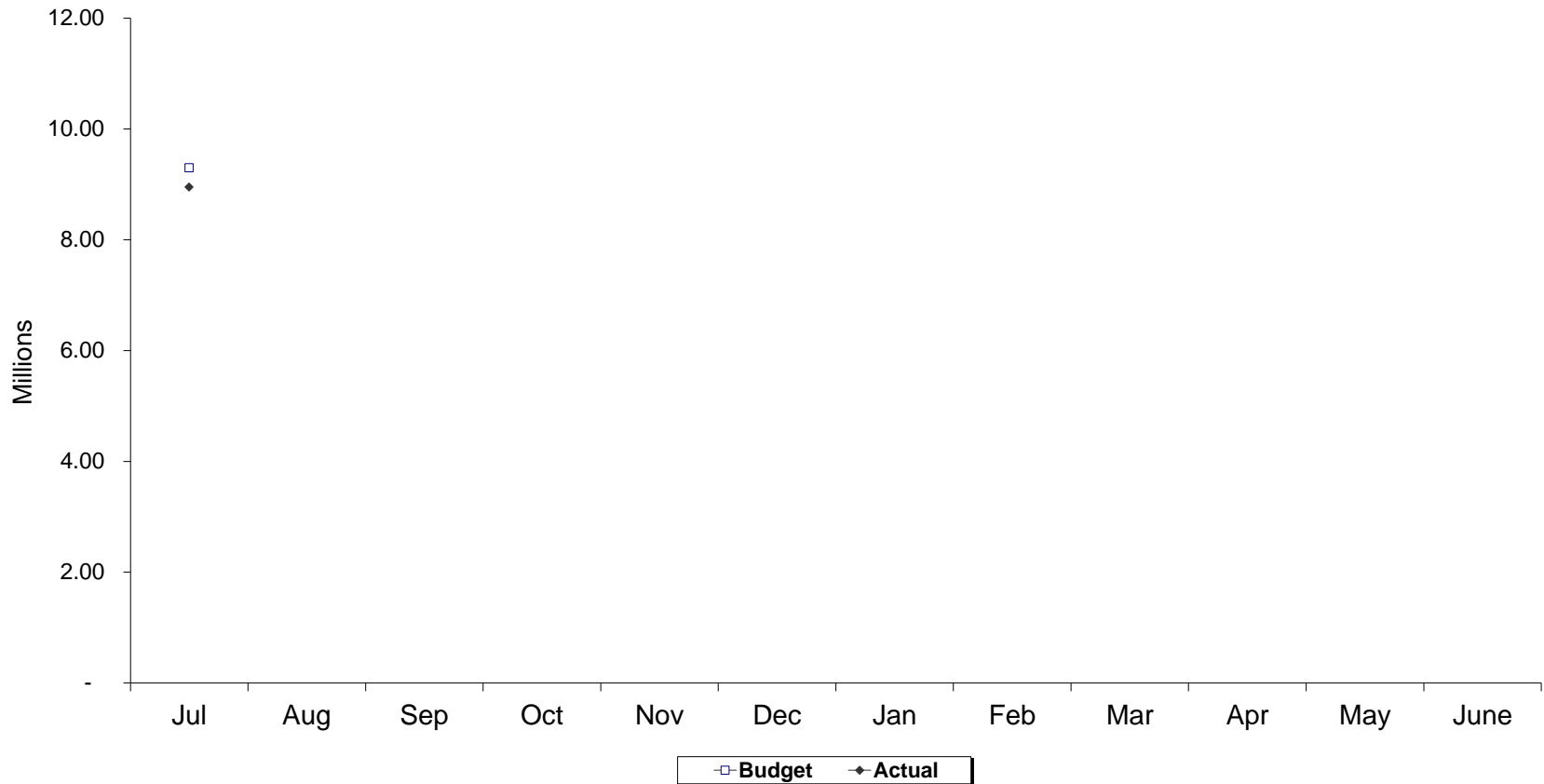
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>AMERICAN DISABILITY ACT PROGRAMS</b>								
Elderly & Disabled/Redi-Wheels	467,173	449,850	467,173	529,999	88.1	6,359,982	6,359,982	7.3
Other Related Costs	180,059	144,504	180,059	247,463	72.8	2,937,197	2,931,052	6.1
Sedan Service	261,193	209,198	261,193	211,234	123.7	2,534,802	2,534,802	10.3
ADA Accessibility Support	61,485	64,898	61,485	99,132	62.0	1,189,580	1,189,580	5.2
Coastside ADA Support	106,265	107,019	106,265	103,695	102.5	1,244,339	1,244,339	8.5
Insurance Costs	40,982	60,933	40,982	42,916	95.5	515,000	515,000	8.0
<b>TOTAL ADA PROGRAMS</b>	<b>1,117,158</b>	<b>1,036,402</b>	<b>1,117,158</b>	<b>1,234,437</b>	<b>90.5</b>	<b>14,780,900</b>	<b>14,774,755</b>	<b>7.6</b>
<b>MULTIMODAL TRANSIT PROGRAMS</b>								
<b>CALTRAIN SERVICE</b>								
Peninsula Rail Service	453,334	3,120,593	453,334	453,334	100.0	5,440,000	5,440,000	8.3
<b>Total Caltrain Service</b>	<b>453,334</b>	<b>3,120,593</b>	<b>453,334</b>	<b>453,334</b>	<b>100.0</b>	<b>5,440,000</b>	<b>5,440,000</b>	<b>8.3</b>
<b>OTHER SUPPORT</b>								
Dumbarton Express Service	0	12,000	-	-	0.0	0	0	0.0
SamTrans Shuttle Service	207,607	224,439	207,607	224,544	92.5	2,697,891	2,697,891	7.7
Bicycle Coordinating Activities	0	0	0	2,083	0.0	0	25,000	0.0
Maintenance Multimodal Facilities	10,876	10,099	10,876	13,149	82.7	182,790	157,790	6.9
<b>Total Other Support</b>	<b>218,484</b>	<b>246,538</b>	<b>218,484</b>	<b>239,776</b>	<b>91.1</b>	<b>2,880,681</b>	<b>2,880,681</b>	<b>7.6</b>
<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>671,817</b>	<b>3,367,131</b>	<b>671,817</b>	<b>693,110</b>	<b>96.9</b>	<b>8,320,681</b>	<b>8,320,681</b>	<b>8.1</b>
<b>TOTAL EXPENSES</b>	<b>10,740,637</b>	<b>11,260,957</b>	<b>10,740,637</b>	<b>11,227,677</b>	<b>95.7</b>	<b>123,826,781</b>	<b>123,826,781</b>	<b>8.7</b>

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

## SAN MATEO COUNTY TRANSIT DISTRICT

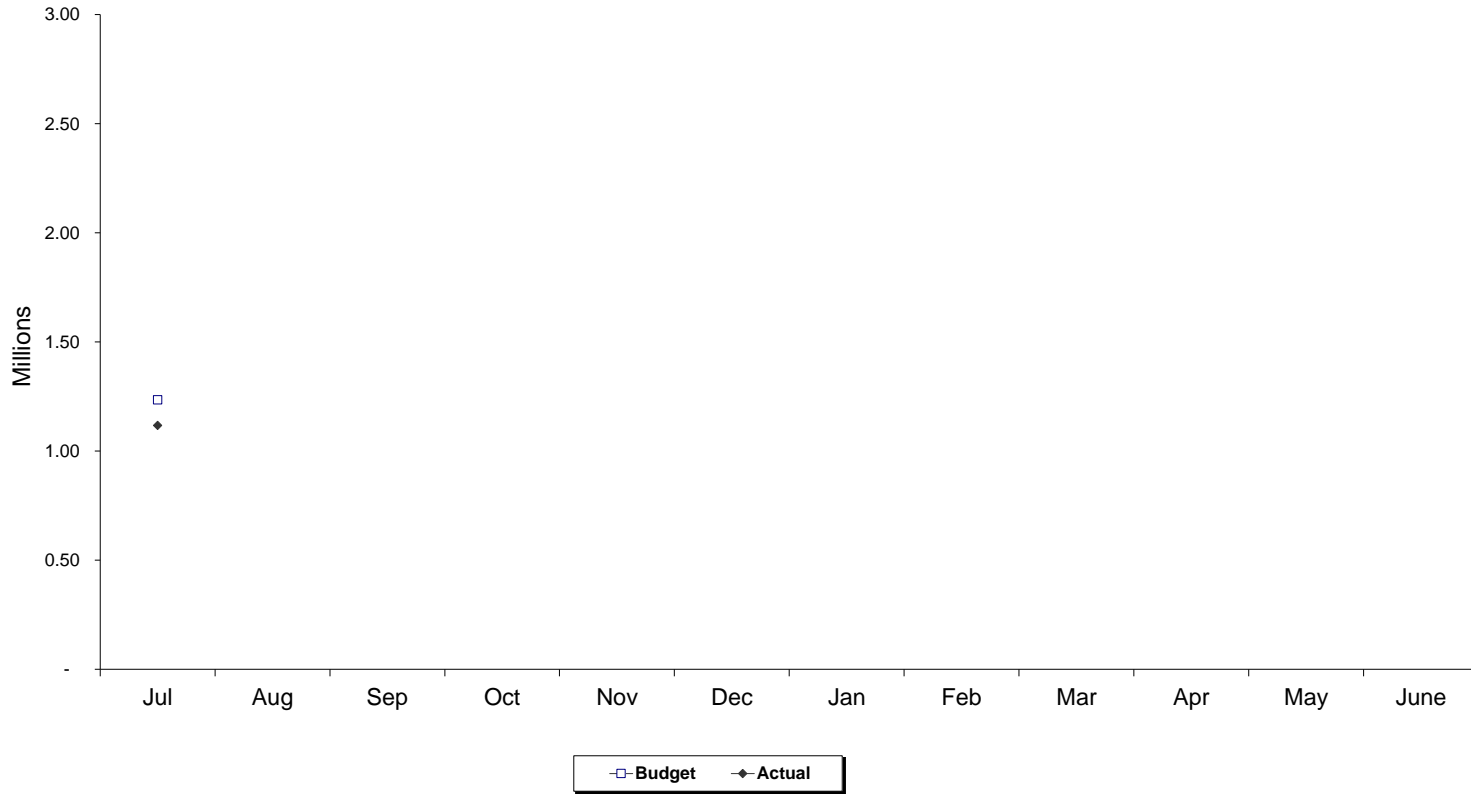
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2014



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	9,300,130												
Actual	8,951,662												
<b>CUMULATIVE EXPENSES</b>													
Budget	9,300,130												
Actual	8,951,662												
Variance - F(U)	348,468												
Variance %	3.75%												

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

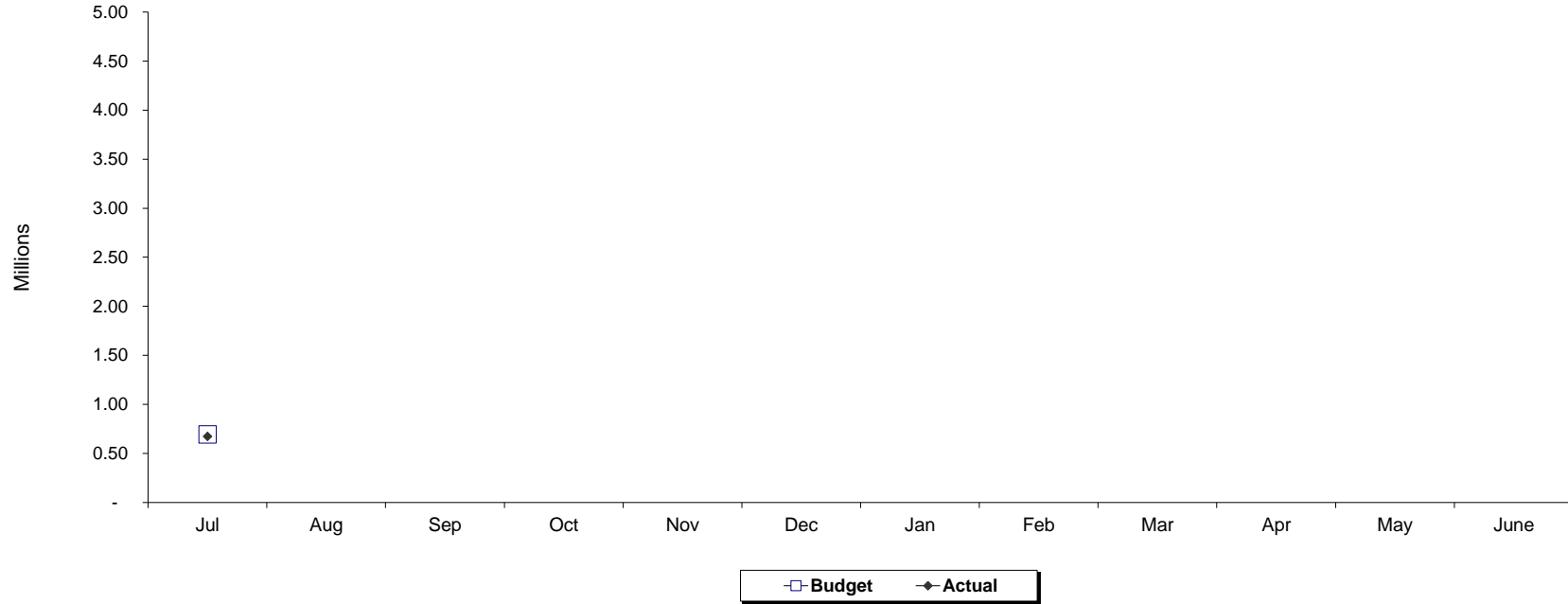


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	1,234,437												
Actual	1,117,158												
<b>CUMULATIVE EXPENSES</b>													
Budget	1,234,437												
Actual	1,117,158												
Variance - F(U)	117,279												
Variance %	9.50%												

## SAN MATEO COUNTY TRANSIT DISTRICT

### MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2014



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	693,110												
Actual	671,817												
<b>CUMULATIVE EXPENSES</b>													
Budget	693,110												
Actual	671,817												
Variance - F(U)	21,293												
Variance %	3.07%												

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

8/26/13 11:51 AM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
<b>FY2012:</b>					
1st Quarter	16,181,800	1st Quarter	18,855,582	2,673,782	18,855,582
2nd Quarter	17,084,000	2nd Quarter	18,954,017	1,870,017	18,954,017
3rd Quarter	17,782,200	3rd Quarter	17,437,422	(344,778)	17,437,422
4th Quarter	16,952,000	4th Quarter	18,406,200	1,454,200	18,406,200
<b>FY2013 Total</b>	<b>68,000,000</b>	<b>FY2013 Total</b>	<b>73,653,221</b>	<b>5,653,221</b>	<b>73,653,221</b>
<b>FY2014</b>					
Jul. 13	4,400,000	Sep. 13			4,400,000.00
Aug. 13	4,400,000	Oct. 13			4,400,000.00
Sep. 13	6,100,000	Nov. 13			6,100,000.00
1st Qtr. Adjustment	1,650,000	Dec. 13			1,650,000.00
3 Months Total	16,550,000		0	0	16,550,000.00
Oct. 13	4,700,000	Dec. 13			4,700,000.00
Nov. 13	4,700,000	Jan. 14			4,700,000.00
Dec. 13	6,330,000	Feb. 14			6,330,000.00
2nd Qtr. Adjustment	1,795,000	Mar. 14			1,795,000.00
6 Months Total	34,075,000		0	0	34,075,000.00
Jan. 14	5,140,000	Mar. 14			5,140,000.00
Feb. 14	5,140,000	Apr. 14			5,140,000.00
Mar. 14	5,600,000	May 14			5,600,000.00
3rd Qtr. Adjustment	1,500,000	Jun. 14			1,500,000.00
9 Months Total	51,455,000		0	0	51,455,000.00
Apr. 14	4,500,000	Jun. 14			4,500,000.00
May 14	4,500,000	Jul. 14			4,500,000.00
Jun. 14	5,900,000	Aug. 14			5,900,000.00
4th Qtr. Adjustment	1,645,000	Sep. 14			1,645,000.00
<b>FY2014 Total</b>	<b>68,000,000</b>	<b>FY2014 Total</b>	<b>0</b>	<b>0</b>	<b>68,000,000.00</b>
	4,950,000	1st Quarter			
		0 2nd Quarter			
		0 3rd Quarter			
		0 4th Quarter			
	<u>4,950,000</u>	YTD Actual Per Statement of Revenues & Expenses			

(1) Accrual

**SAN MATEO COUNTY TRANSIT DISTRICT  
 STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
 General Manager/CEO

FROM: Gigi Harrington  
 Deputy CEO

SUBJECT: **AUTHORIZE AMENDMENT OF THE EMPLOYER'S CALIFORNIA PUBLIC EMPLOYEES  
 RETIREMENT SYSTEM (CALPERS) CONTRIBUTION TO THE EMPLOYEES', RETIREES'  
 AND BOARD MEMBERS' MONTHLY MEDICAL PREMIUMS**

**ACTION**

Staff proposes the Committee recommend Board authorization of eight resolutions amending the amount of the San Mateo County Transit District's (District) contributions to medical premiums for members of the bargaining units (including full-time and special (part-time) employees), administrative employees, and members of the Board of Directors effective January 1, 2014.

**SIGNIFICANCE**

Effective January 1, 2014, CalPERS will be offering four new health plan choices: Anthem, Health Net, Sharp, and UnitedHealthcare.

This action is required as a result of changes to the medical plan consistent with the current collective bargaining agreements between the District and Amalgamated Transit Union (ATU), Local 1574 and the International Brotherhood of Teamsters (IBT). The District will establish a fixed dollar monthly contribution amount for active and retired employees and members of the Board of Directors based on the highest Bay Area HMO. The District will also establish a fixed dollar monthly contribution amount at fifty percent of the rate for special employees (part-time) of the ATU.

The District's fixed dollar amount will be as follows:

Plan Set	Self	Self + 1	Family
Anthem	\$476.48	\$952.97	\$1238.86
Blue Shield	\$476.48	\$952.97	\$1238.86
Blue Shield Advantage	\$476.48	\$952.97	\$1238.86
Blue Shield NetValue	\$421.18	\$842.35	\$1095.06
Blue Shield NetValue Advantage	\$421.18	\$842.35	\$1095.06
Health Net	\$476.48	\$952.97	\$1238.86
Kaiser	\$432.06	\$864.11	\$1123.34
PERS Care	\$476.48	\$952.97	\$1238.86
PERS Choice	\$476.48	\$952.97	\$1238.86
PERS Select	\$476.48	\$952.97	\$1238.86
PORAC	\$476.48	\$952.97	\$1238.86
Sharp	\$476.48	\$952.97	\$1238.86
UnitedHelathcare	\$476.48	\$952.97	\$1238.86



**BUDGET IMPACT**

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

**BACKGROUND**

Based on the collective bargaining agreements, the District has established a cafeteria employee benefit for all active union members that will cover the difference between the fixed District contribution and the full plan premium. When an employee chooses a plan and the plan premium amount is more than the highest Bay Area HMO, the employee will have a pre-tax employee deduction to cover the difference between the District's contribution and cafeteria employee benefit and the full plan premium. The District also approved the same benefit changes for the administrative employees.

Prepared By:	Juliet Nogales-DeGuzman, Manager, Personnel Ops	650-508-6236
Project Manager:	Monica Colondres, Director, Human Resources	650-508-6233

RESOLUTION NO. 2013 –

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

\* \* \*

RESOLUTION FIXING THE EMPLOYER'S CONTRIBUTION UNDER THE  
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT  
GROUP 001 – ADMINISTRATIVE EMPLOYEES

WHEREAS (1) Government Code Section 22892(a) provides that a local agency contracting under the Public Employees' Medical and Hospital Care Act shall fix the amount of the employer's contribution at an amount not less than the amount required under Section 22892(b) of the Act, and

WHEREAS, (2) **San Mateo County Transit District**, hereinafter referred to as Public Agency is local agency contracting under the Act for participation by members of the **Administrative Employees** now, therefore be it

RESOLVED, (a) That the employer's contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of:

Plan Set	Self	Self + 1	Family
Anthem	\$476.48	\$952.97	\$1238.86
Blue Shield	\$476.48	\$952.97	\$1238.86
Blue Shield Advantage	\$476.48	\$952.97	\$1238.86
Blue Shield NetValue	\$421.18	\$842.35	\$1095.06
Blue Shield NetValue Advantage	\$421.18	\$842.35	\$1095.06
Health Net	\$476.48	\$952.97	\$1238.86
Kaiser	\$432.06	\$864.11	\$1123.34
PERS Care	\$476.48	\$952.97	\$1238.86
PERS Choice	\$476.48	\$952.97	\$1238.86
PERS Select	\$476.48	\$952.97	\$1238.86
PORAC	\$476.48	\$952.97	\$1238.86
Sharp	\$476.48	\$952.97	\$1238.86
UnitedHelathcare	\$476.48	\$952.97	\$1238.86

Plus administrative fees and Contingency Reserve Fund Assessments; and be it further

RESOLVED, (b) That **San Mateo County Transit District** has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above.

Regularly passed and adopted at a regular meeting of the San Mateo County Transit District, at San Carlos, California, this 4<sup>th</sup> day of September, 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

RESOLUTION NO. 2013 –

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

\* \* \*

RESOLUTION FIXING THE EMPLOYER'S CONTRIBUTION UNDER THE  
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT  
GROUP 700 – BOARD OF DIRECTORS

WHEREAS (1) Government Code Section 22892(a) provides that a local agency contracting under the Public Employees' Medical and Hospital Care Act shall fix the amount of the employer's contribution at an amount not less than the amount required under Section 22892(b) of the Act, and

WHEREAS, (2) **San Mateo County Transit District**, hereinafter referred to as Public Agency is local agency contracting under the Act for participation by members of the **Board of Directors** now, therefore be it

RESOLVED, (a) That the employer's contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of:

Plan Set	Self	Self + 1	Family
Anthem	\$476.48	\$952.97	\$1238.86
Blue Shield	\$476.48	\$952.97	\$1238.86
Blue Shield Advantage	\$476.48	\$952.97	\$1238.86
Blue Shield NetValue	\$421.18	\$842.35	\$1095.06
Blue Shield NetValue Advantage	\$421.18	\$842.35	\$1095.06
Health Net	\$476.48	\$952.97	\$1238.86
Kaiser	\$432.06	\$864.11	\$1123.34
PERS Care	\$476.48	\$952.97	\$1238.86
PERS Choice	\$476.48	\$952.97	\$1238.86
PERS Select	\$476.48	\$952.97	\$1238.86
PORAC	\$476.48	\$952.97	\$1238.86
Sharp	\$476.48	\$952.97	\$1238.86
UnitedHelathcare	\$476.48	\$952.97	\$1238.86

Plus administrative fees and Contingency Reserve Fund Assessments; and be it further

RESOLVED, (b) That **San Mateo County Transit District** has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above.

Regularly passed and adopted at a regular meeting of the San Mateo County Transit District, at San Carlos, California, this 4<sup>th</sup> day of September, 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

RESOLUTION NO. 2013 –

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

\* \* \*

**RESOLUTION FIXING THE EMPLOYER'S CONTRIBUTION UNDER THE  
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT  
GROUP 701– ATU2 REGULAR**

WHEREAS (1) Government Code Section 22892(a) provides that a local agency contracting under the Public Employees' Medical and Hospital Care Act shall fix the amount of the employer's contribution at an amount not less than the amount required under Section 22892(b) of the Act, and

WHEREAS, (2) **San Mateo County Transit District**, hereinafter referred to as Public Agency is local agency contracting under the Act for participation by members of the **Amalgamated Transit Union, Local 1574 Group 2 – Customer Service Representatives Regular (ATU2 Regular)** now, therefore be it

RESOLVED, (a) That the employer's contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of:

Plan Set	Self	Self + 1	Family
Anthem	\$476.48	\$952.97	\$1238.86
Blue Shield	\$476.48	\$952.97	\$1238.86
Blue Shield Advantage	\$476.48	\$952.97	\$1238.86
Blue Shield NetValue	\$421.18	\$842.35	\$1095.06
Blue Shield NetValue Advantage	\$421.18	\$842.35	\$1095.06
Health Net	\$476.48	\$952.97	\$1238.86
Kaiser	\$432.06	\$864.11	\$1123.34
PERS Care	\$476.48	\$952.97	\$1238.86
PERS Choice	\$476.48	\$952.97	\$1238.86
PERS Select	\$476.48	\$952.97	\$1238.86
PORAC	\$476.48	\$952.97	\$1238.86
Sharp	\$476.48	\$952.97	\$1238.86
UnitedHealthcare	\$476.48	\$952.97	\$1238.86

Plus administrative fees and Contingency Reserve Fund Assessments; and be it further

RESOLVED, (b) That **San Mateo County Transit District** has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above.

Regularly passed and adopted at a regular meeting of the San Mateo County Transit District, at San Carlos, California, this 4<sup>th</sup> day of September, 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

RESOLUTION NO. 2013 –

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

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RESOLUTION FIXING THE EMPLOYER'S CONTRIBUTION UNDER THE  
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT  
GROUP 702- ATU2 SPECIAL

WHEREAS (1) Government Code Section 22892(a) provides that a local agency contracting under the Public Employees' Medical and Hospital Care Act shall fix the amount of the employer's contribution at an amount not less than the amount required under Section 22892(b) of the Act, and

WHEREAS, (2) **San Mateo County Transit District**, hereinafter referred to as Public Agency is local agency contracting under the Act for participation by members of the **Amalgamated Transit Union, Local 1574 Group 2 – Customer Service Representatives Regular (ATU2 Special)** now, therefore be it

RESOLVED, (a) That the employer's contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of:

Plan Set	Self	Self + 1	Family
Anthem	\$238.24	\$476.49	\$619.43
Blue Shield	\$238.24	\$476.49	\$619.43
Blue Shield Advantage	\$238.24	\$476.49	\$619.43
Blue Shield NetValue	\$210.59	\$421.18	\$547.53
Blue Shield NetValue Advantage	\$210.59	\$421.18	\$547.53
Health Net	\$238.24	\$476.49	\$619.43
Kaiser	\$216.03	\$432.06	\$561.67
PERS Care	\$238.24	\$476.49	\$619.43
PERS Choice	\$238.24	\$476.49	\$619.43
PERS Select	\$238.24	\$476.49	\$619.43
PORAC	\$238.24	\$476.49	\$619.43
Sharp	\$238.24	\$476.49	\$619.43
UnitedHelathcare	\$238.24	\$476.49	\$619.43



Plus administrative fees and Contingency Reserve Fund Assessments; and be it further

RESOLVED, (b) That **San Mateo County Transit District** has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above.

Regularly passed and adopted at a regular meeting of the San Mateo County Transit District, at San Carlos, California, this 4th day of September 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

RESOLUTION NO. 2013 –

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

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RESOLUTION FIXING THE EMPLOYER'S CONTRIBUTION UNDER THE  
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT  
GROUP 703 – IBT GROUP 1

WHEREAS (1) Government Code Section 22892(a) provides that a local agency contracting under the Public Employees' Medical and Hospital Care Act shall fix the amount of the employer's contribution at an amount not less than the amount required under Section 22892(b) of the Act, and

WHEREAS, (2) **San Mateo County Transit District**, hereinafter referred to as Public Agency is local agency contracting under the Act for participation by members of the **International Brotherhood of Teamsters – Bus Transportation Supervisors, Dispatchers, and Radio Controllers (IBT Group 1)** now, therefore be it

RESOLVED, (a) That the employer's contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of:

Plan Set	Self	Self + 1	Family
Anthem	\$476.48	\$952.97	\$1238.86
Blue Shield	\$476.48	\$952.97	\$1238.86
Blue Shield Advantage	\$476.48	\$952.97	\$1238.86
Blue Shield NetValue	\$421.18	\$842.35	\$1095.06
Blue Shield NetValue Advantage	\$421.18	\$842.35	\$1095.06
Health Net	\$476.48	\$952.97	\$1238.86
Kaiser	\$432.06	\$864.11	\$1123.34
PERS Care	\$476.48	\$952.97	\$1238.86
PERS Choice	\$476.48	\$952.97	\$1238.86
PERS Select	\$476.48	\$952.97	\$1238.86
PORAC	\$476.48	\$952.97	\$1238.86
Sharp	\$476.48	\$952.97	\$1238.86
UnitedHelathcare	\$476.48	\$952.97	\$1238.86

Plus administrative fees and Contingency Reserve Fund Assessments; and be it further

RESOLVED, (b) That **San Mateo County Transit District** has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above.

Regularly passed and adopted at a regular meeting of the San Mateo County Transit District, at San Carlos, California, this 4<sup>th</sup> day of September, 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

RESOLUTION NO. 2013 –

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

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RESOLUTION FIXING THE EMPLOYER'S CONTRIBUTION UNDER THE  
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT  
GROUP 704 – IBT GROUP 2

WHEREAS (1) Government Code Section 22892(a) provides that a local agency contracting under the Public Employees' Medical and Hospital Care Act shall fix the amount of the employer's contribution at an amount not less than the amount required under Section 22892(b) of the Act, and

WHEREAS, (2) **San Mateo County Transit District**, hereinafter referred to as Public Agency is local agency contracting under the Act for participation by members of the **International Brotherhood of Teamsters – Bus Contracts Inspectors (IBT Group 2)** now, therefore be it

RESOLVED, (a) That the employer's contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of:

Plan Set	Self	Self + 1	Family
Anthem	\$476.48	\$952.97	\$1238.86
Blue Shield	\$476.48	\$952.97	\$1238.86
Blue Shield Advantage	\$476.48	\$952.97	\$1238.86
Blue Shield NetValue	\$421.18	\$842.35	\$1095.06
Blue Shield NetValue Advantage	\$421.18	\$842.35	\$1095.06
Health Net	\$476.48	\$952.97	\$1238.86
Kaiser	\$432.06	\$864.11	\$1123.34
PERS Care	\$476.48	\$952.97	\$1238.86
PERS Choice	\$476.48	\$952.97	\$1238.86
PERS Select	\$476.48	\$952.97	\$1238.86
PORAC	\$476.48	\$952.97	\$1238.86
Sharp	\$476.48	\$952.97	\$1238.86
UnitedHelathcare	\$476.48	\$952.97	\$1238.86

Plus administrative fees and Contingency Reserve Fund Assessments; and be it further

RESOLVED, (b) That **San Mateo County Transit District** has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above.

Regularly passed and adopted at a regular meeting of the San Mateo County Transit District, at San Carlos, California, this 4<sup>th</sup> day of September, 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

RESOLUTION NO. 2013 –

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

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RESOLUTION FIXING THE EMPLOYER'S CONTRIBUTION UNDER THE  
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT  
GROUP 002 – LOCAL 1574 REGULAR

WHEREAS (1) Government Code Section 22892(a) provides that a local agency contracting under the Public Employees' Medical and Hospital Care Act shall fix the amount of the employer's contribution at an amount not less than the amount required under Section 22892(b) of the Act, and

WHEREAS, (2) **San Mateo County Transit District**, hereinafter referred to as Public Agency is local agency contracting under the Act for participation by members of the **Amalgamated Transit Union, Local 1574 – Regular Employees** now, therefore be it

RESOLVED, (a) That the employer's contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of:

Plan Set	Self	Self + 1	Family
Anthem	\$476.48	\$952.97	\$1238.86
Blue Shield	\$476.48	\$952.97	\$1238.86
Blue Shield Advantage	\$476.48	\$952.97	\$1238.86
Blue Shield NetValue	\$421.18	\$842.35	\$1095.06
Blue Shield NetValue Advantage	\$421.18	\$842.35	\$1095.06
Health Net	\$476.48	\$952.97	\$1238.86
Kaiser	\$432.06	\$864.11	\$1123.34
PERS Care	\$476.48	\$952.97	\$1238.86
PERS Choice	\$476.48	\$952.97	\$1238.86
PERS Select	\$476.48	\$952.97	\$1238.86
PORAC	\$476.48	\$952.97	\$1238.86
Sharp	\$476.48	\$952.97	\$1238.86
UnitedHelathcare	\$476.48	\$952.97	\$1238.86

Plus administrative fees and Contingency Reserve Fund Assessments; and be it further

RESOLVED, (b) That **San Mateo County Transit District** has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above.

Regularly passed and adopted at a regular meeting of the San Mateo County Transit District, at San Carlos, California, this 4<sup>th</sup> day of September, 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

RESOLUTION NO. 2013 –

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

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RESOLUTION FIXING THE EMPLOYER'S CONTRIBUTION UNDER THE  
PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT  
GROUP 003 – LOCAL 1574 SPECIAL

WHEREAS (1) Government Code Section 22892(a) provides that a local agency contracting under the Public Employees' Medical and Hospital Care Act shall fix the amount of the employer's contribution at an amount not less than the amount required under Section 22892(b) of the Act, and

WHEREAS, (2) **San Mateo County Transit District**, hereinafter referred to as Public Agency is local agency contracting under the Act for participation by members of the **Amalgamated Transit Union, Local 1574 – Special Employees** now, therefore be it

RESOLVED, (a) That the employer's contribution for each employee or annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members, in a health benefits plan or plans up to a maximum of:

Plan Set	Self	Self + 1	Family
Anthem	\$238.24	\$476.49	\$619.43
Blue Shield	\$238.24	\$476.49	\$619.43
Blue Shield Advantage	\$238.24	\$476.49	\$619.43
Blue Shield NetValue	\$210.59	\$421.18	\$547.53
Blue Shield NetValue Advantage	\$210.59	\$421.18	\$547.53
Health Net	\$238.24	\$476.49	\$619.43
Kaiser	\$216.03	\$432.06	\$561.67
PERS Care	\$238.24	\$476.49	\$619.43
PERS Choice	\$238.24	\$476.49	\$619.43
PERS Select	\$238.24	\$476.49	\$619.43
PORAC	\$238.24	\$476.49	\$619.43
Sharp	\$238.24	\$476.49	\$619.43
UnitedHelathcare	\$238.24	\$476.49	\$619.43



Plus administrative fees and Contingency Reserve Fund Assessments; and be it further

RESOLVED, (b) That **San Mateo County Transit District** has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above.

Regularly passed and adopted at a regular meeting of the San Mateo County Transit District, at San Carlos, California, this 4<sup>th</sup> day of September, 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

SUBJECT: **AUTHORIZE AWARD OF CONTRACT FOR LONG-TERM DISABILITY  
INSURANCE TO RELIANCE STANDARD INSURANCE COMPANY**

**ACTION**

Staff proposes the Committee recommend Board approval to renew the contract with Reliance Standard Insurance Company for the continued provision of Long-term Disability (LTD) insurance for a three-year period beginning November 1, 2013. The three-year cost to the San Mateo County Transit District (District) for this coverage is estimated to be \$102,000.

**SIGNIFICANCE**

When an administrative employee has been disabled for more than 90 days, this long-term disability insurance ensures that the employee can continue to receive up to 60 percent of his or her regular earnings after accounting for workers' compensation, state disability, and other benefit payments. The plan also includes a survivor benefit and incentives for returning to work.

**BUDGET IMPACT**

The cost to the District has decreased from \$0.185 to \$0.160 per \$100 of administrative payroll. Renewing with Reliance Standard Insurance Company results in an annual savings of \$5,300. Reliance Standard's annual savings also reflects the maximum covered payroll of \$12,500 and the maximum monthly benefit of \$7,500. The estimated annual cost is \$34,000, incorporated in present and projected budgets. Since this will represent a decrease in the rate for this year, no adjustment to the budget is required.

**BACKGROUND**

The District has provided long-term disability coverage for full-time administrative employees for the past 27 years. Ten carriers were approached to provide quotes. A survey of the market has determined that Reliance Standard Insurance Company provides a higher maximum monthly benefit (\$7,500) at a lower rate than the other respondents for this coverage. The rate quoted by Reliance Standard Insurance Company amounts to a 13.5 percent reduction in premiums over last year. The lower rate is guaranteed for three years effective November 1, 2013.

Prepared By: Juliet Nogales-DeGuzman, Manager, Personnel Ops 650-508-6236  
Project Manager: Monica Colondres, Director, Human Resources 650-508-6233

RESOLUTION NO. 2013 –

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

\* \* \*

**AUTHORIZING AWARD OF CONTRACT FOR LONG-TERM DISABILITY TO  
RELIANCE STANDARD INSURANCE COMPANY  
FOR A TOTAL ESTIMATED COST OF \$102,000**

**WHEREAS**, the San Mateo County Transit District (District) has provided long-term disability coverage for full-time administrative employees for the last 27 years; and

**WHEREAS**, the District approached ten insurance carriers to provide quotes for long-term disability insurance; and

**WHEREAS**, a survey of the market has determined the incumbent carrier, Reliance Standard Insurance Company (Reliance), provides a lower rate than the other respondents for this coverage; and

**WHEREAS**, the rate quoted by Reliance amounts to a 13.5 percent reduction in premiums over last year; and

**WHEREAS**, the lower rate is guaranteed for three years effective November 1, 2013.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the San Mateo County Transit District awards a contract to Reliance for long-term disability insurance for a three-year period, beginning November 1, 2013, at a total estimated cost of \$102,000.

**BE IT FURTHER RESOLVED** that the General Manager/CEO is authorized to execute a contract on behalf of the District with Reliance to effect this resolution.

Regularly passed and adopted this day 4<sup>th</sup> of September, 2013 by the following vote:

AYES:

NOES:

ABSENT:

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

ATTEST:

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

C. H. (Chuck) Harvey  
Deputy CEO

SUBJECT: **AUTHORIZE AWARD OF A CONTRACT FOR FURNISHING AND DELIVERING OF  
MILEAGE RENTAL AND SERVICE OF RADIAL BUS TIRES AND WHEELS**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award a contract to The Goodyear Tire and Rubber Company (Goodyear) to furnish and deliver mileage rental and service of radial bus tires and wheels for an estimated amount of \$4,824,900 for a five-year term.
2. Authorize the General Manager/CEO to execute a contract with Goodyear in full conformity with the terms and conditions of the bid specification documents.

**SIGNIFICANCE**

Award of this contract will assure the continued uninterrupted supply and servicing of bus tires and wheels for the San Mateo County Transit District's (District's) fleet of fixed-route and paratransit buses.

**BUDGET IMPACT**

Funding for these services will be available under approved and projected operating budgets.

**BACKGROUND**

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

Company	Bid Amount
1. The Goodyear Tire and Rubber Company, Akron, OH	\$4,824,900
2. Bridgestone Americas Tire Operations, LLC, Akron, OH	\$5,120,118
3. Fleet Tire, Inc., dba Brannan Tire, Stockton, CA	\$5,477,132

Goodyear was determined to be the lowest, responsive, and responsible bidder. The cost is consistent with current market pricing. The tire industry experienced significant price increases in the raw materials, such as rubber and petroleum products, used to produce the final tire product. In addition, this solicitation expanded the scope of services from the previous contract to include the ability to purchase aluminum wheels, the cleaning of aluminum wheels and the cost for tire run out. These services added approximately \$450,000 overall.

Staff conducted a thorough lease versus buy analysis before pursuing the IFB for the rental and servicing of the bus tires and wheels. The result of the analysis clearly showed that renting the tires with related services would provide a significant economic advantage for the District. This finding is consistent with the fact that most transit agencies lease tires for their fleets.

The District's current contractor is Bridgestone Firestone which was awarded a three-year contract in 2008 with two one-year options for a total estimated cost of \$3,009,540.

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

RESOLUTION NO. 2013 –

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

\* \* \*

**AUTHORIZING AWARD OF CONTRACT TO THE GOODYEAR TIRE AND RUBBER COMPANY  
FOR THE FURNISHING AND DELIVERING OF MILEAGE RENTAL AND SERVICE OF RADIAL BUS  
TIRES AND WHEELS AT AN ESTIMATED COST OF \$4,824,900  
FOR A FIVE-YEAR TERM**

**WHEREAS**, the San Mateo County Transit District (District) solicited competitive bids for the furnishing and delivering of mileage rental and service of radial bus tires and wheels for the District's fleet of fixed-route and paratransit buses; and

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

**WHEREAS**, staff and legal counsel reviewed the bids and determined the Goodyear Tire and Rubber Company (Goodyear) of Akron, OH, to be the lowest, responsive, and responsible bidder; and

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

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the San Mateo County Transit District awards a contract to Goodyear for the furnishing and delivering of mileage rental and service of radial bus tires and wheels for a five-year term at an estimated cost of \$4,824,900 exclusive of all taxes, and other costs and expenses; and

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

Regularly passed and adopted this 4<sup>th</sup> day of September, 2013, by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

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

\_\_\_\_\_  
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 A CONTRACT TO PROVIDE ON-CALL PROGRAM  
MANAGEMENT OVERSIGHT SERVICES TO JACOBS ENGINEERING GROUP, INC.**

**ACTION**

Staff proposes the Committee recommends that the Board:

1. Award an on-call contract to Jacobs Engineering Group, Inc. (Jacobs) to provide program management oversight (PMO) services for a total not-to-exceed cost of \$400,000 over a three-year base period.
2. Authorize the General Manager/CEO or his designee to execute a contract for a three-year base term, with up to two one-year options to extend the term, with Jacobs in full conformity with the terms and conditions of the solicitation documents and negotiated agreements.
3. Authorize the General Manager/CEO or his designee to exercise up to two one-year option terms with Jacobs, if in the best interest of the San Mateo County Transit District (District) to do so, for a total not-to-exceed aggregate amount of \$250,000.

**SIGNIFICANCE**

Award of this contract will provide PMO services on an on-call basis. Approval of the above actions will benefit the District by having a qualified firm that can provide project controls services, analyze and recommend improvements to the existing capital project delivery system, assist with the continuous development, refinement and management of the document control systems for both programs and projects, and maintain a system for budget and invoice tracking of all capital program, project budget and grant funds. The firm will provide program and project management training and support to staff. The firm also will develop, refine, recommend and document policy and procedures for the above areas.

The on-call services will be conducted on an as-needed basis. Award of this contract will not obligate the District to purchase any specific level of service from the consultant.

**BUDGET IMPACT**

Work Directives issued under this contract will be funded by a mix of Federal, State, regional, and/or local revenues on a project basis. Funds for Work Directives will come from previous, current and future approved capital budgets.

**BACKGROUND**

Staff determined a need to employ the services of a firm to provide PMO services. A Request for Proposals (RFP) was issued as a joint procurement detailing the scope of services for the District, the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority. The solicitation information was advertised in a newspaper of general circulation and on the JPB’s procurement website. Solicitation notices also were sent to small and disadvantaged business enterprises (DBEs). The District received two proposals.

An Evaluation Committee (Committee) comprised of staff from the District and an outside agency reviewed, evaluated, and ranked the proposals. The Committee determined both proposals were technically and administratively qualified according to the criteria stated in the RFP, which included the following weighted factors:

- Program Understanding and Approach 0-40 points
- Experience of Firm and Team Members, including Sub-consultants 0-30 points
- Qualifications of Team Members, including Sub-consultants 0-30 points

Both firms were invited for interviews, after which the Committee met again to complete the final evaluation and consensus ranking. The firms are listed below in the order of their final consensus ranking:

1. Jacobs Engineering Group, Inc.
2. Hill International

Negotiations were conducted successfully with Jacobs, the highest ranked firm. Jacobs possesses the requisite depth of experience and has the required qualifications to successfully perform the scope of work defined in the contract. Jacobs also is the current PMO provider for the District. The amount of the current contract for the base term is not to exceed \$1.5 million with the total for the two option years not to exceed \$1 million.

Jacobs has complied with the District’s DBE Program requirements. Jacobs intends to perform this contract with a team of five sub-consultants, two of which are DBE firms.

Contract Officer: Evelyn Marcal	650-508-7958
Project Manager: Kelvin Yu, Manager, Project Controls	650-622-7853



RESOLUTION NO. 2013 –

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

\* \* \*

**AUTHORIZING AWARD OF A CONTRACT  
TO JACOBS ENGINEERING GROUP, INC.  
FOR ON-CALL PROGRAM MANAGEMENT OVERSIGHT SERVICES  
FOR A NOT-TO-EXCEED SUM OF \$400,000 FOR THREE YEARS**

**WHEREAS**, the San Mateo County Transit District (District) has solicited competitive proposals to furnish on-call program management oversight services (PMO); and

**WHEREAS**, in response to the District's Request for Proposals (RFP) proposals were received from two firms; and

**WHEREAS**, an Evaluation Committee has reviewed and evaluated the proposals in accordance with the criteria set forth in the RFP, conducted interviews with the two firms and determined that Jacobs Engineering Group, Inc. (Jacobs) submitted the highest ranked proposal, which met all the requirements of the solicitation documents; and

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

**WHEREAS**, the General Manager/CEO has recommended, and the Finance Committee concurs, a contract be awarded to Jacobs.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the San Mateo County Transit District hereby awards a contract for furnishing on-call PMO services to Jacobs, for a three-year base term for a total not-to-exceed cost of \$400,000 and up to two one-year option terms at an aggregate not-to-exceed cost of \$250,000; and

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

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

Regularly passed and adopted this 4<sup>th</sup> day of September, 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary



BOARD OF DIRECTORS 2013

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

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

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

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

**WEDNESDAY, SEPTEMBER 4, 2013 – 3:00 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Legislative Committee Meeting of August 7, 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  
AUGUST 7, 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, K. Matsumoto, A. Tissier

Other Board Members Absent, Constituting Committee of the Whole: Z. Kersteen-Tucker

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

Committee Chair Jerry Deal called the meeting to order at 2:50 p.m.

**Approval of Minutes of Legislative Committee Meeting of June 5, 2013**

The Committee approved the minutes (Gee/Guilbault).

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

State

Seamus Murphy, Director, Government and Community Affairs, said the Legislature is in recess until August 12.

Federal

Mr. Murphy said there will be another continuing resolution for Fiscal Year (FY) 2014. In the House, Republican budget strategy has been to cut discretionary programs even deeper than proposed last year in order to avoid cuts to the defense program spending and focus the sequestration impacts on other Federal programs, including Transportation and Community Blot Grants. He said when the details came out about how deep the cuts would be Republicans split on the cuts. All Democrats were opposed to the proposed transportation budget. Mr. Murphy said without majority support the bill was pulled.

Mr. Murphy said the other issue has to do with the State's pension reforms and some assumed conflicts with Federal collective bargaining protections. The U.S. Department of Labor (DOL) has been holding up grants to California transit properties because they view the State Public Employee Pension Reform Act (PEPRA) as being in violation of public employee rights to collective bargaining. Public transit unions have filed challenges to grants from the DOL asserting that PEPRA specifically violates Federal bargaining rights guaranteed by Section 13 (c) of the Federal Transit Act. The governor has been negotiating on behalf of transit agencies with the DOL to try and free up those funds. The negotiations have been unsuccessful thus far and just recently the DOL sent a letter to the governor stating effective August 16 they will start decertifying grants, beginning with a Los Angeles Metro grant. There are about six or seven

agencies ahead of the San Mateo County Transit District (District) but it could impact grants that come to the District. Mr. Murphy said the two paths forward are potential State legislation that would exempt transit employees from PEPRA or a lawsuit by an agency that would be a recipient of these Federal funds or by the State.

Director Karyl Matsumoto asked how the appointment of Transportation Secretary Anthony Fox is being received. Michael Scanlon, General Manager/CEO, said he is being greeted very warmly and with high expectations.

Chair Carole Groom said she heard the income tax and other forms of payment from the citizens to the Federal government has far exceeded expectations so the deficit has reduced and asked if it would help. Mr. Murphy said it could push the deadline for when there might have to be another raising of the debt ceiling, but eventually something will have to be done. It is good news that it isn't as urgent, but nothing is done until the last minute in Washington, D.C., so delaying the inevitable is not necessarily a good thing.

**Adjourned:** 2:57p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Legislative Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

Legislation

The Assembly and Senate returned from recess and begin taking action on Legislation before both chambers adjourn for the year on September 13.

Senate Bill (SB) 557 (Hill) was passed by the Assembly 49-24 and will be sent to the governor for his signature. The bill ensures that \$600 million in Proposition 1A high-speed rail funds will be allocated to the Caltrain Modernization Program and offers additional protections limiting the high-speed rail project to a "blended system" between San Francisco and San Jose.

SB 556 (Corbett) was amended to change the disclosure that would be required on uniforms and transit vehicles worn or operated by private sector contractors. The bill still requires the disclosure to be printed in a font size that would be unworkable for many transit systems around the state. Staff is working with the California Transit Association to oppose the bill unless amended to exempt transit agencies.

Assembly Bill 797 (Gordon) was passed by the Senate 37-1 and will be sent to the governor for his signature. The bill allows the Santa Clara Valley Transportation Authority, the San Mateo County Transit District and, by extension, the Peninsula Corridor Joint Powers Board to utilize a Construction Management General Contractor (CMCG) project delivery approach for transit projects.

## **FEDERAL ISSUES**

### California Transit Grants

The United States Department of Labor's (DOL) opinion that California's recent pension reforms violate federal collective bargaining protections continues to hold up Federal grants for most of the State's public transit systems. In July, DOL indicated they would begin decertifying grants on August 16 unless the governor and the Legislature took statutory action to address the issue, however DOL appears to have granted more time.

In response to the standoff, the governor is weighing the State's legal options and leaders in the Legislature are considering legislation that would exempt transit employees from the State's pension reform law.

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

650-508-6388

## San Mateo County Transit District State Legislative Matrix 8/26/2013

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 APPR. SUSPENSE FILE 8/26/2013 - Action From APPR.: To APPR. SUSPENSE FILE.</p> <p>8/26/2013 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, 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.</p> <p>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.</p> <p>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. Existing law creates the enhanced fleet modernization program to provide compensation for the retirement of passenger vehicles, and light-duty and medium-duty trucks that are high polluters.</p> <p>This bill would provide that the state board, until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any supplier, as defined, to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen-fueling station. The bill would require the state board to aggregate and make available to the public, no later than June 30, 2014, and every year thereafter, the number of hydrogen-fueled vehicles that motor vehicle manufacturers project to be sold or leased over the next 3 years, as reported to the state board, and the number of hydrogen-fueled vehicles registered with the Department of Motor Vehicles through April 30. The bill would require the commission to allocate \$20 million annually, as specified, until there are at least 100 publicly available hydrogen-fueling stations in California. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen-fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state, as specified. The bill would authorize the commission to design</p>	<p>Support</p>



**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

Bill ID/Topic	Location	Summary	Position
		<p>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, 2014, would require the State Board, in consultation with air pollution control and air quality management districts, to convene working groups to evaluate the specified policies and goals of specified programs. The bill would add intelligent transportation systems as a category of projects eligible for funding under the Alternative and Renewable Fuel and Vehicle Technology Program. The bill would require the commission and the state board, in making awards under both the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program, to provide a preference to projects with higher benefit-cost scores, as defined. 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. <b>Amended on 8/12/2013</b></p>	
<p><a href="#">AB 25</a> <a href="#">Campos D</a> Employment: social media.</p>	<p>SENATE THIRD READING 6/25/2013 - Read second time. Ordered to third reading.  8/26/2013 #70 SENATE ASSEMBLY BILLS-THIRD READING FILE</p>	<p>Existing law prohibits a private employer from requiring or requesting an employee or applicant for employment to disclose a username or password for the purpose of accessing personal social media, to access personal social media in the presence of the employer, or to divulge any personal social media. Existing law prohibits a private employer from discharging, disciplining, threatening to discharge or discipline, or otherwise retaliating against an employee or applicant for not complying with a request or demand that violates these provisions.</p> <p>This bill would apply the provisions described above to public employers, as defined. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties. <b>Last Amended on 5/1/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

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

## San Mateo County Transit District State Legislative Matrix 8/26/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 153</a> <a href="#">Bonilla</a> D  California Global Warming Solutions Act of 2006: offsets.	ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2013)	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2015, to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols. The bill would require the state board to adopt guidelines and incentives that prioritize the approval of specified offset protocols. The bill would require the state board to submit a specified annual report to the Legislature. <b>Last Amended on 4/8/2013</b></p>	
<a href="#">AB 160</a> <a href="#">Alejo</a> D  California Public Employees' Pension Reform Act of 2013: exceptions.	ASSEMBLY APPR. 5/29/2013 - Re-referred to Com. on APPR.	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act, as specified. Among other things, PEPRA prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost, as defined, for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement.</p> <p>This bill would except from PEPRA, by excepting from the definition of public retirement system, certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law if a federal agency determines there is a conflict with federal law. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/28/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 179</a> <a href="#">Bocanegra</a> D</p> <p>Public transit: electronic transit fare collection systems: disclosure of personal information.</p>	<p>SENATE THIRD READING 8/12/2013 - Read second time. Ordered to third reading.</p> <p>8/26/2013 #123 SENATE ASS SEMBLY BILLS-THIRD READING FILE</p>	<p>Existing law prohibits a transportation agency from selling or providing personally identifiable information, as defined, of a person obtained through the person's participation in an electronic toll collection system or use of a toll facility that uses an electronic toll collection system. Existing law, with certain exceptions, requires a transportation agency to discard personally identifiable information within 4 1/2 years, as specified. Existing law provides various remedies in that regard.</p> <p>This bill would make these and other related provisions applicable to a transportation agency that employs an electronic transit fare collection system for payment of transit fares with respect to personally identifiable information of a person who subscribes to an electronic fare collection system. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/19/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

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

## San Mateo County Transit District State Legislative Matrix 8/26/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 229</a> <a href="#">John A. Pérez</a> D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>ASSEMBLY UNFINISHED BUSINESS 8/22/2013 - In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 24 pursuant to Assembly Rule 77.</p> <p>8/26/2013 #13 ASSEMBLY UNFINISHED BUSINESS CONCURRENCE IN SENATE AMENDMENTS</p>	<p>Existing law authorizes the creation by a city, county, or city and county of an infrastructure financing district, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to division of taxes and 2/3 voter approval. Existing law authorizes the legislative body to, by majority vote, initiate proceedings to issue bonds for the financing of district projects by adopting a resolution, subject to specified procedures and 2/3 voter approval. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, which may not be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area. Existing law, the Polanco Redevelopment Act, authorizes a redevelopment agency to take any action that the agency determines is necessary and consistent with State and Federal laws to remedy or remove a release of hazardous substances on, under, or from property within a project area, whether the agency owns that property or not, subject to specified conditions. Existing law also declares the intent of the Legislature that the areas of the district created be substantially undeveloped, and that the establishment of a district should not ordinarily lead to the removal of dwelling units.</p> <p>This bill would authorize the creation by a city, county, city and county, or joint powers authority of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. The bill would authorize the legislative body to dedicate any portion of its funds received from the Redevelopment Property Tax Trust Fund to the district, if specified criteria are met. The bill would authorize the formation of a district to finance a project or projects on a former military base, if specified conditions are met. <b>Last Amended on 8/12/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 266</a> Blumenfield D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE THIRD READING 8/19/2013 - Read second time and amended. Ordered to third reading.</p> <p>8/26/2013 #213 SENATE ASSEMBLY BILLS-THIRD READING FILE</p>	<p>Existing federal law authorizes, until September 30, 2017, a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs).</p> <p>This bill would extend the operation of those provisions for certain low-emission vehicles to January 1, 2019, or until Federal authorization expires, or until the Secretary of State receives that specified notice, whichever occurs first. The bill would until January 1, 2015, or until the Secretary of State receives that specified notice, authorize the department to issue a valid identifier to a vehicle that meets California's transitional zero-emission vehicle (TZEV) standard. The bill would also repeal duplicate provisions of law, delete obsolete provisions of law relating to hybrid vehicles, and make additional conforming changes. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/19/2013</b></p>	
<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. SUSPENSE FILE 8/12/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, 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>	

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Bill ID/Topic	Location	Summary	Position
<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. The bill would make a related statement of legislative intent regarding distracted driving. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	



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

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 410</a> <a href="#">Jones-Sawyer</a> D</p> <p>Public employee health benefits: enrollment.</p>	<p>SENATE APPR. SUSPENSE FILE 6/24/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair</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>	

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 416</a> <a href="#">Gordon D</a>  State Air Resources Board: Local Emission Reduction Program.	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>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>	
<a href="#">AB 417</a> <a href="#">Frazier D</a>  Environmental quality: California Environmental Quality Act: bicycle transportation plan.	SENATE INACTIVE FILE 8/15/2013 - Ordered to inactive file at the request of Senator Roth.	<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. This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified, and would also require a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the OPR and the county clerk. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/13/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 8/26/2013

Bill ID/Topic	Location	Summary	Position
<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. This bill contains other existing laws. <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>	

## San Mateo County Transit District State Legislative Matrix 8/26/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 453</a> <a href="#">Mullin D</a>  Sustainable communities.	SENATE APPR. SUSPENSE FILE 8/12/2013 - In committee: Placed on APPR. suspense file.  <b>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair</b>	<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 R</a>  High-Speed Rail Authority: contracts.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more. The bill would also require each contractor and subcontractor, as specified, to provide this information.</p>	

## San Mateo County Transit District State Legislative Matrix 8/26/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 466</a> <a href="#">Quirk-Silva</a> D  Federal transportation funds.	SENATE THIRD READING 8/26/2013 - Action From SECOND READING: Read second time.To THIRD READING.  <b>8/26/2013 #7 SENATE ASSEMBLY BILLS-SECOND READING FILE</b>	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the Federal Congestion Mitigation and Air Quality Improvement Program, as specified.</p> <p>This bill would require the department to allocate federal funds to regional agencies under the Federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified. <b>Last Amended on 8/22/2013</b></p>	Support
<a href="#">AB 481</a> <a href="#">Lowenthal</a> D  High-speed rail.	ASSEMBLY CHAPTERED 8/26/2013 - Signed by the Governor	<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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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 493</a> <a href="#">Daly D</a> Toll facilities.	ASSEMBLY CHAPTERED 8/12/2013 - Chaptered by Secretary of State - Chapter 79, Statutes of 2013.	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, as specified, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), requires all toll facilities on federal-aid highways to implement technologies or business practices that provide for the interoperability of electronic toll collection programs no later than a specified date.</p> <p>This bill would authorize operators of toll facilities on federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after the date specified in MAP-21. The bill would limit the information that may be disclosed through participation in an interoperability program, as specified. <b>Last Amended on 4/17/2013</b></p>	

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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>ASSEMBLY ENROLLMENT 8/22/2013 - Senate amendments concurred in. To Engrossing and Enrolling.</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>	

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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. SUSPENSE FILE</p> <p>8/19/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, 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.</p> <p><b>Last Amended on 6/25/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 541</a> <a href="#">Daly D</a></p> <p>Buses: illuminated advertising: University of California, Irvine.</p>	<p>ASSEMBLY CHAPTERED 8/26/2013 - Signed by the Governor</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2019, the University of California, Irvine (university) to 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>	

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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 8/26/2013

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 8/26/2013

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. SUSPENSE FILE</p> <p>8/13/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, 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: redevelopment: successor agencies to redevelopment agencies.</p>	<p>SENATE APPR. SUSPENSE FILE</p> <p>8/19/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, 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 and would authorize a district to finance a project or portion of a project that is located in, or overlaps with, a redevelopment project area or former redevelopment project area, as specified. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/13/2013</b></p>	

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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.  <b>8/30/2013 Upon            adjournment of session -            John L. Burton Hearing            Room            (4203) SENATE APPROPRIATI            ONS SUSPENSE, DE LEÓN,            Chair</b>	Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and inter-county routes.  This bill would include State Highway Route 43 as an eligible inter-regional and inter-county 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 non-taxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified. <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.	ASSEMBLY ENROLLMENT 8/19/2013 - In Assembly. Ordered to Engrossing and Enrolling.	<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>	



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 749</a> <a href="#">Gorell</a> R</p> <p>Public-private partnerships.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/24/2013)</p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides for the Public Infrastructure Advisory Commission, an organization established by the Business, Transportation and Housing Agency, to perform various functions relative to projects identified as suitable for development and delivery under these provisions, including the review of a proposed agreement submitted to it by the department or a regional transportation agency, and to charge a fee for certain of those functions.</p> <p>This bill would extend the operation of the provisions governing public-private partnerships from January 1, 2017, to January 1, 2022. The bill would also state the intent of the Legislature for a project developed under these provisions to have specified characteristics. <b>Last Amended on 4/11/2013</b></p>	
<p><a href="#">AB 756</a> <a href="#">Melendez</a> R</p> <p>California Environmental Quality Act: judicial review: public works projects.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 4/15/2013)</p>	<p>The California Environmental Quality Act, requires a lead agency, 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>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 792</a> <a href="#">Mullin</a> D  Utility user tax: exemption: distributed generation systems.	SENATE THIRD READING 7/9/2013 - Read second time and amended. Ordered to third reading.  <b>8/26/2013 #119 SENATE ASSEMBLY BILLS-THIRD READING FILE</b>	<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, 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.  <b>8/26/2013 #83 SENATE ASSEMBLY BILLS-THIRD READING FILE</b>	<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 projects. <b>Last Amended on 4/15/2013</b></p>	Support

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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. SUSPENSE FILE 8/13/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, 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 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.</p> <p><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. The bill would also make a statement of legislative intent.</p>	

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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 909</a> <a href="#">Gray</a> D</p> <p>Metal theft and related recycling crimes.</p>	<p>SENATE APPR. SUSPENSE FILE 8/13/2013 - In committee: Placed on APPR. suspense file.</p> <p>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, 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>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 935</a> <a href="#">Frazier</a> D  San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. & H. on 5/23/2013)	<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 4/25/2013</b></p>	
<a href="#">AB 953</a> <a href="#">Ammiano</a> D  California Environmental Quality Act.	ASSEMBLY 2 YEAR 5/31/2013 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/31/2013)	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. 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>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 971</a> <a href="#">Garcia</a> D</p> <p>Public agency employers: paratransit providers: criminal history information.</p>	<p>SENATE THIRD READING 8/14/2013 - Read second time. Ordered to third reading.</p> <p>8/26/2013 #184 SENATE ASSEMBLY BILLS-THIRD READING FILE</p>	<p>Existing law requires the Attorney General to furnish state summary criminal history information to a city, county, city and county, or district, or an officer or official thereof, when that information is needed in fulfilling employment, certification, or licensing duties, as specified, subject to specified restrictions as to arrests or detentions that did not result in a conviction. Other provisions of existing law authorize the Attorney General to provide summary criminal history information to specified persons or entities for specified purposes. Existing law provides a similar provision with respect to authorizing a local public entity to receive local criminal history information.</p> <p>This bill additionally would require the Attorney General to furnish, and would authorize a local criminal justice agency to furnish, summary criminal information to a specified social services paratransit agency with respect to its contracted providers, and would further make technical, non-substantive, and conforming changes. <b>Last Amended on 8/12/2013</b></p>	
<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.</p> <p>This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes. This bill contains other existing laws. <b>Last Amended on 4/23/2013</b></p>	Support

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1046</a> <a href="#">Gordon</a> D  Department of Transportation: Innovative Delivery Team Demonstration Program.	SENATE APPR. 8/20/2013 - In committee: Set, second hearing. Hearing canceled at the request of author.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara. 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>	
<a href="#">AB 1047</a> <a href="#">Linder</a> R  Commercial driver's licenses.	SENATE THIRD READING 8/13/2013 - Read second time. Ordered to third reading.  <b>8/26/2013 #147 SENATE ASSEMBLY BILLS-THIRD READING FILE</b>	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.  This bill would authorize the DMV to impose a fee on a commercial driver's license applicant, if a driving test is administered to an applicant who is to be licensed in another state pursuant to federal law that does not exceed the reasonable cost of conducting the tests and reporting the results to the driver's state of record. The bill would delete the requirement that a commercial driver obtain a license from the DMV if the person is in possession of a valid commercial learner's permit or commercial driver's license issued by any state or foreign jurisdiction that meets federal licensing standards. The bill would, among other things, revise the definitions of commercial motor vehicle and tank vehicle for purposes of commercial motor vehicle safety requirements, and would revise the categories of vehicles that are within each license class. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/14/2013</b>	



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Bill ID/Topic	Location	Summary	Position
<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. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/8/2013</b></p>	
<a href="#">AB 1070</a> <a href="#">Frazier</a> D  California Transportation Financing Authority.	ASSEMBLY ENROLLED 8/22/2013 - Enrolled and presented to the Governor at 2 p.m.	<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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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1077</a> <a href="#">Muratsuchi</a> D  Sales and use taxes: vehicle license fee: alternative fuel motor vehicles.	ASSEMBLY APPR. SUSPENSE FILE 7/3/2013 - In committee: Set, first hearing. Referred to APPR. suspense file.	<p>Existing sales and use tax laws impose sales and use taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by the sales price. Existing law also provides for specific exemptions from these taxes.</p> <p>This bill would, on and after January 1, 2014, and before January 1, 2022, exempt from those taxes , that portion of the gross receipts from the sale of, and that portion of the sales price with respect to the storage, use, or other consumption of, a qualified motor vehicle, as defined, that is the greater of (1) the sum of the amount of any credit under a specified provision of the Internal Revenue Code relating to new qualified plug-in electric drive motor vehicles, and any amount received, awarded, or allowed pursuant to a state incentive program for the purchase or lease of an alternative fuel vehicle; or (2) the value of a motor vehicle that is traded in for the motor vehicle that qualifies for a credit or incentive amount under those programs, if the value of the trade-in motor vehicle is separately stated on the new motor vehicle invoice or bill of sale or similar document provided to the purchaser. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/15/2013</b></p>	
<a href="#">AB 1102</a> <a href="#">Allen</a> R  South Coast Air Quality Management District: beach burning.	ASSEMBLY NAT. RES. 8/15/2013 - Re-referred to Com. on NAT. RES.	<p>Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin and establishes a district board to govern the district. Existing regulations of the district prohibit a person from engaging in a recreational, ceremonial, or open burning conducted in a public coastal area marked by an accumulation of sand, as specified.</p> <p>This bill would prohibit the district from enacting a rule that prohibits a person from engaging in a beach burning for a recreational, ceremonial, or open burning conducted in a public coastal area marked by an accumulation of sand. This bill contains other related provisions. <b>Last Amended on 8/14/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1181</a> <a href="#">Gray</a> D  Public employee organizations: members: paid leaves of absence.	ASSEMBLY ENROLLMENT 8/19/2013 - In Assembly. Ordered to Engrossing and Enrolling.	<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</a> D  Bikeways.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/29/2013)	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to that law. This bill would prohibit the department from denying funding to a project because it is excepted pursuant to these procedures. This bill contains other existing laws. <b>Last Amended on 4/25/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1194</a> <a href="#">Ammiano</a> D  Safe Routes to School Program.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. & H. on 6/13/2013)	<p>Existing law creates the Safe Routes to School Program, administered by the Department of Transportation in consultation with the Department of the California Highway Patrol. Existing law requires the Department of Transportation to award grants to local government agencies based on the results of a statewide competition, under which proposals submitted for funding are rated based on various factors. Existing law provides for the program to be funded from state and federal funds, as specified.</p> <p>This bill would provide that the program may fund both construction and 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>	
<a href="#">AB 1290</a> <a href="#">John A. Pérez</a> D  Transportation planning.	SENATE APPR. SUSPENSE FILE 8/19/2013 - In committee: Placed on APPR. suspense file.  <b>8/30/2013 Upon adjournment of session - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS SUSPENSE, DE LEÓN, Chair</b>	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Existing law provides that the commission consists of 13 members, including 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation and 2 are appointed by the Legislature. In addition, 2 members of the Legislature are appointed as ex officio members without vote.</p> <p>This bill would provide for 2 additional voting members of the commission to be appointed by the Legislature. The bill would also provide for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex officio members without vote. This bill contains other related provisions and other existing laws. <b>Last Amended on 7/2/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1314</a> <a href="#">Bloom</a> D</p> <p>Vehicles: compressed natural gas vehicles: inspections.</p>	<p>ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/1/2013)</p>	<p>Existing law authorizes the Commissioner of the California Highway Patrol to adopt and enforce regulations and standards with respect to fuel containers and fuel systems on vehicles using, among other fuels, compressed natural gas and the operation of vehicles using compressed natural gas to ensure the safety of the equipment and vehicles and of persons and property using the highways. Existing law requires all motor vehicles with compressed natural gas fuel systems used for propulsion to comply either with specified regulations or with certain federal standards.</p> <p>This bill would, notwithstanding any other law, require that a cylinder and tank bracket inspection be conducted on all motor vehicles with a compressed natural gas fuel system every three 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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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1375</a> <a href="#">Chau D</a></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: Clean Technology Investment Account.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/8/2013)</p>	<p>The California Global Warming Solutions Act of 2006, hereafter the Global Warming Solutions Act, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a three-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. 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.</p> <p>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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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1380</a> Committee on Public Employees, Retirement and Soci</p> <p>County employees' retirement.</p>	<p>ASSEMBLY ENROLLMENT 8/19/2013 - Senate amendments concurred in. To Engrossing and Enrolling.</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</p> <p>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
<a href="#">SB 1</a> <a href="#">Steinberg D</a>  Sustainable Communities Investment Authority.	ASSEMBLY APPR. SUSPENSE FILE 8/21/2013 - Set, first hearing. Referred to APPR. suspense file.	<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 five years. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/5/2013</b></p>	Support
<a href="#">SB 11</a> <a href="#">Pavley D</a>  Alternative fuel and vehicle technologies: funding programs.	ASSEMBLY APPR. SUSPENSE FILE 8/21/2013 - Set, first hearing. Referred to APPR. suspense file.	<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. Existing law creates the enhanced fleet modernization program to provide compensation for the retirement of passenger vehicles, and light-duty and medium-duty trucks that are high</p>	Support



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Bill ID/Topic	Location	Summary	Position
		<p>polluters.</p> <p>This bill would provide that the state board, until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any supplier, as defined, to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen-fueling station. The bill would require the board to aggregate and make available to the public, no later than June 30, 2014, and every year thereafter, the number of hydrogen-fueled vehicles that motor vehicle manufacturers project to be sold or leased over the next 3 years, as reported to the state board, and the number of hydrogen-fueled vehicles registered with the Department of Motor Vehicles through April 30. The bill would require the commission to allocate \$20 million annually, as specified, until there are at least 100 publicly available hydrogen-fueling stations in California. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the 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, 2014, would require the state board, in consultation with air pollution control and air quality management districts, to convene working groups to evaluate the specified policies and goals of specified programs. The bill would add intelligent transportation systems as a category of projects eligible for funding under the Alternative and Renewable Fuel and Vehicle Technology Program. The bill would 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 8/6/2013</b></p>	
<a href="#">SB 13</a>	ASSEMBLY APPR. SUSPENSE	The Public Employees' Retirement Law (PERL) establishes the Public Employees'	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">Beall</a> D Public employees' retirement benefits.</p>	<p>FILE 8/14/2013 - Set, first hearing. Referred to APPR. suspense file.</p>	<p>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 nonsafety and safety members. The bill would clarify the application of PEPRRA 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 PEPRRA. This bill contains other related provisions and other existing laws. <b>Last Amended on 2/6/2013</b></p>	

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State Legislative Matrix 8/26/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 33</a> <a href="#">Wolk</a> D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY THIRD READING 8/5/2013 - Read second time. Ordered to third reading.</p> <p>8/26/2013 #45 ASSEMBLY SENATE THIRD READING FILE</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to non-taxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. The bill would create a public accountability committee, as specified, to review the actions of the public financing authority. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/6/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 54</a> <a href="#">Hancock</a> D</p> <p>Hazardous materials management: stationary sources: skilled and trained workforce.</p>	<p>ASSEMBLY APPR. 8/22/2013 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law establishes an accidental release prevention program implemented by the Office of Emergency Services and the appropriate administering agency, as defined, in each city or county. Under existing law, stationary sources subject to the accidental release prevention program for the state are required to prepare a risk management plan (RMP) when required under certain federal regulations or if the administering agency determines there is a significant likelihood of a regulated substances accident risk. Under existing law, the RMP is required to be submitted to the California Environmental Protection Agency and to the administering agency. Existing law imposes criminal penalties upon a stationary source that knowingly violates requirements of the accidental release prevention program.</p> <p>This bill would require an owner or operator of a stationary source that is engaged in certain activities with regard to petroleum and with one or more covered processes that is required to prepare and submit an RMP, when contracting for the performance of construction, alteration, demolition, installation, repair, or maintenance work at the stationary source, to require that its contractors and any subcontractors use a skilled and trained workforce to perform all onsite work within an apprenticeable occupation in the building and construction trades, including skilled journeypersons paid at least a rate equivalent to the applicable prevailing hourly wage rate. The bill would not apply to oil and gas extraction operations. Because the bill would make a knowing violation of these requirements a crime, and would otherwise impose new duties upon local agencies administering the program, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/21/2013</b></p>	

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

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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>SENATE ENROLLMENT 8/26/2013 - Action From UNFINISHED BUSINESS: Ugency Clause adopted Assembly amendments are concurred in.To ENROLLMENT.</p> <p>8/26/2013 #40 SENATE UNFINISHED BUSINESS</p>	<p>Existing law identifies the San Francisco-Oakland Bay Bridge as a "toll bridge" and provides that the bridge and the approaches to it are a primary state highway. Existing law requires the Department of Transportation to permanently maintain and operate the San Francisco-Oakland Bay Bridge as a primary state highway in such a manner that the physical condition and operating efficiency thereof are of the highest character. Existing law establishes the Bay Area Toll Authority and assigns to it responsibility for the administration of all toll revenues from state-owned toll bridges. Existing law provides that the power or duty of the authority to fix the rates of toll for the San Francisco-Oakland Bay Bridge or the power and duty of the department to collect the tolls so fixed by the authority for the use of the bridge are not affected by any law providing that state highways are to be free highways.</p> <p>This bill would establish the East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force in state government and require the Legislative Analyst to provide administrative support for the task force as necessary for the completion of its duties. The task force would consist of 7 members designated by the Legislative Analyst. The members of the task force would be deemed officers of the state, serve a term of one year, and receive compensation, as specified, and reimbursement for reasonable expenses. The bill would appropriate \$149,000 from the State Highway Account in the State Transportation Fund to the Legislative Analyst for purposes of paying for the compensation and expense reimbursement of the task force members. The bill would require the Bay Area Toll Authority to reimburse the State Highway Account for all funds expended for purposes of the task force. The task force would be required to assess the anticipated seismic structural performance of the East Span, as defined, of the San Francisco-Oakland Bay Bridge by conducting a series of specified reviews. The task force would be required to submit a final written report to the Legislature and the Governor that includes the results of its assessment, as specified. This bill contains other related provisions. <b>Last Amended on 8/8/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 142</a> <a href="#">DeSaulnier</a> D  Public transit.	ASSEMBLY THIRD READING 8/26/2013 - Action From SECOND READING: Read second time.To THIRD READING. 8/26/2013 #1 ASSEMBLY SE NATE SECOND READING FILE	<p>Existing law provides for creation of one or more special benefit districts within a transit district or rapid transit district relative to the issuance of bonds to be repaid through special assessments levied on property within the special benefit district, or certain zones within the special benefit district, with the proceeds of the bonds to be used for specified transit improvements. Existing law enacts similar provisions applicable to a municipal transit system owned by a city or city and county.</p> <p>This bill would repeal all of these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/22/2013</b></p>	Support
<a href="#">SB 230</a> <a href="#">Knight</a> R  Local transportation funds: performance audits.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/21/2013)	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for this purpose. Existing law excludes certain costs from this definition, including vehicle lease costs.</p> <p>This bill would also exclude principal and interest payments on all capital projects funded with certificates of participation. The bill would also correct an obsolete cross-reference in the definition of operating costs. <b>Last Amended on 3/18/2013</b></p>	
<a href="#">SB 232</a> <a href="#">Monning</a> D  Private employment: public transit employees.	ASSEMBLY APPR. SUSPENSE FILE 8/14/2013 - Set, first hearing. Referred to APPR. suspense file.	<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>	

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Bill ID/Topic	Location	Summary	Position
<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 INACTIVE FILE 8/8/2013 - Ordered to inactive file on request of Assembly Member Atkins.	<p>The California Environmental Quality Act, commonly referred to as CEQA, requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, also known as an EIR, on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires the lead agency to call at least one scoping meeting for a project that may affect highways or other facilities under the jurisdiction of the Department of Transportation if the meeting is requested by the department, or for a project of statewide, regional, or areawide significance. CEQA requires the lead agency to provide to specified entities a notice of at least one scoping meeting.</p> <p>This bill would require a lead agency to conduct at least one public scoping meeting for the specified projects and to provide notice to the specified entities of at least one public scoping meeting. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/3/2013</b></p>	



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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.	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 556</a> <a href="#">Corbett</a> D</p> <p>Agency: ostensible: nongovernmental entities.</p>	<p>ASSEMBLY THIRD READING 7/2/2013 - Read second time. Ordered to third reading.</p> <p>8/26/2013 #43 ASSEMBLY S ENATE THIRD READING FILE</p>	<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>	<p>Oppose</p>

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State Legislative Matrix 8/26/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 557</a> <a href="#">Hill D</a> High-speed rail.</p>	<p>ASSEMBLY THIRD READING 8/15/2013 - Read second time. Ordered to third reading.</p> <p>8/26/2013 #89 ASSEMBLY S ENATE THIRD READING FILE</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. Existing law appropriates specified funds from the High-Speed Passenger Train Bond Fund and from federal funds for high-speed rail and connecting rail projects.</p> <p>This bill would add detail to provisions governing the expenditure of certain of those appropriated funds. The bill would specify that of the \$1,100,000,000 appropriated for early high-speed rail improvement projects in the Budget Act of 2012, \$600,000,000 and \$500,000,000 shall be allocated solely for purposes of specified memoranda of understanding approved by the High-Speed Rail Authority for the Metropolitan Transportation Commission region and the southern California region, respectively. The bill would limit fund transfer authority between certain appropriations to temporary transfers for account management purposes. The bill would restrict use of certain appropriated funds, to the extent they are allocated to the San Francisco-San Jose segment of the high-speed rail system, to implement a rail system in that segment that primarily consists of a 2-track blended system to be used jointly by high-speed trains and Caltrain commuter trains, with the system to be contained substantially within the existing Caltrain right-of-way. These provisions would be effective until a specified time, and would be inoperative thereafter. This bill contains other related provisions.</p> <p><b>Last Amended on 5/2/2013</b></p>	<p>Support</p>

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 613</a> <a href="#">DeSaulnier</a> D  Bay Area Toll Authority.	ASSEMBLY THIRD READING 8/22/2013 - Action rescinded whereby the bill was read third time, passed, and ordered to the Senate. Ordered to third reading.  8/26/2013 #132 ASSEMBLY SENATE THIRD READING FILE	<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 8/26/2013**

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. The bill would require the notice of determination to be filed solely by the lead agency. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/28/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 8/26/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 628</a> <a href="#">Beall</a> D  Infrastructure financing: transit priority projects.	SENATE ENROLLMENT 8/19/2013 - Withdrawn from engrossing and enrolling. Ordered held at the Desk.	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements.</p> <p>This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 25% of the associated property tax increment revenues for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing available in the district and occupied by persons and families of moderate-, low-, very low, and extremely low income. The bill would require the district to implement these affordable housing provisions in accordance with specified provisions of the Community Redevelopment Law, to the extent not inconsistent with the provisions governing infrastructure financing districts. The bill would require the adoption of an ordinance that would require the replacement of designated low-income dwelling units, upon their removal from the district, within 2 years of their displacement. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit priority projects be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. <b>Last Amended on 8/5/2013</b></p>	Support
<a href="#">SB 633</a> <a href="#">Pavley</a> D	ASSEMBLY APPR. 8/14/2013 - Set, first hearing. Hearing canceled at the	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	

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

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

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 648</a> <a href="#">Corbett</a> D  Electronic cigarettes: restriction of use and advertising.	ASSEMBLY 2 YEAR 8/16/2013 - Failed Deadline pursuant to Rule 61(a)(10)(ASM). (Last location was G.O. on 8/5/2013)	<p><b>Last Amended on 8/6/2013</b></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 8/5/2013</b></p>	
<a href="#">SB 731</a> <a href="#">Steinberg</a> D  Environment: California Environmental Quality Act.	ASSEMBLY APPR. SUSPENSE FILE 8/21/2013 - Set, first hearing. Referred to APPR. suspense file.	<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. This bill would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the office to prepare and submit to the Secretary of the Natural Resources Agency , and the secretary to certify and adopt,</p>	



## San Mateo County Transit District State Legislative Matrix 8/26/2013

Bill ID/Topic	Location	Summary	Position
		<p>revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation impacts of residential, mixed-use residential, or employment center projects within transit priority areas. The bill would require the lead agency, in making specified findings, to make those findings available to the public at least 15 days prior to the approval of the proposed project and to provide specified notice of the availability of the findings for public review. Because the bill would require the lead agency to make the draft finding available for public review and to provide specified notices to the public, this bill would impose a state-mandated local program. The bill would require the lead agency, at the request of a project applicant for specified projects, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. The bill would authorize the tolling of the time period in which a person is required to bring a judicial action or proceeding challenging a public agency's action taken pursuant to CEQA through a tolling agreement that does not exceed 4 years. The bill would authorize the extension of the tolling agreement. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/6/2013</b></p>	
<p><a href="#">SB 751</a> <a href="#">Yee D</a></p> <p>Meetings: publication of action taken.</p>	<p>SENATE ENROLLMENT 8/26/2013 - Action From UNFINISHED BUSINESS: Assembly amendments are concurrent in.To ENROLLMENT.</p> <p>8/26/2013 #23 SENATE UNFI NISHED BUSINESS</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. 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>	

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

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

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 788</a> Committee on Transportation and Housing  Transportation.	ASSEMBLY APPR. SUSPENSE FILE 8/21/2013 - Set, first hearing. Referred to APPR. suspense file.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would define the term "highway" for these purposes. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/14/2013</b></p>	
<a href="#">SB 791</a> <a href="#">Wyland</a> R  Motor vehicle fuel tax: rate adjustment.	SENATE T. & H. 4/29/2013 - Set, first hearing. Hearing canceled at the request of author.	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. Existing law requires the State Board of Equalization to annually adjust the excise tax rate for the state's next fiscal year so that the revenues from the sales and use tax exemption and motor vehicle fuel excise tax increase are revenue neutral.</p> <p>This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature. This bill contains other related provisions. <b>Last Amended on 4/4/2013</b></p>	Oppose
<a href="#">SB 792</a> <a href="#">DeSaulnier</a> D  Regional entities: Bay Area.	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>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</p>	

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

Bill ID/Topic	Location	Summary	Position
		<p>agencies in this 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy pursuant to Senate Bill 375 of the 2007-08 Regular Session coordinating transportation, land use, and air quality planning, with specified objectives.</p> <p>This bill would require the Metropolitan Transportation Commission to report biannually to the Legislature and the public at large on the progress in implementing the policies and programs of the sustainable communities strategy. The bill would also require the joint policy committee to prepare a regional organization plan for the affected member agencies. The regional organization plan would include a plan for consolidating certain functions that are common to the member agencies. The regional organization plan would also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would require a member agency affected by the plan to submit a copy of the plan to its board on or before December 31, 2014, and would require the member agencies to report to the Senate Transportation and Housing Committee on the adoption and implementation of the plan on or before December 31, 2015. The bill would also require the joint policy committee to develop and adopt public and community outreach and inclusive public participation programs and to maintain an Internet Web site. The bill would also require the joint policy committee to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to the inclusion of economic development opportunities in the plans of the member agencies. By imposing new duties on the joint policy committee, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/14/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

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.</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. 8/20/2013 - Set for hearing August 27.</p> <p>8/27/2013 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</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. 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.</p> <p>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. <b>Last Amended on 5/21/2013</b></p>	Support

## San Mateo County Transit District State Legislative Matrix 8/26/2013

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.  <b>8/26/2013 #41 SENATE SEN            ATE BILLS-THIRD READING            FILE</b>	<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. 8/20/2013 - Set for hearing August 27. <b>8/27/2013 1:30 p.m. - John            L. Burton Hearing Room            (4203) SENATE TRANSPORTA            TION AND            HOUSING, DESAULNIER,            Chair</b>	<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. <b>Last Amended on 5/21/2013</b></p>	Support
<a href="#">SCA 9</a> <a href="#">Corbett</a> D  Local government: economic development: special taxes: voter approval.	SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. <b>Last Amended on 5/21/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 8/26/2013**

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.	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property.</p> <p>This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements.</p> <p><b>Last Amended on 5/21/2013</b></p>	Support



BOARD OF DIRECTORS 2013

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MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

## AGENDA

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

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

WEDNESDAY, SEPTEMBER 4, 2013 – 3:20 p.m.  
or immediately following previous Committee meeting

#### ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of August 7, 2013
2. Authorize Adoption of SamTrans Title VI Program
3. Authorize Exclusive Negotiation Agreement with Seras Regis and Bridge Housing for Development of the Colma Park and Ride Property

#### INFORMATIONAL

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

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

#### NOTE:

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



**SAN MATEO COUNTY TRANSIT DISTRICT  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA  
MINUTES OF PLANNING, DEVELOPMENT AND SUSTAINABILITY  
COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
AUGUST 7, 2013**

Committee Members Present: J. Gee, S. Harris,

Committee Members Absent: Z. Kersteen-Tucker (Committee Chair)

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

Staff Present: J. Cassman, A. Chan, M. Eshleman, C. Goodrich, C. Harvey, R. Haskin, D. Kim, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Director Jeff Gee called the meeting to order at 2:57 p.m.

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

The Committee approved the minutes (Lloyd/Harris).

**Update on SamTrans Service Plan (SSP) Implementation Program**

Michael Eshleman, Planner, reported:

- The SSP was the result of a two-year development process. There were 40 public meetings and 1,800 comments received. The Board adopted the SSP at the May 1 meeting.
- The SSP will occur in two phases to make implementation more manageable, build support for second phase, improve ridership early and take time to inform customers.
- Phase 1 goes into effect on August 12:
  - Expand Route ECR from weekends to weekdays by consolidating Routes 390 and 391. This will allow for service every 15 minutes and improve service south of Redwood City.
  - Renumber school-day-only trips, consolidate Routes 35 and 36, create eight new routes from trips currently operated as part of deviated regular routes, and split confusing routes with multiple deviations into individual routes.
- Phase 2 goes into effect January 26, 2014:
  - Increase service along key corridors
  - Adjust alignments to better serve communities
  - Eliminate or curtail under-performing routes
  - Introduce pilot shuttle services in San Carlos and Pacifica
  - Improve connections throughout the county
  - Reduce the price of Day Pass
    - SSP will require some passengers to transfer more often
    - Mitigate burden on passengers and promote ridership

- Pre-launch awareness:
  - Website was updated
  - School outreach
  - Informed partner agencies
  - Notice placed at effected bus stops
  - Training for bus operators and customer service representatives
  - Onboard notices and announcements
- Phase 1 Launch Day:
  - Ambassadors at South San Francisco and San Bruno Bay Area Rapid Transit (BART) stations, Redwood City Caltrain Station, Daly City BART and Mission/Evergreen
  - Bus operators will ensure customers board correct bus
  - Operations staff will be in the field to monitor program performance, correct operational issues and provide information to customers
- Major tasks for January:
  - Finalize trip and operator schedules
  - Conduct training
  - Update bus stop signs, destination signs and onboard announcements
  - Prepare customer communications and publications
  - Monitor performance of August adjustments
- SSP performance measures relate to three primary goals:
  - Stabilize and grow ridership
  - Improve service quality
  - Improve service efficiency
- Develop and report on comprehensive service metrics:
  - Ridership by route and system
  - On-time performance
  - Scheduling efficiency
  - Consistent with the Metropolitan Transportation Commission (MTC) Transit Sustainability Plan goals as well as Fiscal Year 2014 Budget

Director Karyl Matsumoto said she had the August service changes put on the South San Francisco website and offered to do the same for the January changes.

Director Shirley Harris congratulated staff for the great preparation and roll-out of this process.

Chair Carole Groom said at the first SSP public meeting in Pacifica there was discussion about the condition of the Daly City BART station and just recently she learned BART is painting, installing new lights and cleaning up the benches.

#### Public Comment

Jerry Grace, San Lorenzo, asked if schools have been told about the changes in the route numbers.

### **Update on El Camino Real Rapid Transit (BRT) Phasing Study**

Doug Kim, Director, Planning, reported:

- Currently there are about 14,000 weekday riders on El Camino Real.
- The challenge for El Camino Real:
  - There are approximately 29,000 average daily trips.
  - Fifty-seven percent of intersections are at unacceptable levels of service.
  - Growth is coming in population, jobs, and households.
- Scope of the study:
  - Assess future needs
  - Evaluate options including skip-stop service, peak hour service, queue jumpers, signal priority and full BRT
  - Incorporate Grand Boulevard Initiative issues
- BRT study will continue until mid-2014 with implementation in 2015.
- Next steps:
  - Stakeholder outreach
  - Meet with city councils, Santa Clara Valley Transportation Authority, San Francisco Municipal Transportation Agency, and others
  - Draft report in spring 2014
  - Final report in summer 2014

Director Adrienne Tissier asked if the State Department of Transportation will have to be involved in this initiative since El Camino Real is a State highway. Mr. Kim said yes and they are funding a majority of the study.

### Public Comment

Jerry Grace, San Lorenzo, said buses will be more crowded if there is a BRT and stops are skipped, but it is a great idea.

### **Update on the Making the Last Mile Connection Pilot Program**

Corinne Goodrich, Manager, Strategic Development, reported:

- This is an MTC Climate Initiatives Program.
- The goal is to test new transit demand management (TDM) strategies as a short-range solution to change travel habits away from personal cars to other transportation and increase mobility options.
- Partners include Redwood City, County of San Mateo, and Peninsula Traffic Congestion Relief Alliance.
- SamTrans' role:
  - Direct and implement TDM project
  - Residential marketing
  - Implement car sharing in Redwood City
- Alliance's role is short distance van pools.
- The county has a goal of having half of its employees on alternative work schedules.
- Redwood City is helping with the marketing.
- ZipCar started in spring 2012 and has been successful. Two more pods are being planned.

- The Regional Bike Share Program will launch in late August 2013 with 700 bikes deployed. Seventy bikes will be in Redwood City and another 30 bikes are expected in the future.
- The program is called "Connect, Redwood City!" with the tag line "Bike Share, Car Share, Vanpools, Transit and More."
- Marketing launch will be in September 2013.

Director Shirley Harris asked where the ZipCars are located. Iris Yuan, Consultant, said the project is slated to have nine ZipCars in Redwood City. There will be three cars at each location and currently there are cars at the Redwood City Caltrain Station. Staff is working with the county and city to find locations for the other two pods.

Adjourned: 3:28 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: **ADOPTION OF SAMTRANS TITLE VI PROGRAM**

**ACTION**

Staff requests the Committee recommend the Board adopt the SamTrans Title VI Program ([attached](#)).

**SIGNIFICANCE**

Under new Federal guidelines issued in October 2012, the Federal Transit Administration (FTA) requires the governing board of Federal funding recipients to adopt a Title VI Program every three years. SamTrans' first program under the new guidelines must be submitted to the FTA by October 1, 2013.

The SamTrans Title VI Program includes the following documentation of SamTrans policies, procedures and activities:

- Contents and placement of public notices regarding the public's rights under Title VI of the Civil Rights Act of 1964
- Title VI complaint form and procedures
- List of transit-related Title VI investigations, complaints, and lawsuits pending within the last three years
- Public Participation Plan (PPP) and summary of public engagement processes undertaken in past three years, including for adoption of the Major Service Change, Disparate Impact and Disproportionate Burden policies
- Language Assistance Plan (LAP)
- Demographic information on membership of non-elected committees, such as the Citizens Advisory Committee, and discussion of encouragement of minority involvement
- Sub-recipient monitoring plan
- Results of equity analyses for any facilities constructed over the last three years
- Service area description and demographic profile, including ridership survey results
- Adopted service standards and policies, as well as results of service monitoring under these standards and policies
- Results of equity analyses for fare and service changes made in past three years
- Record of Board consideration and adoption of Title VI Program

The development of elements of this program has included significant outreach to the public, including 15 meetings, a third of which targeted specific language groups in a focus-group format. Some elements of the program, including the PPP and LAP, include recommendations for improving outreach efforts associated with new initiatives or planning efforts.

Analysis conducted as part of program development concluded that SamTrans complies with all applicable Title VI requirements.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

SamTrans has been submitting a triennial Title VI Program to the FTA for a number of reporting cycles. New guidance from the FTA now requires the Board of Directors to adopt the program prior to submission. Staff developed and publicly vetted a series of performance standards and related policies in January and February 2013 prior to Board adoption of these policies in March 2013. Since that time, staff has worked to conduct outreach and develop the other elements necessary to compile the Title VI Program in advance of its October 1, 2013 due date. Staff will continue to ensure SamTrans remains in compliance with all applicable Title VI requirements moving forward, including development and adoption of the next program in 2016.

Prepared by: Michael Eshleman, Planner

650-508-6227

RESOLUTION NO. 2013 –

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT

STATE OF CALIFORNIA

\* \* \*

**ADOPTION OF SAMTRANS TITLE VI PROGRAM**

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

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

**WHEREAS**, the above-referenced Circular details required elements of a Title VI Program, which each recipient of FTA grants and assistance must submit to the FTA every three years to evidence compliance with Title VI; and

**WHEREAS**, SamTrans' current Title VI Program expires on November 30, 2013, therefore necessitating submittal of an updated program to the FTA by October 1, 2013; and

**WHEREAS**, SamTrans' Title VI Program must include numerous elements, including but not limited to:

1. Information on numerous agency policies, procedures and activities undertaken over the last three years;
2. A public participation plan;
3. Information on public outreach undertaken by the District over the past three years, including during development and approval of the Major Service Change, Disparate Impact and Disproportionate Burden policies adopted by this Board pursuant to Resolution 2013-09;
4. A plan for engaging persons with limited English proficiency;
5. System-wide service standards and policies, which this Board also adopted pursuant to Resolution 2013-09;
6. Results of service monitoring analysis; and
7. Results of fare and service change equity analyses conducted over the past three years; and

**WHEREAS**, staff has developed a proposed Title VI Program (provided to the Board via staff report), including the above-referenced items and evidencing SamTrans' compliance with Title VI, for Board consideration and approval.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the San Mateo County Transit District hereby adopts the SamTrans Title VI Program; and

**BE IT FURTHER RESOLVED** the Board of Directors authorizes the General Manager/CEO, or his designee, to:

1. Include evidence of the Board's consideration and approval of the final SamTrans Title VI Program;
2. Submit the final SamTrans Title VI Program to the FTA; and
3. Take any other steps necessary to give effect to this Resolution, including responding to any follow-up inquiries from the FTA.

Regularly passed and adopted this 4<sup>th</sup> day of September, 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: Planning, Development, and Sustainability Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: April Chan  
Executive Officer, Planning and Development

SUBJECT: **AUTHORIZE THE GENERAL MANAGER\CEO TO EXECUTE AN EXCLUSIVE  
NEGOTIATION AGREEMENT WITH SERAS REGIS AND BRIDGE HOUSING  
FOR DEVELOPMENT OF THE COLMA PARK AND RIDE PROPERTY**

**ACTION**

Staff proposes the Committee recommend the Board authorize the General Manager/CEO to execute an Exclusive Negotiation Agreement (ENA) between the San Mateo County Transit District (District) and Seras Regis Group and Bridge Housing Corporation (Seras Regis & Bridge) to develop the Colma Park and Ride Lot property in Daly City, which is located contiguous to the Colma Bay Area Rapid Transit (BART) Station (the Property).

**SIGNIFICANCE**

An ENA would allow the District and Seras Regis & Bridge the opportunity to negotiate towards a long-term ground lease for a transit oriented development project in Daly City. Successful negotiation of a long-term ground lease would fulfill SamTrans' goals for development of the Property, namely:

1. Creation of a high-quality transit-oriented development project that enhances the connection between the proposed project and the Colma BART Station; and
2. A project site plan and design that is consistent with the District's continued provision of transit-related operations, including transit vehicle layovers; and
3. A reasonable, market-rate financial return to the Agency as stewards of the public assets; and
4. Enhanced use of public transit at the Colma BART Station.

**BUDGET IMPACT**

Upon execution of the ENA, the District will receive \$100,000 from Seras Regis & Bridge. This money will be used to pay for the District's actual costs incurred during negotiations. Any unused money will either apply toward the first year's rent, if a lease is executed, or be refunded, if a lease is not executed.

## **BACKGROUND**

In 1986, SamTrans purchased the Property and constructed the Colma Park and Ride lot. The lot has the capacity to accommodate approximately 817 cars. The purpose of the project was to reduce single occupant vehicle use through carpooling and transit service. The Federal Highway Administration (FHWA) participated in the purchase of the Property and the construction of the parking lot. The FHWA's contribution to the land acquisition was \$3,520,000, out of a total land cost of \$8,549,775.56 (or 41.17 percent of the total).

Prior to the opening of the Colma BART Station in February 1996, the lot was used by carpoolers and commuters desirous of riding SamTrans to San Francisco. With the opening of the Colma BART Station, SamTrans service to San Francisco was curtailed and the Colma Park and Ride Lot usage shifted predominantly to BART patrons, as Colma became the southernmost BART station on the West Bay.

The opening of the BART Extension to the San Francisco International Airport (SFO) in June 2003 added three BART stations south of Colma (in addition to the station located within the airport itself), which caused parking demand to be dispersed to the 5,415 new parking spaces created at the three new southern stations: South San Francisco (1,379), San Bruno (1,058), and Millbrae (2,978). The Colma BART Station parking garage features 1,770 parking spaces and is located closer to the station platform than the Colma Park and Ride Lot, which is connected directly to the BART Station parking garage by a pedestrian viaduct.

In 2003, before the SFO BART Extension opened, both the parking garage and the Colma Park and Ride Lot were full on a daily basis and SamTrans rented an extra 100 spaces from the bowling alley adjacent to the lot to accommodate additional parkers. SamTrans no longer rents the adjacent property and, at last official count, the lot was approximately 40 percent full, with approximately 340 parkers, of which about 80 were users of local employer shuttles, a use for which the lot was not intended.

In light of the significantly reduced demand for parking at the Colma Park and Ride Lot and the ability of BART's other stations to accommodate parking for BART users, The District and the city of Daly City staff feel it is time to consider other uses of the property that would be consistent with the original intent of the project, namely to reduce automobile traffic and encourage and enhance transit ridership, through creation of a 400 to 500 unit mixed-use, transit-oriented development on the Property.

Due to the fact that the Property was originally purchased by the District using funds provided partly by the FHWA, the District's ability to develop the Property is subject to the final written approval of the FHWA. It is expected that final approval will be provided after a developer is selected and a draft site plan can be provided to FHWA.

The Property is within the area covered by the BART Station Area Specific Plan, which was approved by the city of Daly City in 1993. In a study session on September 10, 2012, the city council indicated Daly City would be supportive of comprehensive land use planning and new development around the Colma BART Station, with particular focus on the comprehensive development of both the Property and the adjoining former

Serra Bowl site (which is privately-owned). The city council indicated support for land use planning on these properties that could include very high density residential, office, commercial or related uses. The city council also indicated support for development of mixed-use, "urban village-type" development, which should include pedestrian-friendly design, along with amenities for residents and customer services to support uses at the site and as a means of reducing vehicle trips.

On November 2, 2012, SamTrans initiated a competitive process to select a developer for the site by issuing a "Request for Statements of Qualifications" (SOQ) for this project. The SOQ was advertised on the SamTrans website and in a widely circulated professional real estate on-line publication. Two firms, Seras Regis and Bridge Housing, submitted proposals. Both proposals were evaluated by staff and an independent real estate consultant and scored in accordance with the evaluation criteria set forth in the SOQ. This evaluation committee concluded both proposers exceeded the qualifications set for in the SOQ. During the evaluation process, Seras Regis and Bridge Housing submitted a joint proposal to develop the site in partnership. The evaluation committee reviewed the joint proposal and determined it is in the District's best interest to enter into an ENA with the combined team of with Seras Regis and Bridge for the following reasons:

- The joint partnership structure would allow each firm to focus on the area of development in which it specializes (Bridge in affordable housing and Seras Regis in market rate units) and to fund the project using the specific debt and equity resources associated with each entity's area of expertise.
- Because the partners typically use different sources of financing and each phase of the project would be targeted towards different markets, the overall development project should be constructed on an accelerated timeline and could achieve project efficiencies in financing and unit absorption.
- Engaging in the joint proposal will allow the project to move to the ENA phase more quickly.

Staff proposes the Committee recommend the General Manager/CEO be authorized to execute an ENA between the District and Seras/Regis & Bridge, who will most likely form single source entity to develop the Property. Consistent with statements in the SOQ documents, the term of the ENA will be 60 days, during which time the parties will negotiate toward development of a Detailed Terms Sheet that will become the basis for subsequent negotiation of a long-term ground lease. If the parties reach consensus on a Detailed Terms Sheet, staff recommends the exclusive negotiating period be extended an additional 90 days during which the parties will negotiate towards specific terms of a long term ground lease. The final terms of the ground lease will be subject to approval by the Board.

Prepared by: Brian W. Fitzpatrick, Real Estate Department Manager

650-508-7781

RESOLUTION NO. 2013 -

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

\* \* \*

**AUTHORIZING THE GENERAL MANAGER TO EXECUTE AN EXCLUSIVE NEGOTIATION  
AGREEMENT WITH SERAS REGIS AND BRIDGE HOUSING FOR DEVELOPMENT OF THE  
COLMA PARK AND RIDE PROPERTY**

**WHEREAS**, the San Mateo County Transit District (District) desires to develop the Colma Park and Ride property located contiguous to the Colma Bay Area Rapid Transit (BART) Station in Daly City, as a transit oriented development project; and

**WHEREAS**, the city of Daly City staff is supportive of such efforts; and

**WHEREAS**, on November 2, 2012, SamTrans initiated a competitive process to select a developer for the site by issuing a "Request for Statements of Qualifications" (SOQ), in response to which two firms, Seras Regis and Bridge Housing, submitted proposals; and

**WHEREAS**, both proposals were evaluated by staff and an independent real estate consultant scored in accordance with the evaluation criteria set forth in the SOQ; and

**WHEREAS**, the evaluation committee concluded both proposers exceeded the qualifications set forth in the SOQ; and

**WHEREAS**, during the evaluation process, Seras Regis and Bridge Housing submitted a joint proposal to develop the site in partnership; and

**WHEREAS**, the evaluation committee reviewed the joint proposal and determined it is in the District's best interest to enter into an Exclusive Negotiation Agreement (ENA) with Seras Regis and Bridge Housing (or a single purpose entity formed by them for this project), which is consistent with the provisions in the SOQ document; and

**WHEREAS**, staff recommends the General Manager/CEO be authorized to execute an ENA between the District and Seras Regis and Bridge Housing consistent with terms and statements in the SOQ documents and subject to general counsel review and approval; and

**WHEREAS**, upon execution of the ENA, Seras Regis and Bridge will be required to make a \$100,000 payment to the District to offset costs incurred during negotiations with the understanding that any remaining funds following completion of negotiations will be applied toward the first year's rent or will be refunded if a lease transaction is not consummated.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors hereby authorizes the General Manager/CEO to execute an ENA, and any necessary extensions thereof, between the District and Seras Regis and Bridge(or a single purpose entity formed by them for this project) and to negotiate a detailed term sheet with the goal of entering into a long-term ground lease following subsequent Board approval for the development of a Transit-oriented Development Project at the Colma Park and Ride site, pursuant to the terms and conditions set forth above.

Regularly passed and adopted this 4<sup>th</sup> day of September, 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: Planning, Development & Sustainability Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **ACCESSING SAMTRANS ROUTE SCHEDULES**

**ACTION**

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

**SIGNIFICANCE**

This presentation will provide an overview of the various ways that SamTrans route schedules are available.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The availability of SamTrans route schedules has expanded over the past few years. Using PowerPoint, staff will show the various ways that customers and want-to-be customers can access the information.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Planning, Development & Sustainability Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –  
4<sup>th</sup> QUARTER FISCAL YEAR 2013**

**ACTION**

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

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

Prepared by: Kelvin Yu, Manager, Project Controls

650-622-7853



## AGENDA

### BOARD OF DIRECTORS

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

WEDNESDAY, SEPTEMBER 4, 2013 – 3:40 p.m.  
or immediately following Committee meetings

#### 5. RECONVENE FROM COMMITTEE MEETINGS

#### 6. CONSENT CALENDAR

##### MOTION

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

#### 7. PUBLIC COMMENT

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

#### 8. REPORT OF THE CHAIR

#### 9. REPORT OF THE GENERAL MANAGER/CEO

#### 10. COMMUNITY RELATIONS COMMITTEE

*(Accessibility, Senior Services, and Community Issues)*

##### SUBJECTS DISCUSSED

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

#### 11. FINANCE COMMITTEE

##### RESOLUTIONS

- a. Authorize Amendment of the Employer's California Public Employees Retirement System Contribution to the Employees', Retirees', and Board Members' Monthly Medical Premiums
- b. Award of Contract to Reliance Standard Insurance Company for Long-Term Disability Insurance for an Estimated Cost of \$102,000 for a Three-Year period

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 Goodyear Tire and Rubber Company to Furnish and Delivery Mileage Rental and Service of Radial Bus Tires and Wheels for an Estimated Amount of \$4,824,900 for a Five-Year Period
- d. Authorize Award of Contract to Jacobs Engineering Group, Inc. to Provide On-Call Program Management Oversight Services for a Total Not-to-Exceed Cost of \$400,000 for a Three-Year Period

**12. LEGISLATIVE COMMITTEE**

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

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

RESOLUTION

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

SUBJECTS DISCUSSED

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

**14. BOARD MEMBER REQUESTS/COMMENTS**

**15. GENERAL COUNSEL PROPOSAL**

**16. DATE, TIME AND PLACE OF NEXT MEETING** – October 2, 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

**17. ADJOURNMENT**

## **INFORMATION TO THE PUBLIC**

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans Website at [www.samtrans.com](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: Second Wednesday of the month, 2 p.m.; SamTrans Citizens Advisory Committee: First Wednesday of the month, 6:30 p.m. Date, time and location of meetings may be change as necessary.

### **Location of Meeting**

The San Mateo County Transit District Administrative Building is located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real and accessible by SamTrans bus Routes 260, 295, ECR, 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  
AUGUST 7, 2013**

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

Board Members Absent: Z. Kersteen-Tucker

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

Chair Carole Groom called the meeting to order at 3:28 p.m.

**CONSENT CALENDAR**

- 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

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

**PUBLIC COMMENT**

Marcy Seidscher, San Mateo, said she is president of the 58 El Camino Condo Association. There are 58 families who live at the complex at El Camino Real and Saint Matthews Avenue. She sent a letter to the Board on July 23 outlining concerns with the rerouting of Route 250, which historically has turned the corner at El Camino Real and Baldwin. In January 2012, Route 250 was temporarily rerouted one block north to Saint Matthews Avenue. This has created congestion, traffic issues and substantial noise and pollution on a previously very quiet street, she said. Ms. Seidscher said she was told the buses will be relocated in January 2014 and urged the Board to instruct staff to not let rerouting go beyond January 2014.

Laurie Livingston, St. Matthews Place Homeowners Association, said she supports the previous speaker. She said it is impossible to turn into St. Matthews Place if you are coming up San Mateo Drive and a bus is there.

Chuck Harvey, Deputy CEO, said this issue has taken much longer than staff hoped. For some time buses operated on Baldwin, but that created some other operational and safety issues related to blocking traffic. The city of San Mateo gave staff permission to use Saint Matthews Avenue, but at the same time staff was asking for a new terminal point. A letter was issued on July 22 to all residents located in the 5<sup>th</sup> Avenue area showing a new terminal location by the 24 Hour Fitness facility. In order for the bus stop

to be moved it requires a notification period to the residents. Residents have until August 16 to reply back with any concerns. Mr. Harvey said to-date no comments have been received. If staff is not successful in moving to the new location, staff will reassess the routing of the bus to not use Saint Matthews Avenue or Baldwin.

Jerry Grace, San Lorenzo, asked if any help can be provided if there is a Bay Area Rapid Transit strike to get people where they want to go.

## **REPORT OF CHAIR**

No report

## **REPORT OF THE GENERAL MANAGER/CEO**

General Manager/CEO Michael Scanlon reported:

- The Amalgamated Transit Union has new officers. Siddiqu Shaikh is president/business agent and Clementine Llenado is vice president. Ernie Solero was reelected Secretary/Treasurer.
- On July 6, MV Transportation sent a bus to the north terminal check point to transport people injured in the Asiana Airlines accident to Stanford Hospital. On July 7, there was a fire at 531 Woodside Road in Redwood City and MV Transportation provided a bus and transported 27 people to a temporary shelter.
- Paul Lee, Manager, Bus Contracts, retired on June 14 and was replaced by Ashish John.
- Bill Welch, Manager, Accessibility Services, will be retiring after 21 years on August 19. He delivered effective service and worked closely with the disabled customers and the Paratransit Coordinating Council (PCC). He has been a terrific advocate for persons with disabilities.

Mr. Welch said it has been a wonderful 21 years working at the San Mateo County Transit District (District), with the Board and the PCC.

Director Adrienne Tissier said Mr. Welch was very instrumental in the older driver safety seminars and bringing a bus to the events.

Chair Groom said one of Mr. Welch's biggest successes is the eligibility process for paratransit ridership.

- Jimmy Famolore, scheduler, will be leaving the District to go work at the Big Blue Bus in Santa Monica.

Director Tissier left at 3:44 p.m.

- On August 12 at 10:30 a.m. there will be a kick-off event for the weekday Route ECR at the Redwood City Transit Center.
- The Reading File contains "It's All About People" ads, *Riders Digest*, *Transit Fun Guide*, Take One for the upcoming public meetings for the Codified Tariff changes, and a one sheet summarizing the outreach that was done for the SamTrans Service Plan.

- Requested the meeting be adjourned in memory of Michael Winters, a long-time advocate for the disabled and accessible transportation services. Mr. Winters was an employee of the U.S. Department of Transportation (DOT). Since 2011 Mr. Winters has been responsible for the full range of civil rights responsibilities at the DOT, including ADA, Disadvantaged Enterprise Programs, and Title VI.

Director Art Lloyd left at 3:47 p.m.

**COMMUNITY RELATIONS COMMITTEE – R. Guilbault**

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. PCC Update
- c. Citizens Advisory Committee (CAC) Liaison Report
- d. Mobility Management Report – Fixed-route Bus Service
- e. Multimodal Ridership Report –May and June 2013

**FINANCE COMMITTEE – S. Harris**

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
- 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

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

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

**LEGISLATIVE COMMITTEE – J. Deal**

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

Director Lloyd returned at 3:51 p.m.

**PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE – J. Gee**

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

**WRITTEN COMMUNICATIONS**

No discussion.

**BOARD MEMBER REQUESTS/COMMENTS**

Director Karyl Matsumoto said former CAC member, John Baker, was appointed to the San Mateo County Transportation Authority CAC.

**DATE AND TIME OF NEXT MEETING** –September 4, 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)
- b. Closed Session: Public Employee Performance Evaluation and Associated Negotiations – Pursuant to Government Code Section 54957 and 54957.6: General Manager/CEO

David Miller, Legal Counsel, said as permitted by the Brown Act, the Board will meet in closed session to discuss union member ratifications on agreements previously approved and a follow-up report from Mr. Scanlon from his evaluation last fall.

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

Meeting reconvened at 4:05 p.m.

Mr. Miller said the Board met in closed session as permitted by the Brown Act. He said agreements have been reached with Teamsters Union, Local 856. This union represents bus instructors, bus transportation supervisors, dispatchers and radio controllers. At the June 5 Board meeting the Board authorized the General Manager/CEO to enter into new collective bargaining agreements once the represented employees ratified the contracts. Mr. Miller said all the employees involved ratified the agreements. All agreements will run through September 30, 2014. There was a wage increase of 3.25 percent, this coincides with the increase already in the ATU contract.

Mr. Miller said the second item was a discussion with Mr. Scanlon on a follow-up item to his performance evaluation last fall. The Board has been briefed and there will be further reports as part of his evaluation this fall and into the spring. There is no action to be taken.

Meeting adjourned at 4:06 p.m. in memory of Mr. Winters.