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GENERAL MANAGER/CEO

AGENDA

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

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

WEDNESDAY, MARCH 13, 2013 – 2:00 p.m.

1. Pledge of Allegiance

ACTION

2. Approval of Minutes of Community Relations Committee Meeting of February 13, 2013

INFORMATIONAL

3. Accessibility Update - Tina Dubost
4. PCC Update - Mike Levinson
5. Citizens Advisory Committee Liaison Report - Peter Ratto
6. Multimodal Ridership Report – January 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
FEBRUARY 13, 2013

Committee Members Present: R. Guilbault (Committee Chair), S. Harris, A. Lloyd

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

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

Swearing in of Carole Groom (Representing Board of Supervisors), Rose Guilbault (Public Member) and Shirley Harris (Public Member)

District Secretary Martha Martinez administered the Oath of Office to Carole Groom, Rose Guilbault and Shirley Harris.

Committee Chair Rose Guilbault called the meeting to order at 2:06 p.m.

Approval of Minutes of Community Relations Committee (CRC) Meeting of January 9, 2013

The Committee approved the minutes (Lloyd/Harris).

Accessibility Update – Tina Dubost

Accessibility Coordinator Tina Dubost said Abbie Isidro is the new manager at Care Evaluators. For the month of January, Redi-Wheels' on-time performance was above 90 percent.

Paratransit Coordinating Council (PCC) Update – Mike Levinson

PCC Chair Mike Levinson reported:

- The PCC appreciates the improvement in the on-time performance.
- A new member, Shayla Walsh, has been voted in. She works with the Center for Independence of Individuals with Disabilities in San Mateo.
- The MV Transportation appreciation party was cancelled due to funding issues.

Citizens Advisory Committee (CAC) Liaison Report - Peter Ratto

CAC Chair Peter Ratto reported on the February 6 meeting:

- He was re-elected chair and Kris Adler was elected vice chair.
- CAC recruitment began at the beginning of February. There are a total of six openings: two vacancies, two members up for reappointment and two additional vacancies due to members being termed out.
- Executive Officer, Planning and Development April Chan presented the revised Title VI requirements and how it impacts the timing of the SamTrans Service Plan (SSP).

- CAC member Tryn Miller participated in the public review of San Bruno's Corridor Plan.
- Public comments were received on Route 292 and the rerouting of Route 251. CAC members Peter Loranger and Tom Collette both expressed concern on any changes to Route 251.

Committee Chair Guilbault said the CAC is recruiting for six volunteers: one *community*, three *multimodal* and two *bus* representatives. The applications are due March 1 and can be found on the website.

Mobility Management Report – ADA Paratransit Service

Deputy CEO Chuck Harvey presented the following:

- Who we serve:
 - Approximately 7,000 registered customers.
 - Fifteen percent of registered customers qualify for low-income fare assistance.
 - Nearly 50 percent of Redi-Wheels trips are under Lifeline Fares, a fare assistance program for low-income riders.
 - Twenty-three percent of registered riders use a wheelchair or scooter.
 - Average cost per passenger is \$44.62 per trip.
 - Paratransit is an expensive, unfunded Federal mandate.

Director Zoe Kersteen-Tucker asked of the 7,000 registered users how often they ride. Mr. Harvey said there are those that register for the service and use it infrequently and there is a group that desperately needs it.

- Under Federal law there must be a zero-denial rate.
- On-time performance is back up over 90 percent.
- Passengers can only be in the vehicle for a maximum of one hour.
- Complaints are at one per 1,000 trips, better than the goal of 2.5 per 1,000 trips.
- The Americans with Disability Act (ADA) budget for Fiscal Year (FY) 2013 is \$14.5 million. Total costs in FY2012 were \$13.5 million. There was a slight decrease in ridership and this caused an increase in trip cost.

Director Jeff Gee said in FY2012 total costs were \$13.5 million, which equates to a fare box recovery of \$700,000. Mr. Harvey said the farebox recovery is only about 6 percent and is very typical on ADA paratransit. By law, the paratransit fare can only be two times the base fare on the fixed-route system. Director Gee asked how the recovery rate compares to other transit agencies. Mr. Harvey said it is very similar.

- Paratransit funding sources include Transportation Development Act funds, State Transit Assistance, District Sales Tax, San Mateo County Transportation Authority, Measure M and Operating Grants. No Federal operating assistance is provided to support mandated ADA service. In addition to the \$14.5 million for the services, an additional \$1 million is spent each year to maintain the ADA equipment on fixed-route buses.

Committee Chair Guilbault asked where operating grants come from. Mr. Harvey said it is a State grant.

- For the first six months of FY2013, Redi-Wheels provided more than 34,378 connections to San Mateo County medical centers, hospitals and senior centers and is on track to provide more than 70,000 trips to county services this fiscal year.
- Redi-Wheels & RediCoast provide a critical service to San Mateo County's disabled population.
- SamTrans has worked collaboratively with the senior/disabled community stakeholders to deliver high-quality ADA service.
- SamTrans sales tax and State funds that could be used to support fixed-route services must be used to cover this unfunded mandate.
- SamTrans' entire family of services is at risk if additional revenue sources are not identified to reduce/eliminate this unfunded mandate.

Committee Chair Guilbault asked what some of the recommendations are to handle this structural problem. Mr. Harvey said revenue is an issue and staff has been discussing potential revenue sources, including a possible funding source from the County. Staff needs to see if there is a way to deliver this service more cost effectively including using independent contractors to provide the service, but the concern is the contractor may not offer the same service quality and there is a liability issue.

Director Gee said there are funding threats at the Federal level and asked if this funding diminished, would it affect paratransit and fixed-route service. Mr. Harvey said there is no Federal operating money for fixed-route or paratransit service. If the money was reduced, it would be on the capital side and that could reduce the quality of the fleet.

Director Adrienne Tissier asked what the lifeline rate is. Mr. Harvey said it is \$4.00 for a one-way trip on Redi-Wheels, but if the customer is on lifeline the charge is \$2.00.

Multimodal Ridership Report – December 2012

Mr. Harvey said:

- Bus ridership was 38,230, a decrease of 3.7 percent.
- Paratransit ridership was 988, an increase of 0.3 percent.
- Caltrain ridership was 42,710, an increase of 11.3 percent.
- Year -to-date bus ridership was 40,940, a decrease of 3.3 percent.

Of the total monthly fixed-route ridership, 409,000 is either youth or senior/elderly disabled passengers. In December, ridership on community local routes did well. Route KX had a 12 percent decrease and the Route 391 leg into San Francisco was down as much as 10 percent.

Year-to-Date Total Ridership – December 2012

Mr. Harvey said:

- Bus ridership was 6,221,490, a decrease of 3.1 percent.
- Paratransit ridership was 153,081, a decrease of 0.9 percent.
- Caltrain ridership was 7,727,480, an increase of 12 percent.

- Caltrain Shuttle ridership was 1,064,478, an increase of 22.4 percent.
- BART Extension ridership was 7,186,252, an increase of 9.7 percent.
- Total ridership was 22,622,300, an increase of 7.1 percent.

Director Kersteen-Tucker said as the Board goes through the SSP process, will staff have a year's worth of ridership data available for review. Mr. Harvey said yes.

Director Karyl Matsumoto said the SSP is not just farebox, but income and other things. Mr. Harvey said the data from the farebox shows where people are riding. Also as staff looks at changes to the system under the SSP, the Title VI requirements have to be layered on top before recommendations can be made.

Adjourned: 2:41p.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 that the Board be informed of the issues discussed at meetings.

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

The minutes from the January 8 PCC meeting and the January 2 AL-Com are attached. The minutes from the most recent SAAC meeting are not yet available.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No additional information.

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

650-508-6247
650-508-6475

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL**

MEETING MINUTES
JANUARY 8, 2013

ATTENDANCE

MEMBERS PRESENT: Mike Levinson, Chair; Stephanie Hill, Al-Com Chair; Michal Settles, Vice-Chair; Dale Edwards, Consumer; Aki Eejima, Consumer; Judy Garcia, Consumer; Diane Griffith, Consumer; Barbara Kalt, Rosener House; Nancy Keegan, San Carlos Adult Day Services; Sammi Riley, Consumer; Marie Violet, Sequoia Hospital; Tina DuBost, SamTrans; Maureen Dunn, Senior Focus.

ABSENTEES: Allan Newlands, COD; Myria Barnes-Jackson, DOR; Maxine Eastman, Consumer; Dan Mensing, Consumer; Linda Rhine, Nelson/Nygaard;

GUESTS: Paul Lee, SamTrans; Elly Colwell, SamTrans; Lynn Spicer, MV Transportation; Shayla Walsh, CID, Erin Swartz, PCC Staff.

(TOTAL ATTENDANCE: 17) QUORUM--YES.

WELCOME/INTRODUCTION

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

APPROVAL OF DECEMBER PCC MINUTES

Mike asked for a vote of approval for the December minutes. Judy moved to approve the minutes and Diane seconded the motion. The minutes were approved with no abstentions.

COMMITTEE REPORTS

A. ADVOCACY-LEGISLATIVE COMMITTEE (AL-COM)

Stephanie reported that Al-Com discussed Will Calls. Linda added that Maria Kozak raised a question about the formal policy for Will Call rides. Tina reported that Maria's experience highlights a topic that may benefit from further discussion at SamTrans. Aki asked about situations in which a rider is at a doctor's appointment and perhaps only 5-10 minutes late. Lynn encouraged Aki to call in this case, so that he can get a specific time and location for the vehicle. Diane asked how often will call rides occur at MV. Lynn reported that MV receives 5-10 will call rides per day. Tina pointed out that will call rides are designed to prevent riders from being stranded, although the rider may have to wait some time for the ride to arrive.

The next Al-Com meeting is scheduled for Tuesday, April 2, 2013.

B. GRANT/BUDGET REVIEW

Barbara reported that she has reached out to agencies that are planning to attend the 5310 Grant Workshop at MTC. The agencies that she has contacted are the Foster City

JCC Get up and Go Program, as well as the Menlo Park Senior Center. Linda and Barbara reported that they have spoken with Drennan Shelton about the Toll Credit funding match for 2013 applicants. The good news is that with this cycle there are no matching requirements as there has been in the past. The Federal program will fund 100% of the vehicle cost.

C. EDUCATION COMMITTEE

Maureen reviewed the topics covered at the December Education Committee Meeting. Maureen welcomed Marie Violet, who is the newest member of Education Committee.

Maureen discussed the outreach strategy for 2013. The target audiences are made up of prospective locations, where two-person presentations will be given. The presenters will work through talking points, with time for members of the audience to ask questions. The objective is to raise awareness of and participation on the PCC and the committees. Maureen proposed a sample presentation be given before the PCC to obtain feedback, prior to getting started in outreach events. Dr. Settles clarified that the Fact Sheet being prepared for the outreach activities would include information about RediCoast services.

The next Education Committee Meeting will be March 12, immediately following the PCC meeting.

D. EXECUTIVE COMMITTEE

Mike reported that the next Executive Committee Meeting would be in February. Mike will share the date, once it has been selected.

CONSUMER CORPS REPORT

Linda reported on the changes to the Consumer Corps Form (on page 9 in the packet) and Letter (on page 10 in the packet) that have been prepared. Linda pointed out that a few questions have been added to the form, as well as the sequence of questions has been placed in a more appropriate order. Linda added that the formatting has been updated, to make the forms easier to read and complete. Question 11 a. and b. have been changed to reflect if the rider could see or obtain a comment card. She discussed question 12, where riders can describe their experience more clearly.

Nancy asked if the font size could be increased to 12 point on the form and the questions spread over two pages, to make it easier to read. Maureen suggested adding a header, wider margins, bigger font size, and Arial font style for the Consumer Corps Letter to match the suggested updates to the form.

Aki suggested eliminating the type of vehicle for question #10. Aki asked if two trips could be combined onto one form, in order to save paper. Dale pointed out that the types of vehicles that are in service and those listed in question #10 are not the same. He asked if the list of vehicles could be re-arranged into one line on the form to save space. The other option is to have three vehicle choices on the form: Redi-Wheels vehicle, RediCoast vehicle, and taxi.

Nancy asked if it is important to distinguish between RediCoast and Redi-Wheels vehicles. Tina reported that it is useful when she is collecting data to know if the vehicle is a taxi or Redi-Wheels vehicle. Nancy and Dale pointed out that RediCoast riders are not distinguished on the form from Redi-Wheels consumers using services. Michal added that she is working to recruit RediCoast Consumer Corps members, to reflect their use of paratransit services, but it is off-putting for prospective Consumer Corps members who do not see RediCoast mentioned on the form.

Diane commented that the change in font from normal to bold and then from normal to italicized is difficult for readers with visual impairments to read. Maureen observed that the question and answer spaces on the form were italicized and not aligned left-to-right. Erin and Linda reported that the final product will be read-only, so that the document formatting will not change when readers and users download it onto their computers.

Aki also asked if questions #8 and #9 were necessary. Tina reported that the question is important because it is used to determine if it meets the time standard for rides both above and below 20 miles in length. Maureen noted that complaints should be submitted through another process. Maureen asked why comments are solicited but not acted upon. She asked if it would be more useful to provide Consumer Corps members with resources to provide compliments and complaints through the use of Redi-Wheels Comment Cards. Text for the Consumer Corp form was proposed to be, "For general complaints or commendations, please fill out a Comment Card."

Tina encouraged riders to ask for Comment Cards when using Redi-Wheels, even if they are not visible. Tina noted that riders who were given Comment Cards automatically by the taxi drivers shared that they feel pressured to complete the cards. Aki asked if taxis could have signs reminding riders to ask for cards. Tina noted that taxis are not exclusive ride providers for Redi-Wheels, so they will not always have Comment Cards visible because not every person taking a taxi is a Redi-Wheels consumer. Stephanie asked if it would be possible in the next quarter to pull data about riders using taxis. She was curious to find out if riders had many complaints about the taxi rides, as compared to riders using Redi-Wheels vehicles.

Linda stated that the purpose of the Consumer Corps Form is to have non-statistical trip information from Redi-Wheels consumers to compare with the data collected by SamTrans and reported by Tina. RediCoast consumers are not separately counted in the data Tina collects, she confirmed.

Linda solicited feedback about the Consumer Corps letter, in addition to noting that in the final document drafts, the font size on the Consumer Corps Form will match that in the Consumer Corps letter. Barbara suggested adding a line providing the 1-800 phone number and URL for Redi-Wheels Comment Cards. The Consumer Corps Form should direct riders to the sources for a Redi-Wheels Comment Card because comments on the Consumer Corps forms will not receive a response.

Tina pointed out that the letter would have to be tailored for new and existing members because not all riders will receive coupon books with the letter. The text of the letter will

have to be changed from, "If you filled out X number of forms, then you will be entitled to Consumer Corps."

Nancy requested one more opportunity to review the documents before the final drafts are printed and distributed to the Consumer Corps members. Mike would like to emphasize the new IVR information provided in the letter. Mike asked about how to connect the Night Before call on the Form with the information in the letter.

Due to the lengthy discussion of the new Consumer Corps materials, Linda asked to postpone the Consumer Corps Quarterly Report until the February PCC Meeting. All in attendance agreed to this arrangement.

SAM TRANS/REDI-WHEELS REPORT

A. OPERATIONAL REPORT

Tina thanked Stephanie for being on the Appeals Board this Thursday.

Tina reported that the IVR is making Night-Before calls with over a 95% success rate.

B. PERFORMANCE SUMMARY

Tina reported that November 2012 and November 2011 ridership and average weekday ridership are very similar. Late Cancels and No-Shows are down slightly from 1.3% to 1.1%. On-Time Performance is lower and did not meet the standard. MV is implementing several strategies, including changes to Trapeze, to improve On-Time Performance. Tina confirmed that ridership was down during the holiday season.

Mike thanked Tina for updating the MOPS definitions. Barbara noted the data is slightly higher for Operator No-Shows. Tina noted that this might be due to the drop in productivity. Lynn explained that a change in On-Time Performance might cause a change in the Operator No-Show data. Lynn will research this issue and report back to the group.

C. CUSTOMER COMMENTS

Elly reported that Comments by Category, in both categories, decreased from October to November 2012. Service and response time have increased. Overall average response time is also longer, but is still within the seven-day limit.

In Comments by Type, complaints have decreased and missed trips have increased. Missed trips comments are mostly attributed to late pickups and confusion about pickup locations.

Michal asked if seasonal weather impacts changes in pickup times with people going to the airport and traveling to places that aren't their usual locations. Aki asked about what constitutes an "early vehicle." Elly explained that vehicles are designated as such when they are more than 10 minutes early for a scheduled pick-up time. Nancy asked about the statistics for Missed Trips being high, at 6 for November. Elly reiterated that she did investigate the situation to clarify what caused such a significant increase.

SAFETY REPORT

Lynn reported no accidents. Three drivers received \$300 gift cards each in the drawing. Lynn is looking forward to holding a drawing every 90 days to improve safety. Some parameters of Trapeze are being adjusted to work toward improving On Time Performance. Diane shared that all of her rides have been on time in the last couple of months.

LIAISON REPORTS

A. MTC REPORT

No report.

B. AGENCY

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

C. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal reported that the most recent Coast-Side Meeting was on Dec. 19, 2012. Michal thanked Tina for sending get well soon cards to members Zoe and Bill, who were ill, but who usually attend Coastsides Meetings. Tina and Paul were present at the meeting to provide updates from Redi-Wheels and SamTrans.

This was the first meeting since the Redi-Coast continuation service contract was secured. Michal reported that riders are very happy with the services provided by MV.

5310 grants were also discussed with no interest generated about groups participating from the coast. Michal reported that the transition to union regulation of the drivers is going well and RediCoast continues to provide personalized services for consumers.

The new 2013 schedule is now available, where one agency will host all of the upcoming meetings on March 20, July 17, and Oct 16. Santos will coordinate the Christmas Caroling again in 2013. Dale and Diane thanked MV, Lynn, Michal, and Santos for providing transportation for the Christmas Caroling Event.

D. EFFICIENCY REVIEW COMMITTEE (ERC)

Aki reported that ERC has not met, but will meet again on Tuesday, February 5th, 2013. A no-show panel is scheduled for this month.

E. COMMISSION ON AGING (COA) REPORT

No report.

F. COMMISSION ON DISABILITY (COD) REPORT

No report.

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

Shayla thanked everyone for allowing her to participate in the process to represent CID. She is one of three new staff at CID and is very excited to serve on the PCC. She encouraged those interested in participating in the counselor program to contact Maisoon Sahouria.

Shayla shared that there is an Olmstead Event in Berkeley on Feb. 7 and 8. The Access Now Regional Power Summit is being held in Berkeley and three other locations throughout California. The event is designed for participants to strategize about access advocacy. Registration for the event is only \$10.00, which covers the cost of the food for both days. Shayla offered to share electronic versions of the announcement to aid in distribution to interested parties.

H. DEPARTMENT OF REHABILITATION

No report.

OTHER BUSINESS

Linda reported that the Consumer Corps Quarterly Report would be presented at the February PCC meeting.

The MV Appreciation Party will be on February 12, 2013. The PCC Meeting will be at 4:00 p.m. that day, with the party starting at 6:00 p.m. Lynn has committed to providing a generous donation to purchase raffle prizes. Lynn reminded everyone that taxis are providing rides, instead of MV drivers, due to the time of the event.

The next PCC Meeting is going to be Tuesday, February 12, 2013 at 4:00 p.m.

MEETING ADJOURNED: 3:27 p.m.

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL
Advocacy /Legislative (AL-Com) Committee Meeting
MEETING MINUTES
JANUARY 2, 2013

ATTENDANCE

MEMBERS PRESENT: Stephanie Hill, AL-Com Chair; Mike Levinson, PCC Chair; Tina Dubost, SamTrans.

ABSENT: Dale Edwards, Consumer; Aki Eejima, Consumer; Diane Griffith, Consumer.

GUESTS: Elly Colwell, SamTrans; Linda Rhine, Nelson\Nygaard; Enrique Silvas, SamTrans; Maria Kozak, Consumer; Erin Swartz, PCC Staff; Lynn Spicer, MV Transportation.

(TOTAL ATTENDANCE: 9) QUORUM—NO

WELCOME/INTRODUCTION

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

APPROVAL OF OCTOBER AL-COM MINUTES

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

LEGISLATIVE UPDATE

Linda reported that SSI, Medicare, and other services might impact our riders.

Mike reported that work on the underground portion of the San Francisco Central Subway is taking place from 4th and Brannan to Union Square.

Linda reported Proposition 30 to increase sales tax is going into effect today.

LOCAL ADVOCACY ISSUES—OPEN DISCUSSION

Mike inquired about dialysis subscription trip coverage by Redi-Wheels. Mike asked if users with subscription trips receive night before reminder calls from the IVR system. Tina confirmed that dialysis and other subscription trips are not given NB calls, even if the pick-up time is changed 10 minutes. Lynn added that riders using subscriptions are advised to confirm their pick-up times in advance because they can change.

Maria shared that she requested a pick-up time @ 8:45 a.m., but the NB call did not specify the pick-up time. Maria contacted dispatch and was given a pick-up time of 8:26 a.m., Maria confirmed the time again the morning of the trip with dispatch. Linda reiterated that Maria's NB call was incomplete as it was for a drop-off, instead of a pick-up. Additionally, Maria received a different pick-up time than she requested. Lynn confirmed that Maria could contact reservations during business hours, to have the staff review the recorded message. Lynn will follow up on Maria's experience. Maria noted

that the reservationists are very polite and she is very pleased with her service. Stephanie requested an update from Lynn for the next AI-Com Meeting.

Stephanie and Lynn discussed how customers with speech difficulties should work with reservations and dispatch staff who have difficulty understanding them.

Maria also posed a question about how to cancel a will call service request, in order to avoid a late cancel. Lynn and Tina confirmed that riders would be able to avoid a late cancel as long as their status remained will call and the rider had not been given a pick-up time.

Mike requested more information about the PCC ticket policy for members. Tina responded that the records need to be maintained to show that booklets distributed are used for PCC business only. Tina and Linda confirmed that PCC members fill out a form, showing their name, date, and type of business and submit the form to Erin once the ticket book is completed. Erin passes the forms on to Tina for record-keeping purposes. Mike requested clarification about how the individual PCC member tracks their usage. Mike discussed timing issues when one book is finished and he has not received the new book yet. Mike asked if it is possible to request a new ticket book early, to make sure that he has enough tickets on hand at all times.

Maria requested an update about imminent arrival calls to users, noting that her experience during the beta testing time was very helpful. Tina reported that the imminent arrival call accuracy would need to improve before it can be implemented. Tina noted that SamTrans is working with the vendor to address this issue. Stephanie asked if beta testing can be revisited after the troubleshooting has been completed with the Trapeze vendor.

OTHER BUSINESS

Linda reported that she received an email from Nancy today regarding promotion of the AI-Com. Nancy's email noted that sharing the Committee's full name and purpose with Aging and Adult Services Commission on Aging and Commission on Disabilities might raise participation and awareness. Stephanie suggested that AI-Com contact the San Mateo County Adult and Aging Services and senior centers to forward AI-Com's information to their contacts. Linda and Mike noted that information could be sent out every quarter, in advance to the AI-Com Meeting.

Stephanie asked if taxi riders will get an imminent arrival call and Tina confirmed that when the system is active, riders will receive an imminent arrival call based on their scheduled pick up time. Tina noted that it is cost-prohibitive to install real-time pick-up information in the taxis. Tina confirmed that riders have to pay when they board the vehicle.

Mike shared that it would be useful for riders receiving imminent arrival calls to be told the type of vehicle being sent to pick them up. Tina and Henry reported that the software specifications do not include the capability to convey this information in IVR calls and that the vehicles do not have the hardware to interface with the trapeze software used by reservations.

Tina noted that the focus of IVR at this time is increasing the accuracy of the ETA's for IVR calls. Mike asked if this emphasis would preclude the inclusion of the information he is seeking at a future date, once the IVR call accuracy is increased. Mike requested further consideration of this idea. Tina agreed to discuss this idea with Bill when he returns and emphasized that taxis are scheduled separately from the IVR calls.

Maria asked if there was a protocol for will call ride requests. Tina reported that the intent of a will call is to avoid leaving riders stranded. Tina reminded that will call is based on the next available vehicle which could lead to a substantial wait for the customer. Linda clarified that it is up to the consumer to decide whether to schedule a return ride. Tina noted that in the system currently being used, the return trip has to be scheduled at the same time as the pick-up trip.

Stephanie shared a personal experience about needing a will call ride, after realizing that her scheduled return trip time was too early. Tina, Linda, and Stephanie agreed that it might be necessary to formalize the policy regarding riders' use of will call ride requests. Maria shared that riders learn about the policies as they review the user guide and use Redi-Wheels and become familiar with the services provided.

COMPLAINT REVIEW COMMITTEE—OPEN DISCUSSION

Tina shared information collected by the Complaint Review Committee. Compliments are the most common type of comment. SamTrans provided over 67,000 rides from September to November 2012. Customer Error, the second largest group of comments, indicates that the customer is in error or that there is not enough information to make a determination about the comment type.

Linda inquired about comments categorized as "Service Requests." Tina and Elly clarified what types of inquiries and comments would fall into this category, such as riders giving a general comment or suggestion about the services provided.

The next meeting will be held on April 2, 2013.

MEETING ADJOURNED: 2:57 P.M.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

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

Total District Modes – 95,653, an increase of 3.8 percent.

Bus – 39,620, a decrease of 2.2 percent.

Paratransit – 988, a decrease of 1.2 percent.

Caltrain – 45,110, an increase of 9.0 percent.

Caltrain Shuttles – 7,695, an increase of 3.4 percent.

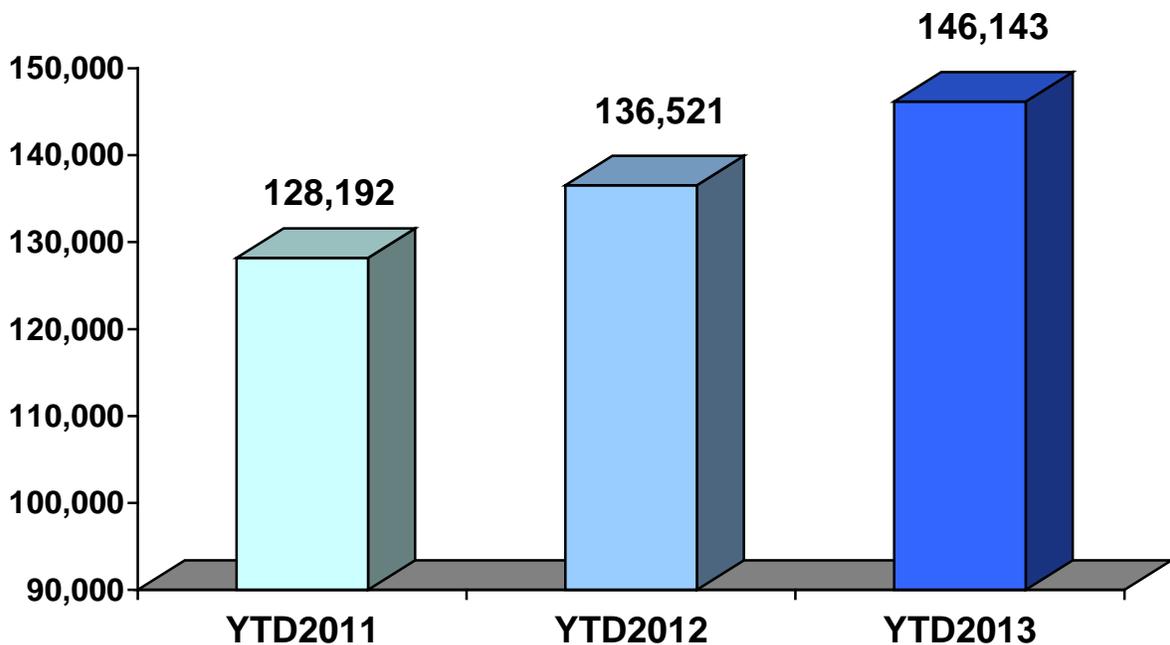
BART Shuttles – 2,230, an increase of 21.3 percent.

Table A
Average Weekday Ridership

January 2013				<u>FY2012/FY2013</u>
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	44,250	40,520	39,620	-2.2%
Paratransit	1,027	1,010	998	-1.2%
Caltrain	37,350	41,370	45,110	9.0%
Caltrain Shuttle	5,374	7,440	7,695	3.4%
BART Shuttle	1,980	1,839	2,230	21.3%
Total	89,981	92,179	95,653	3.8%
BART Extension (No Daly City)	35,766	39,776	42,336	6.4%
Grand Total	125,747	131,955	137,989	4.6%

Year to Date				<u>FY2012/FY2013</u>
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	42,130	42,070	40,750	-3.1%
Paratransit	1,076	1,057	1,047	-0.9%
Caltrain	39,520	42,760	47,850	11.9%
Caltrain Shuttle	5,199	6,903	8,247	19.5%
BART Shuttle	2,037	1,810	2,175	20.2%
Total	89,962	94,599	100,070	5.8%
BART Extension (No Daly City)	38,230	41,922	46,073	9.9%
Grand Total	128,192	136,521	146,143	7.0%

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 January for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – JANUARY 2013 COMPARED TO JANUARY 2012

All District Modes – 2,497,165, an increase of 6.4 percent.

Bus – 1,022,200, an increase of 0.5 percent.

Paratransit – 25,029, an increase of 4.4 percent.

Caltrain – 1,232,310, an increase of 10.9 percent.

Caltrain Shuttles – 169,584, an increase of 8.4 percent.

BART Shuttles – 48,042, an increase of 23.6 percent.

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

All District Modes – 17,933,213 an increase of 6.0 percent.

Bus – 7,243,690, a decrease of 2.6 percent.

Paratransit – 178,110, a decrease of 0.2 percent.

Caltrain – 8,959,790, an increase of 11.9 percent.

Caltrain Shuttles – 1,234,062, an increase of 20.3 percent.

BART Shuttles – 317,561, an increase of 18.1 percent.

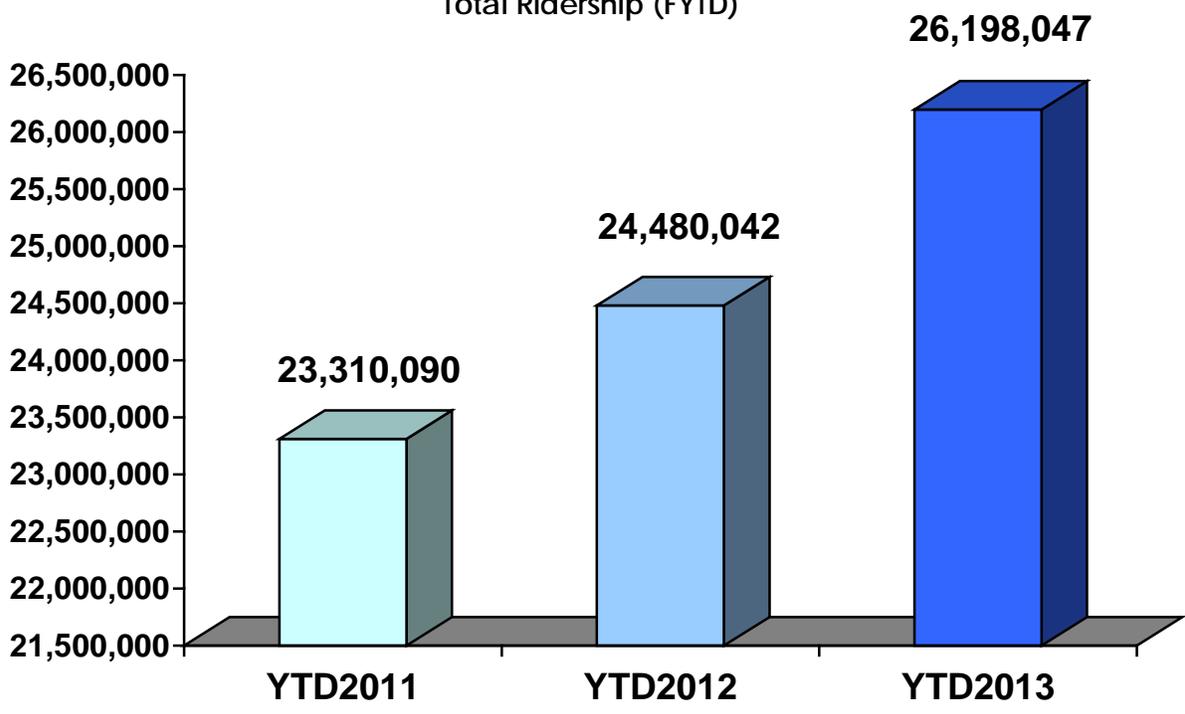
**Table B
Total Ridership**

January 2013				<u>FY2012/FY2013</u>
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	1,127,180	1,017,140	1,022,200	0.5%
Paratransit	24,635	23,982	25,029	4.4%
Caltrain	990,790	1,111,420	1,232,310	10.9%
Caltrain Shuttle	110,230	156,377	169,584	8.4%
BART Shuttle	40,712	38,879	48,042	23.6%
Total	2,293,547	2,347,798	2,497,165	6.4%
BART Extension (No Daly City)	904,459	1,007,879	1,078,582	7.0%
Grand Total	3,198,006	3,355,677	3,575,747	6.6%

<u>Weekdays per Month</u>	21	21	22
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Year to Date				<u>FY2012/FY2013</u>
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	7,808,200	7,437,740	7,243,690	-2.6%
Paratransit	184,826	178,413	178,110	-0.2%
Caltrain	7,309,600	8,009,740	8,959,790	11.9%
Caltrain Shuttle	763,341	1,026,098	1,234,062	20.3%
BART Shuttle	291,638	268,911	317,561	18.1%
Total	16,357,605	16,920,902	17,933,213	6.0%
BART Extension (No Daly City)	6,952,485	7,559,140	8,264,834	9.3%
Grand Total	23,310,090	24,480,042	26,198,047	7.0%

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – JANUARY 2013

Your Ticket to Ride – As a way to reach current and future customers to make them aware of the many ways to pay for their bus ride and the discounts available, SamTrans ran an ad in the *Examiner's Spotlight San Mateo County* insert. The *Examiner* complemented our front page teaser ad and interior bigger ad by using a photograph of a SamTrans bus at one of its new shelters. The paper also ran an advertorial about the various ways to pay: cash, token, Day Pass and Monthly Pass. SamTrans also issued a news release and used social media to get the message out.

Connecting with Customers – The county seat was the latest location for the *Connecting with Customers* campaign. A team of bilingual employees greeted customers at the Redwood City Transit Center, adjacent to Sequoia Station. A unique attraction was the SamTrans minibus. The employee team thanked customers for riding SamTrans and answered questions. They also provided information about upcoming events or service changes, such as the Jan. 13 schedule adjustments. *Connecting with Customers* began in September and will run monthly through May. Locations already visited include East Palo Alto, Pacifica, Serramonte Center (Daly City) and Hillsdale Shopping Center (San Mateo). Information about the events is distributed via social media and SamTrans publications and also is available online (www.samtrans.com/customers).

Route ECR – Promotions for the rookie route continued in January with exterior bus and bus shelter advertisements. These will run through February. The weekend route, which travels along El Camino Real from Daly City to Palo Alto about every 20 minutes, continues to attract new riders.

Rider's Digest – The January issue of *Rider's Digest* was released. The newsletter provides a summary in English and Spanish of route schedule changes. The newsletter and changes were communicated to customers with an onboard notice, onboard announcement, web postings, social media and a news release. SamTrans reviews and adjusts its schedules three times a year in response to traffic impacts, customer travel patterns and other variables that may impact the service customers receive. The issue also listed the date of the next system schedule change, June 16.

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
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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 Administrative Building
Bacciocco Auditorium - Second Floor
1250 San Carlos Ave., San Carlos, CA

WEDNESDAY, MARCH 13, 2013 – 2:20 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of February 13, 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
FEBRUARY 13, 2013

Committee Members Present: S. Harris (Committee Chair), K. Matsumoto, A. Tissier

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

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

Committee Chair Shirley Harris called the meeting to order at 2:49 p.m.

Approval of Minutes of Legislative Committee Meeting of January 9, 2013

The Committee approved the minutes (Lloyd/Tissier).

Approval of 2013 Legislative Program

Director of Government and Community Affairs Seamus Murphy said staff is recommending the Board approve the 2013 Legislative Program (Program). The Program is structured broadly to accommodate the range of issues the San Mateo County Transit District (District) will be taking positions on and to anticipate issues that might come up. If there are issues outside the Program, staff will bring them back to the Board before any action is taken. The Program is organized to achieve three primary objectives: maintain and enhance State and Federal funding opportunities, seek a regulatory environment that streamlines project delivery and maximizes the District's ability to meet public transportation service demands, and reinforce and expand programs that build and incentivized public transportation ridership.

Mr. Murphy said the State issues encompass three strategic areas: Budget and Transportation Funding opportunities, which will include efforts to reduce the voter threshold for approval of local transportation revenues, the allocation of cap and trade revenues and the normal budget process to ensure the funds the District expects to receive at the State level are delivered, Transportation Operations and Project Delivery regulations, which will include any proposed changes to California Environmental Quality Act, implementation of the Federal Moving Ahead for Progress in the 21st Century (MAP-21) program, and Caltrain Modernization, which includes a number of activities related to Caltrain Modernization and High Speed Rail in order to deliver the funds associated with the funding plan approved by the nine-party MOU.

Mr. Murphy said Federal issues include MAP-21 implementation, surface transportation reauthorization and climate change and livability regulations.

Director Zoe Kersteen-Tucker said last week she heard a great interview with Communications Manager, Jayme Ackemann on the radio and would like to know when these types of things are going to happen.

Director Jeff Gee asked if the District is included in State Constitutional Amendment (SCA) 3, lowering the threshold from 60 percent to 55 percent. Mr. Murphy said no, but there are three other bills on the Senate side that have the same effect for transportation projects.

Chair Jerry Deal asked if staff could keep the Board apprised on what they can do on funding opportunities.

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

Update on the State and Federal Legislative Program

State

Mr. Murphy said the governor's budget had no surprises. The amount statewide for transit operating assistance is 12 percent lower than last year because the funds are tied directly to the sale of diesel fuel. He said on the capital side the governor is proposing to appropriate \$480 million in Proposition 1B money for transit. The other funding is the Cap and Trade revenues and the governor is projecting \$600 million will be available through auctions this year and next. These funds are planned for appropriation in the governor's May budget revision.

Adjourned: 3:00 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

State Senator Michael Rubio announced his resignation on February 22, which lowers the Democratic majority in the Senate below the 27 members needed to achieve a two-thirds supermajority. There are now three vacant seats in the Senate that will be filled by special election this Spring. Voter registration in all three Districts leans Democratic.

Legislation

February 22 was the deadline to introduce legislation. Staff is currently reviewing all transportation-related bills and will take positions that are consistent with the Board's approved 2013 State and Federal Legislative Program. To date, action has been taken on the following bills:

- AB 8 and SB 11 – Would reauthorize state and regional air quality improvement programs and associated revenues including programs identified as part of the Bay Area High Speed Rail Early Investment funding plan
- SCA 4 and SCA 8 – Would reduce the voter threshold requirement for local transportation projects from two-thirds to 55 percent

- SB 557 – Would specify that \$705 million in appropriated Proposition 1A funds will be directed toward electrification and modernization along the Caltrain corridor and cannot be transferred to other sections of the State’s high-speed rail project. Specifies that no improvements beyond the Blended System will be considered without approval from all nine parties to the Bay Area High Speed Rail Early Investment Memorandum of Understanding.

FEDERAL ISSUES

Nothing to report.

Prepared By: Seamus Murphy, Community and Government
Affairs Director

650.508.6388

San Mateo County Transit District State Legislative Matrix 2/25/2013

Bill ID/Topic	Location	Summary	Position
<p>AB 8 Perea D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY T RANS. 1/14/2013 - Referred to Coms. on TRANS. and NAT. RES.</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program.</p> <p>This bill would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the state board to aggregate and make available to the public, no later than January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state, as specified. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
AB 12 Cooley D State government: Administrative Procedure Act: standardized regulatory impact analyses.	ASSEMBLY A. & A.R. 1/24/2013 - Referred to Com. on A. & A.R.	<p>The Administrative Procedure Act governs the procedures for the adoption, amendment, or repeal of regulations by state agencies and for the review of those regulatory actions by the Office of Administrative Law. Existing law requires each state agency to prepare a standardized regulatory impact analysis with respect to the adoption, amendment, or repeal of a major regulation, as defined that is proposed on or after November 1, 2013. Existing law requires the Department of Finance and the office, from time to time, to review the standardized regulatory impact analyses for adherence to regulations adopted by the department.</p> <p>This bill would instead require the Department of Finance and the office to annually review the standardized regulatory impact analyses for adherence to the regulations adopted by the department. This bill contains other related provisions and other existing laws.</p>	
AB 18 Pan D Individual health care coverage.	ASSEMBLY PRINT 12/4/2012 - From printer. May be heard in committee January 3.	<p>The Federal Patient Protection and Affordable Care Act (PPACA) enacts various health care coverage market reforms that take effect January 1, 2014. PPACA requires each health insurance issuer that offers health insurance coverage in the individual or group market in a state to accept every employer and individual in the state that applies for that coverage and to renew that coverage at the option of the plan sponsor or the individual. PPACA prohibits a group health plan and a health insurance issuer offering group or individual health insurance coverage from imposing any preexisting condition exclusion with respect to that plan or coverage. PPACA allows the premium rate charge by a health insurance issuer offering small group or individual coverage to vary only by family composition, rating area, age, and tobacco use, as specified, and prohibits discrimination against individuals based on health status.</p> <p>This bill would state the intent of the Legislature to enact legislation that would reform the individual health care coverage market consistent with the PPACA.</p>	
AB 25 Campos D Employment: social media.	ASSEMBLY JUD. 1/24/2013 - Referred to Coms. on JUD. and P.E.,R. & S.S.	<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. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
AB 26 Bonilla D California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.	ASSEMBLY PRINT 12/4/2012 - From printer. May be heard in committee January 3.	<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.</p> <p>This bill would make a technical, non-substantive change to this provision.</p>	
AB 37 Perea D Environmental quality: California Environmental Quality Act: record of proceedings.	ASSEMBLY NAT. RES. 1/14/2013 - Referred to Com. on NAT. RES.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require, until January 1, 2017, the lead agency, at the request of a project applicant, 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.</p>	
AB 41 Buchanan D Kindergarten-University Public Education Facilities Bond Act of 2014.	ASSEMBLY PRINT 1/7/2013 - Read first time.	<p>The California Constitution prohibits the Legislature from creating a debt or liability that singly or in the aggregate with any previous debts or liabilities exceeds the sum of \$300,000, except by an act that (1) authorizes the debt for a single object or work specified in the act, (2) has been passed by a 2/3 vote of all the Members elected to each house of the Legislature, (3) has been submitted to the people at a statewide general or primary election, and (4) has received a majority of all the votes cast for and against it at that election.</p> <p>This bill would state the intent of the Legislature to enact legislation that would create the Kindergarten-University Public Education Facilities Bond Act of 2014, a state general obligation bond act that would provide funds to construct and modernize education facilities, to become operative only if approved by the voters at the next statewide general election, and to provide for the submission of the bond act to the voters at that election.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 44 Buchanan D Subletting and Subcontracting Fair Practices Act: bidding practices.</p>	<p>ASSEMBLY B.,P. & C.P. 1/31/2013 - Referred to Com. On B.,P. & C.P.</p>	<p>The Subletting and Subcontracting Fair Practices Act requires the entity taking bids for the construction of any public work or improvement to specify that any person making a bid or offer to perform the work shall, in his or her bid or offer, include specified information, including the name and location of the place of business of each subcontractor who will perform work or labor or render service to the prime contractor in or about the work or improvement.</p> <p>This bill would the remove the requirement that the location of each subcontractor's business be included in the bid or offer and instead require that the California contractor license number of each subcontractor be provided.</p>	
<p>AB 116 Bocanegra D Land use: subdivision maps: expiration dates.</p>	<p>ASSEMBLY L. GOV. 1/18/2013 - Referred to Coms. on L. GOV. and H. & C.D.</p>	<p>The Subdivision Map Act vests the authority to regulate and control the design and improvement of subdivisions in the legislative body of a local agency, and sets forth procedures governing the local agency's processing, approval, conditional approval or disapproval, and filing of tentative, final, and parcel maps, and the modification thereof. The act generally requires a subdivider to file a tentative map or vesting tentative map with the local agency, as specified, and the local agency, in turn, to approve, conditionally approve, or disapprove the map within a specified time period. The act requires an approved tentative map or vesting tentative map to expire 24 months after its approval, or after an additional period of time prescribed by local ordinance, not to exceed 12 months. However, the act extends the expiration date of certain approved tentative maps and vesting tentative maps, as specified.</p> <p>This bill would extend by 24 months the expiration date of any approved tentative map or vesting tentative map that has not expired as of the effective date of this act and will expire prior to January 1, 2016. By adding to the procedures that local agency officials must follow, 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 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 153 Bonilla D</p> <p>California Global Warming Solutions Act of 2006: offsets.</p>	<p>ASSEMBLY NAT. RES. 1/31/2013 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2014, 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.</p>	
<p>AB 160 Alejo D</p> <p>California Public Employees' Pension Reform Act of 2013: exceptions.</p>	<p>ASSEMBLY P.E.,R. & S.S. 1/31/2013 - Referred to Com. on P.E.,R. & S.S.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act, as specified. Among other things, PEPRA prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost, as defined, for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement.</p> <p>This bill would except from PEPRA, by excepting from the definition of public retirement system, certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law.</p>	
<p>AB 162 Holden D</p> <p>Land use: housing element.</p>	<p>ASSEMBLY PRINT May be heard in committee February 23.</p>	<p>The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. That law requires the housing element to contain, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. That law further requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified.</p> <p>This bill would make technical, non-substantive changes to that law.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 164 Wieckowski D</p> <p>Infrastructure financing.</p>	<p>ASSEMBLY L. GOV. 1/31/2013 - Referred to Com. on L. GOV.</p>	<p>Existing law permits a governmental agency to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and may lease to, private entities, for specified types of fee-producing infrastructure projects. Existing law requires certain provisions to be included in the lease agreement between a governmental agency undertaking an infrastructure project and a private entity, as specified.</p> <p>This bill would require a lease agreement between a governmental agency undertaking an infrastructure project and a private entity to include performance bonds as security to ensure the completion of the construction of the facility and payment bonds to secure the payment of claims of laborers, mechanics, and material men employed on the work under contract.</p>	
<p>AB 168 Wilk R</p> <p>Local government finance: vehicle license fee revenues: allocations.</p>	<p>ASSEMBLY PRINT 1/25/2013 - . May be heard in committee February 24.</p>	<p>The Vehicle License Fee Law establishes, in lieu of any ad valorem property tax upon vehicles, an annual license fee for any vehicle subject to registration in this state. Under existing law, the Controller is required to allocate vehicle license fee revenues in the Motor Vehicle License Fee Account according to a specified order, with moneys allocated on or after July 1, 2004, but before July 1, 2011, first to the County of Orange, next to each city and county meeting specified criteria, and on or after July 1, 2011, to the Local Law Enforcement Services Account in the Local Revenue Fund, for allocation to cities, counties, and cities and counties.</p> <p>This bill would make technical, non-substantive changes to these provisions.</p>	
<p>AB 179 Bocanegra D</p> <p>Public transit: electronic transit fare collection systems: disclosure of personal information.</p>	<p>ASSEMBLY TRANS. 1/31/2013 - Referred to Com. on TRANS.</p>	<p>Existing law prohibits a transportation agency from selling or providing personally identifiable information of a person obtained through the person's participation in an electronic toll collection system or use of a toll facility that uses an electronic toll collection system. Existing law, with certain exceptions, requires a transportation agency to discard personally identifiable information after 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. The bill would require transportation agencies that obtain personally identifiable information of a person from electronic toll collection or electronic transit fare collection systems to discard that information after 6 months, as specified. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 185 Hernández, Roger D</p> <p>Open and public meetings: televised meetings.</p>	<p>ASSEMBLY L. GOV. 2/7/2013 - Referred to L. GOV.</p>	<p>The Ralph M. Brown Act requires that an audio or video recording of an open and public meeting made at the direction of a local agency is subject to inspection pursuant to the California Public Records Act and may be erased or destroyed 30 days after the recording. Existing law requires that any inspection of an audio or video recording shall be provided without charge on equipment made available by the local agency.</p> <p>The bill would provide that an audio or video recording of an open and public meeting made at the direction of a local agency may be erased or destroyed 2 years after the recording.</p>	
<p>AB 204 Wilk R</p> <p>Vehicles: green vehicles: fees.</p>	<p>ASSEMBLY PRINT May be heard March 2.</p>	<p>Existing law establishes the Department of Motor Vehicles. Existing law provides for the registration of vehicles by the Department of Motor Vehicles, including the imposition of various fees and requirements in connection with registration.</p> <p>This bill would express the intent of the Legislature to enact legislation to impose a fee in conjunction with registration on green vehicles to address the costs of those vehicles using public roads and highways.</p>	
<p>AB 205 Pan D</p> <p>Public employees' retirement: pension fund management.</p>	<p>ASSEMBLY P.E.,R. & S.S. 2/7/2013 - Referred to Com. on P.E.,R. & S.S.</p>	<p>The County Employees Retirement Law of 1937 authorizes counties to establish retirement systems, as specified, in order to provide pension benefits to county, city, and district employees. The California Constitution confers upon the retirement boards of public retirement systems plenary authority and fiduciary responsibility for the investment of moneys of those systems. Existing law authorizes the Board of Administration of the Public Employees' Retirement System and the Teachers' Retirement Board of the State Teachers' Retirement System, consistent with their fiduciary duties and the standard for prudent investment, to prioritize investment in an in-state infrastructure project over a comparable out-of-state infrastructure project.</p> <p>This bill would extend the authorization to prioritize investment in an in-state infrastructure project, as described above, to the board of retirement or the board of investments of a retirement system established pursuant to the County Employees Retirement Law of 1937.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 206 Dickinson D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY TRANSPORTATION 2/7/2013 - Referred to Com. on TRANSPORTATION.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle.</p> <p>This bill would authorize the Sacramento Regional Transit District to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. 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.</p>	
<p>AB 210 Wieckowski D</p> <p>Transactions and use taxes: County of Alameda.</p>	<p>ASSEMBLY GOVERNMENT 2/7/2013 - Referred to Com. on LEGISLATION and REV. & TAX.</p>	<p>Existing law authorizes the County of Alameda to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5% that, in combination with other specified taxes, exceeds the combined rate of all these taxes that may be imposed, if certain requirements are met, including a requirement that the ordinance proposing the transactions and use tax be submitted to, and approved by, the voters on a certain date. Existing law repeals this authority on January 1, 2014, if the ordinance is not approved by the voters on that date.</p> <p>This bill would extend the authority of the County of Alameda to impose the transactions and use tax for countywide transportation programs until January 1, 2017 conditioned, upon prior voter approval.</p>	
<p>AB 220 Ting D</p> <p>Vehicles: low emissions: financial incentives.</p>	<p>ASSEMBLY PRINT 2/5/2013 - May be heard in committee March 7.</p>	<p>Existing law requires the Department of Motor Vehicles to make available for issuance, for a specified fee, distinctive decals, labels, and other identifiers that clearly distinguish specified vehicles from other vehicles, including, but not limited to, a vehicle that meets California's super ultra-low emission vehicle (SULEV) standard for exhaust emissions and the federal inherently low-emission vehicle (ILEV) evaporative emission standard, as defined.</p> <p>This bill would state the intent of the Legislature to enact legislation to develop and implement a policy consisting of financial incentives to promote the purchase of certain low-emission vehicles.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 229 John A. Pérez D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>ASSEMBLY L. GOV. 2/15/2013 - Referred to Com. on L. GOV.</p>	<p>Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to division of taxes and 2/3 voter approval. Existing law authorizes the legislative body to, by majority vote, initiate proceedings to issue bonds for the financing of district projects by adopting a resolution, subject to specified procedures and 2/3 voter approval. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, which may not be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area. Existing law, the Polanco Redevelopment Act, authorizes a redevelopment agency to take any action that the agency determines is necessary and consistent with state and federal laws to remedy or remove a release of hazardous substances on, under, or from property within a project area, whether the agency owns that property or not, subject to specified conditions. Existing law also declares the intent of the Legislature that the areas of the district created be substantially undeveloped, and that the establishment of a district should not ordinarily lead to the removal of dwelling units.</p> <p>This bill would authorize the creation of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. The bill would authorize the legislative body of a city to dedicate any portion of its funds received from the Redevelopment Property Tax Trust Fund to the district, if specified criteria are met. The bill would authorize a city to form a district to finance a project or projects on a former military base, if specified conditions are met. This bill contains other related provisions.</p>	
<p>AB 266 Blumenfield D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY TRANSPORTATION 2/21/2013 - Referred to Com. on TRANSPORTATION.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2015, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime.</p> <p>This bill would extend the operation of those provisions to January 1, 2025, or until the Secretary of State receives that specified notice. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 278 Gatto D</p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>ASSEMBLY NAT. RES. 2/21/2013 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 (the act), establishes the State Air Resources Board (state board) as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations.</p> <p>This bill would require the state board, in determining the carbon intensity of fuels under the Low Carbon Fuel Standard regulations or another scoring system, to consider specified matters.</p>	
<p>AB 284 Quirk D</p> <p>Energy: Road to 2050 Board.</p>	<p>ASSEMBLY NAT. RES. 2/21/2013 - Referred to Coms. on NAT. RES. and U. & C.</p>	<p>Existing law establishes the State Energy Resources Conservation and Development Commission and vests the commission with various authorities and duties regarding energy-related issues.</p> <p>This bill would require the commission to convene the Road to 2050 Board consisting of representatives from specified entities. The bill would require the board to undertake specified studies regarding the achievement of a goal of reducing greenhouse gas emissions by 80% of the 1990 emissions level by 2050. The bill would require the board to conduct a review and provide a full public accounting of energy efficiency programs, alternative energy programs, and alternative fuel programs administered by the members of the board. The bill would require the board to make the accounting available on a publicly available Internet Web site and would require the board to submit to the Legislature the accounting, and a report on the findings of the studies.</p>	
<p>AB 294 Holden D</p> <p>Infrastructure financing districts: use of incremental property tax revenue.</p>	<p>ASSEMBLY PRINT 2/12/2013 - From printer. May be heard in committee March 14.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, 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 authorize an infrastructure financing district to utilize the Educational Revenue Augmentation Fund (ERAF) portion of incremental tax revenue. The bill would require an infrastructure financing district that proposes to utilize the ERAF portion of incremental tax revenue to include that intention in the financing plan, and prior to adopting a resolution authorizing the first debt issuance utilizing the ERAF share, obtain and submit an economic analysis to the California Infrastructure and Economic Development Bank for review and approval, as specified.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 313 Frazier D</p> <p>Vehicles: electronic wireless communications devices: prohibitions.</p>	<p>ASSEMBLY PRINT 2/13/2013 - From printer. May be heard in committee March 15.</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>	
<p>AB 317 Hall D</p> <p>Transportation: state highways.</p>	<p>ASSEMBLY PRINT 2/13/2013 - May be heard in committee March 15.</p>	<p>Existing law requires the California Transportation Commission to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program process, consistent with estimated available funding. Existing law sets forth specified program categories for which funds made available for transportation capital improvement projects may be programmed and expended.</p> <p>This bill would make a non-substantive change to these provisions.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 380 Dickinson D</p> <p>California Environmental Quality Act: notice requirements</p>	<p>ASSEMBLY PRINT 2/15/2013 - From printer. May be heard in committee March 17.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would additionally require the above mentioned notices to be filed with both the Office of Planning and Research and the county clerk and be posted by county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, this bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation periods specified by CEQA does not commence until the notices are actually posted for public review by the county clerk or is available in the online database, whichever is later. The bill would require the notice of determination to be filed solely by the lead agency.</p>	
<p>AB 410 Jones-Sawyer D</p> <p>Public employee health benefits: enrollment.</p>	<p>ASSEMBLY PRINT 2/19/2013 - From printer. May be heard in committee March 21.</p>	<p>Existing law requires the Board of Administration of the Public Employees' Retirement System (PERS) to administer the Public Employees' Medical and Hospital Care Act (PEMHCA). PEMHCA further grants the board the power to approve health benefit plans and contract with carriers offering health benefit plans. Under PEMHCA, an employee or annuitant may enroll in a health benefit plan approved or maintained by the board either as an individual or for self and family.</p> <p>This bill would permit an annuitant who reinstates from retirement under PERS for employment by the state or a contracting agency and who subsequently retires again on or after January 1, 2014, to enroll in a health benefit plan under PEMHCA as an annuitant of the employer from which he or she first retired, upon meeting specified conditions, including that the person's subsequent retirement occurs within 120 days after separation of employment or the person is subject to disability retirement, as specified, the person had at least 5 years of credited service for the employer from which he or she first retired or qualifies for a contribution payable by an employer under disability retirement, and that the person is not eligible for a postretirement health benefit contribution from the employer from which he or she subsequently retires.</p>	

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State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 416 Gordon D</p> <p>California Air Resources Board: Local Emission Reduction Program.</p>	<p>ASSEMBLY PRINT 2/19/2013 - From printer. May be heard in committee March 21.</p>	<p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources.</p> <p>This bill would create the Local Emission Reduction Program and would require money to be available from the general fund, upon appropriation by the Legislature, for purposes of providing grants to develop and implement greenhouse gas emission reduction projects in the state. The bill would require the state board to award moneys under the program to eligible recipients, as specified, and would permit the state board to give consideration to the ability of a project to, among other things, create local job training and job creation benefits and provide opportunities to achieve greenhouse gas emission reduction in ways that increase localized energy resources.</p>	
<p>AB 417 Frazier D</p> <p>Environmental quality: California Environmental Quality Act: bicycle transportation plan.</p>	<p>ASSEMBLY PRINT 2/19/2013 - From printer. May be heard in committee March 21.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency 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 requires the lead agencies to make specified findings in an EIR.</p> <p>This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified, and would also require a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with OPR and the county clerk. This bill would require OPR to post specified information on its Internet Web site.</p>	
<p>AB 441 Patterson R</p> <p>High-Speed Rail Authority: contracts.</p>	<p>ASSEMBLY PRINT 2/20/2013 - From printer. May be heard in committee March 22.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more.</p>	

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Bill ID/Topic	Location	Summary	Position
AB 453 Mullin D Sustainable communities.	ASSEMBLY PRINT 2/20/2013 - From printer. May be heard in committee March 22.	<p>The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative measure approved by the voters at the November 7, 2006, statewide general election, makes about \$5,400,000,000 in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. Existing law establishes the Strategic Growth Council and appropriated \$500,000 from the funding provided by the initiative to the Natural Resources Agency to support the council and its activities. The council is required to manage and award grants and loans to a council of governments, metropolitan planning organization, regional transportation planning agency, city, county, or joint powers authority for the purpose of developing, adopting, and implementing a regional plan or other planning instrument to support the planning and development of sustainable communities.</p> <p>This bill would make a local agency formation commission eligible for the award of financial assistance for those planning purposes.</p>	
AB 463 Logue R High-Speed Rail Authority: contracts.	ASSEMBLY PRINT 2/20/2013 - From printer. May be heard in committee March 22.	<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>	
AB 466 Quirk-Silva D Public transportation: local transportation fund.	ASSEMBLY PRINT 2/20/2013 - May be heard in committee March 22.	<p>Existing law provides for the allocation by the designated transportation planning agency of funds in a county's local transportation fund derived from 1/4% of the sales tax to transit operators for public transportation purposes and, in certain cases, to cities and counties for street and road purposes. Existing law defines "transportation planning agency" for these purposes.</p> <p>This bill would make a non-substantive change to this definitional provision.</p>	

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Bill ID/Topic	Location	Summary	Position
AB 481 Lowenthal D High-speed rail.	ASSEMBLY PRINT 2/20/2013 - From printer. May be heard in committee March 22.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions and authorizations relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority. The bill would require payments for leases or other conveyances of property controlled by the authority to be deposited with the authority for use in development, improvement, and maintenance of the high-speed rail system. This bill contains other related provisions and other existing laws.</p>	
AB 493 Daly D Toll facilities.	ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.	<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 July 6, 2016.</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 July 6, 2016.</p>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 515 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</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 provide for at least 2 CEQA compliance court districts within the state, with the appropriate boundaries for the districts and locations for seating CEQA compliance courts to be determined by rule of court. The bill would establish a CEQA compliance court in every district, consisting of at least 3 judges. The bill would require the Governor to appoint judges to the CEQA compliance court based upon their expertise in CEQA and related land use and environmental laws, so that those judges will be able to hear and quickly resolve those actions or proceedings. The bill would require the Chief Justice of California to designate one of the judges of each CEQA compliance court district as the presiding judge of that district. The bill would give the CEQA compliance court jurisdiction over actions or proceedings involving CEQA, as well as joined matters involving related land use and environmental laws. The bill would provide that decisions of the CEQA compliance court may be appealed only to the Supreme Court. The bill would require the CEQA compliance court to issue a preliminary decision before the opportunity for oral argument is granted. If the CEQA compliance court finds that a determination of a public agency violated CEQA, the bill would require that the court order specify what action taken by the public agency was in error.</p>	
<p>AB 519 Logue R</p> <p>Working hours: meal periods.</p>	<p>ASSEMBLY PRINT 2/21/2013 - May be heard in committee March 23.</p>	<p>Existing law, subject to certain exceptions, prohibits an employer from requiring an employee to work more than 5 hours per day without providing a meal period and, notwithstanding that provision, authorizes the Industrial Welfare Commission to adopt a working condition order permitting a meal period to commence after 6 hours of work if the commission determines the order is consistent with the health and welfare of affected employees. Existing law exempts employees in certain occupations from these provisions.</p> <p>This bill would make technical, non-substantive changes to the above provisions.</p>	
<p>AB 528 Lowenthal D</p> <p>State Rail Plan.</p>	<p>ASSEMBLY PRINT May be heard in committee March 23.</p>	<p>Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially for submission to the Legislature, Governor, and specified entities. The plan consists of 2 elements, a passenger rail element and a freight rail element, and sets forth various items that are required to be included in each element.</p> <p>This bill would make a non-substantive change to these provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 529 Lowenthal D</p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</p>	<p>Existing law establishes the Biennial Inspection of Terminals Program 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 imposes certain fees on a motor carrier of property, and requires that the Department of the California Highway Patrol recommend that the Department of Motor Vehicles suspend or revoke a motor carrier's permit if it determines that the motor carrier failed to pay specified fees.</p> <p>This bill would declare the intent of the Legislature to enact legislation to streamline the commercial truck inspection system and to transfer duties relating to the accounting of motor carrier fees to the Department of Motor Vehicles.</p>	
<p>AB 541 Daly D</p> <p>Buses: illuminated advertising: University of California, Irvine.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2019, the University of California, Irvine (university) to operate a pilot program similar to the one operated by the City of Santa Monica. The bill would request that the university submit a report by July 1, 2018, on the viability of advertisement sales relating to illuminated signs on public buses to the Legislature. This bill contains other related provisions and other existing laws.</p>	
<p>AB 543 Campos D</p> <p>California Environmental Quality Act: translation.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</p>	<p>Existing law, 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 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 any notice, document, or executive summary required by the act when the impacted community has a substantial number of non-English-speaking people, as specified. By requiring a lead agency to translate these writings, this bill would impose a state-mandated local program.</p>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 572 Atkins D</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</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 state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.</p> <p>This bill, for purposes of determining the viability of incentivizing greenhouse gas emissions reductions through increased energy efficiency, would require the state board, in consultation with the State Energy Resources Conservation and Development Commission, to identify and evaluate the energy efficiency investments of at least one large-scale building development project that the state board determines will likely provide a significant low-cost opportunity for greenhouse gas emissions reductions through investment in energy efficient measures that are more stringent than applicable building code standards.</p>	
<p>AB 574 Lowenthal D</p> <p>State highways: relinquishment.</p>	<p>ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.</p>	<p>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law also provides for the commission to relinquish state highway segments to local agencies that have been deleted from the state highway system by legislative enactment, and in certain other cases.</p> <p>This bill would generally authorize the California Transportation Commission to relinquish any portion of a state highway or related facility within a county or city to that county or city, subject to an agreement between the department and the local agency, without requiring a legislative enactment deleting the state highway segment from the state highway system. The bill would also require the department to expeditiously consider and respond to each request it receives from a city or county relative to an agreement relating to the proposed relinquishment of a state highway segment within the jurisdiction of the entity making the request, and would require the department, from time to time, to recommend to the Legislature any revisions to the statutory descriptions of state highway routes occasioned by relinquishments approved by the commission. The bill would make other related changes.</p>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
AB 600 Bonta D Heavy-duty vehicles: smoke emissions.	ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.	<p>Existing law requires the State Air Resources Board to adopt regulations requiring owners or operators of heavy-duty diesel motor vehicles to perform regular inspections of their vehicles for excessive emissions of smoke.</p> <p>This bill would make a technical, non-substantive change to this provision.</p>	
AB 603 Cooley D Public contracts: design-build.	ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.	<p>Existing law provides for a Design-Build Demonstration Program that allows for a local transportation entity to utilize the design-build method of procurement for a specified amount of projects for local and state projects. Existing law defines "local transportation entity" as a designated transportation authority, a consolidated agency, the Santa Clara Valley Transportation Authority, any other local or regional transportation entity that is designated as a regional transformation agency. Existing law subjects both local and state projects to specified procedural requirements to qualify as a design-build project. Existing law repeals these provisions on January 1, 2014.</p> <p>This bill would include in the definition of a local transportation entity a city, county, city and county, and a joint powers authority. This bill would only apply the specified procedural requirements to the state design-build projects. This bill would delete the repeal date. This bill would also authorize the Capital Southeast Connector Joint Powers Authority to use design-build procurement, as specified. This bill makes findings regarding the need for special legislation.</p>	
AB 616 Bocanegra D Local public employee organizations: dispute: fact-finding panel.	ASSEMBLY PRINT 2/21/2013 - From printer. May be heard in committee March 23.	<p>Existing law requires the governing body of a public agency, or such boards, commissions, administrative officers, or other representatives as may be properly designated by law or by such governing body, to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law provides that an employee organization may request that the parties' differences be submitted to a fact-finding panel, as specified.</p> <p>This bill would make non-substantive changes to that provision.</p>	
AB 662 Atkins D Local government: infrastructure financing districts.	ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.	<p>Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to the division of taxes and voter approval requirements. Existing law prohibits an infrastructure financing district from including any portion of a redevelopment project area. Existing law, effective February 1, 2012, dissolved all redevelopment agencies and community development agencies and provides for the designation of successor agencies, as specified.</p> <p>This bill would delete the prohibition on infrastructure financing district including any portion of a redevelopment project area.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 664 Williams D</p> <p>Gold Coast Transit District.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit services.</p> <p>This bill would create the Gold Coast Transit District in the County of Ventura. The bill would provide that the jurisdiction of the district would initially include the Cities of Oxnard, Ventura, Port Hueneme, and Ojai and the unincorporated areas of the County of Ventura. The bill would authorize other cities in the County of Ventura to subsequently join the district. The bill would dissolve the existing joint powers agency known as Gold Coast Transit, and would create the district, on July 1, 2014. The bill would provide for the transfer of assets from Gold Coast Transit to the district, and would provide for the member agencies of the district to claim transit funds under the Transportation Development Act on behalf of the district. The bill would provide for a governing board and would specify voting procedures for the taking of certain actions by the board. The bill would specify the powers and duties of the district to operate transit services, and would authorize the district to seek voter approval of tax measures and to issue revenue bonds. The bill would enact other related provisions. By imposing requirements on the district and affected local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>AB 667 Hernández, Roger D</p> <p>Land use: development project review.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>The Permit Streamlining Act within the Planning and Zoning Law requires the lead agency that has the principal responsibility for approving a development project, as defined, to approve or disapprove the project within a specified number of days from the date of certification of an environmental impact report, the date of the adoption of a negative declaration, or the determination by the lead agency that the project is exempt from the California Environmental Quality Act.</p> <p>This bill would make technical, non-substantive changes to those provisions.</p>	
<p>AB 680 Salas D</p> <p>Transportation funds.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>Existing law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Existing law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget.</p> <p>This bill would make non-substantive changes to these provisions.</p>	

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State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 690 Campos D</p> <p>Jobs and infrastructure financing districts: voter approval.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts and instead provide for the creation of jobs and infrastructure financing districts (JIDs) with 55% voter approval. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to non-taxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified. This bill contains other existing laws.</p>	
<p>AB 695 Mansoor R</p> <p>Public employees' health benefits.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>The Public Employees' Medical and Hospital Care Act (PEMHCA), which is administered by the Board of Administration of the Public Employees' Retirement System (PERS), authorizes the board to contract for health benefit plans for employees and annuitants, as defined. PEMHCA requires the state and each employee or annuitant to contribute a portion of the cost of providing the benefit coverage afforded under the approved health benefit plan in which the employee or annuitant is enrolled. Contributions and premiums paid under PEMHCA are deposited in the Public Employees' Health Care Fund and the Public Employees' Contingency Reserve Fund, which are continuously appropriated funds.</p> <p>This bill would make technical, non-substantive changes to a provision of the Public Employees' Medical and Hospital Care Act.</p>	
<p>AB 696 Mansoor R</p> <p>Public employment: pensions.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan, setting the maximum benefit allowable for employees first hired on or after January 1, 2013, as a formula commonly known as 2.5% at age 67 for non-safety members, one of 3 formulas for safety members, 2% at age 57, 2.5% at age 57, or 2.7% at age 57, and 1.25% at age 67 for new state miscellaneous or industrial members who elect to be in Tier 2. Under PEPRA, the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in certain other provisions.</p> <p>This bill would make technical, non-substantive changes to this provision.</p>	

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State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 730 Alejo D Monterey-Salinas Transit District.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>Existing law creates the Monterey-Salinas Transit District to include all of the County of Monterey, with specified powers and duties relative to provision of public transit service. Existing law authorizes the district to issue bonds under the Revenue Bond Law of 1941, payable from revenues of any facility or enterprise to be acquired or constructed by the district. Under that law, issuance of revenue bonds generally requires voter approval, unless an exemption is provided.</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. The bill would make other related changes.</p>	
<p>AB 741 Brown D Local government finance: tax equity allocation formula: qualifying cities.</p>	<p>ASSEMBLY PRINT 2/22/2013 - May be heard in committee March 24.</p>	<p>Existing property tax law requires the auditor of each county with qualifying cities, as defined, to make certain property tax revenue allocations to those cities in accordance with a specified Tax Equity Allocation (TEA) formula established in a specified statute and to make corresponding reductions in the amount of property tax revenue that is allocated to the county.</p> <p>This bill would, commencing with the 2012-13 fiscal year and each fiscal year thereafter, increase the allocation of property tax revenues under a new TEA formula, as specified, for qualifying cities, as defined. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 749 Gorell R</p> <p>Public-private partnerships.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</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 delete the reference to the Public Infrastructure Advisory Commission established by the Business, Transportation and Housing Agency. The bill would instead create a new Public Infrastructure Advisory Commission, with 12 members, of which 5 would be appointed by the Governor, 3 by the Senate Committee on Rules, and 2 by the Speaker of the Assembly. In addition, the Treasurer and the Director of General Services, or their representatives, would serve on the commission. The bill would assign additional duties to the commission, including a requirement for the commission to make a determination for each agreement submitted to it relative to whether the public-private partnership procurement method is suitable for the project, or whether another procurement method should be used, as specified. This determination would be binding on the department or regional transportation agency. The bill would require the commission to establish best practices for public-private partnerships, and to identify other state departments that would benefit from similar contracting authority. The bill would authorize the commission to charge a fee for certain of these new duties. The bill would also extend the operation of the provisions governing public-private partnerships from January 1, 2017, to January 1, 2019.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 863 Torres D</p> <p>Transit projects: environmental review process.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>Existing federal law authorizes the United States Secretary of Transportation to enter into an agreement with a state under which the state assumes the responsibilities of the secretary with respect to federal environmental review and clearance under the National Environmental Policy Act of 1969 (NEPA) with respect to one or more transportation projects, as specified. Existing law, until January 1, 2017, authorizes the Department of Transportation, for transportation projects under its jurisdiction, to assume those responsibilities for federally funded surface transportation projects subject to NEPA. Existing law provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of those responsibilities, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.</p> <p>This bill would authorize the department to assume similar responsibilities for federal review and clearance under NEPA for a transit project, as defined, that is subject to NEPA. The bill would provide that the State of California consents to the jurisdiction of the federal courts in that regard, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.</p>	
<p>ACA 6 Gatto D</p> <p>Initiatives: constitutional amendments: voter approval.</p>	<p>ASSEMBLY PRINT 2/12/2013 - May be heard in committee March 14.</p>	<p>Existing provisions of the California Constitution provide for the electors to propose amendments to the Constitution by initiative and to adopt or reject them. Any proposed initiative measure submitted to the voters becomes effective if it is approved by a majority of votes cast.</p> <p>This measure would increase the vote requirement from a majority to 55% of the votes cast for the electors to amend the Constitution by an initiative measure, except that this measure would permit the electors to repeal a previously adopted initiative or legislative amendment to the Constitution, including certain subsequent amendments to that constitutional amendment, by an initiative measure passed by a majority vote.</p>	
<p>ACA 8 Blumenfield D</p> <p>Local government financing: voter approval.</p>	<p>ASSEMBLY PRINT 2/14/2013 - From printer. May be heard in committee March 16.</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.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 1 Steinberg D</p> <p>Sustainable Communities Investment Authority.</p>	<p>SENATE G. & F. 1/10/2013 - Referred to Coms. on GOV. & F. and T. & H.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies.</p> <p>This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 7 Steinberg D</p> <p>Public works: charter cities.</p>	<p>SENATE L. & I.R. 2/19/2013 - From committee with author's amendmen ts. Read second time and amended. Re-referred to Com. on L. & I.R.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law defines "public works" to include, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds, and street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state, or of any political subdivision or district thereof, whether the political subdivision or district operates under a freeholder's charter or not.</p> <p>This bill would prohibit a charter city from receiving or using state funding or financial assistance for a construction project if the city has a charter provision or ordinance that authorizes a contractor to not comply with prevailing wage provisions on any public works contract. The bill would, except as specified, prohibit a charter city from receiving or using state funding or financial assistance for a construction project for up to 2 calendar years if the city has, after January 1, 2014, awarded a public works contract without requiring the contractor to comply with prevailing wage provisions. This bill would authorize charter cities to receive or use state funding or financial assistance if the city has adopted a local prevailing wage ordinance that includes requirements that are equal to or greater than the state's prevailing wage requirements, as specified. This bill would exclude contracts for projects of \$25,000 or less for construction work, or projects of \$15,000 or less for alteration, demolition, repair, or maintenance work. This bill would require the Director of Industrial Relations to maintain a list of charter cities that may receive and use state funding and financial assistance for their construction projects.</p> <p>Last Amended on 2/19/2013</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 11 Pavley D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>SENATE T. & H. 2/21/2013 - Set for hearing April 2.</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program.</p> <p>This bill would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the state board to aggregate and make available to the public, no later than January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state, as specified. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 13 Beall D</p> <p>Public employees' retirement benefits.</p>	<p>SENATE AP PR. 2/12/2013 - From committee: Do pass and re-refer to Com. on APPR.</p>	<p>The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) and the Teachers' Retirement Law establishes the State Teachers' Retirement System for the purpose of providing pension benefits to specified public employees. Existing law also establishes the Judges' Retirement System II which provides pension benefits to elected judges and the Legislators' Retirement System which provides pension benefits to elective officers of the state other than judges and to legislative statutory officers. The County Employees Retirement Law of 1937 authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county, city, and district employees.</p> <p>This bill would correct an erroneous cross-reference in the above provision and would instead specify that the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in other provisions for non-safety and safety members. The bill would clarify the application of PEPR to employees who were employed prior to January 1, 2013, who have service credit in a different retirement system. The bill would authorize a public retirement system to adopt regulations and resolutions in order to modify its retirement plan or plans to conform with PEPR. Last Amended on 2/6/2013</p>	
<p>SB 18 Hernandez D</p> <p>Individual health care coverage.</p>	<p>SENATE RLS . 1/10/2013 - Referred to Com. on RLS.</p>	<p>Existing federal law, the federal Patient Protection and Affordable Care Act (PPACA) enacts various health care coverage market reforms that take effect January 1, 2014. Among other things, PPACA requires each health insurance issuer that offers health insurance coverage in the individual or group market in a state to accept every employer and individual in the state that applies for that coverage and to renew that coverage at the option of the plan sponsor or the individual. PPACA prohibits a group health plan and a health insurance issuer offering group or individual health insurance coverage from imposing any preexisting condition exclusion with respect to that plan or coverage. PPACA allows the premium rate charge by a health insurance issuer offering small group or individual coverage to vary only by family composition, rating area, age, and tobacco use, as specified, and prohibits discrimination against individuals based on health status.</p> <p>This bill would state the intent of the Legislature to enact legislation that would reform the individual health care coverage market consistent with the PPACA. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 24 Walters R</p> <p>Public employees' retirement: benefit plans.</p>	<p>SENATE P.E. & R. 1/10/2013 - Referred to Com. on P.E. & R.</p>	<p>Existing law regulates state and local public retirement systems and generally requires public employees who are new members, as defined, of those systems, on and after January 1, 2013, to participate in specified benefit plans. Existing law permits a public employer that, before January 1, 2013, offers a defined benefit pension plan that provides a defined benefit formula with a lower benefit factor at normal retirement age, and results in a lower normal cost, than the defined benefit formula required for new employees on and after January 1, 2012, to continue to offer that defined benefit formula and excepts the employer from specified requirements regarding pensionable compensation. Existing law requires, in the case of these plans, if a new defined benefit formula is adopted on or after January 1, 2013, that the formula meet certain requirements and, among other things, be approved by the Legislature. Existing law prescribes the same requirements for a retirement benefit plan that consists solely of a defined contribution plan if the employer, on or after January 1, 2013, adopts a new defined benefit pension plan or defined benefit formula, as specified.</p> <p>This bill would eliminate the requirement that the Legislature approve the changes in the instances described above. This bill would also authorize a local agency public employer or public retirement system that offers a defined benefit pension plan to offer a benefit formula with a lower benefit factor at normal retirement age and that result in a lower normal cost than the benefit formulas that are currently required, for purposes of addressing a fiscal necessity.</p>	
<p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>SENATE G. & F. 1/10/2013 - Referred to Com. on GOV. & F.</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.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 34 Rubio D</p> <p>Greenhouse gas: carbon capture and storage.</p>	<p>SENATE E.Q. . 2/15/2013 - From committee with author's amendmen ts. Re- referred to Com. on E.Q.</p>	<p>Existing law requires the Division of Oil, Gas, and Geothermal Resources of the Department of Conservation to regulate the construction and operation of oil, gas, and geothermal wells. Pursuant to existing federal law, the federal Underground Injection Control (UIC) program, the United States Environmental Protection Agency delegated responsibility to the division to regulate class II wells, which are wells that use injections for, among other things, enhanced recovery of oil or natural gas. The federal UIC program implements regulations that apply to class VI wells, which include wells used for geologic sequestration of carbon dioxide under specific circumstances.</p> <p>This bill, upon the adoption by the State Air Resources Board of a final methodology for carbon capture and storage projects seeking to demonstrate geologic sequestration of greenhouse gases, specifically would require the division to regulate carbon dioxide enhanced oil recovery projects that seek to demonstrate carbon sequestration under various laws providing for the reduction of greenhouse gas emissions. This bill contains other related provisions and other existing laws. Last Amended on 2/15/2013</p>	
<p>SB 39 De León D</p> <p>Energy: school facilities: energy efficiency upgrade projects.</p>	<p>SENATE ED. 1/10/2013 - Referred to Coms. on ED. and E., U., & C.</p>	<p>The California Clean Energy Jobs Act, an initiative measure enacted by voters at the November 6, 2012, statewide general election, establishes the Clean Energy Job Creation Fund and requires moneys in the fund to be available for appropriation during specified fiscal years for, among other things, the purposes of funding energy efficiency projects in school facilities.</p> <p>This bill would enact the Clean Energy Employment and Student Advancement Act of 2013 and would require the Office of Public School Construction to establish a school district assistance program to distribute grants, on a competitive basis, for energy efficiency upgrade projects pursuant to the California Clean Energy Jobs Act. The bill would require the office, upon the approval of the State Allocation Board, to award a school district grants for energy efficiency upgrade projects meeting specified criteria. The bill would require the office to give priority applications meeting specified criteria. This bill contains other related provisions.</p>	

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State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
SB 54 Hancock D Retirement: county employees.	ASSEMBLY DESK 2/15/2013 - In Assembly. Read first time. Held at Desk.	<p>The California Public Employees' Pension Reform Act of 2013 requires each county retirement system created pursuant to the County Employees Retirement Law of 1937 to use a retirement formula commonly known as 2.5% at 67 years of age for non-safety members first hired on or after January 1, 2013, except that a lower retirement formula may be used as specified. The County Employees Retirement Law of 1937 authorizes the Alameda County Board of Supervisors to provide service retirement allowances for general members based on one of 2 formulas commonly known as the 2% at 57 years of age formula or the 1.64% at 57 years of age formula.</p> <p>This bill would authorize the Alameda County Board of Supervisors to adopt a resolution that would provide service retirement allowances based on a formula commonly known as the 2% at 65 years of age formula for general members hired after approval of the resolution, as specified. This bill contains other related provisions. Last Amended on 2/13/2013</p>	
SB 56 Roth D Local government finance.	SENATE RLS . 1/17/2013 - Referred to Com. on RLS.	<p>Existing law required, on and after July 1 2004, and before July 1, 2011, that a specified portion of the motor vehicle license fee revenues deposited to the credit of the Motor Vehicle License Fee Account in the Transportation Tax Fund be allocated first to the County of Orange and next to each city and county meeting specified criteria, including each city that was incorporated from unincorporated territory after August 5, 2004. Existing law requires, on or after July 1, 2011, that the same portion of revenues be deposited into the Local Law Enforcement Services Account in the Local Revenue Fund 2011 for allocation to cities, counties, and cities and counties.</p> <p>This bill would state the Legislature's intent to enact legislation that would restore funding to cities that either were incorporated or annexed territory after 2004.</p>	
SB 64 Corbett D Proposition 39: implementation.	SENATE RLS . 1/24/2013 - Referred to Com. on RLS.	<p>The California Clean Energy Jobs Act, an initiative approved by the voters at the November 6, 2012, statewide general election as Proposition 39, made changes to corporate income taxes and, except as specified, provides for the transfer of \$550,000,000 annually from the General Fund to the Clean Energy Job Creation Fund for 5 fiscal years beginning with the 2013-14 fiscal year. Moneys in the Clean Energy Job Creation Fund are available, upon appropriation by the Legislature, for purposes of funding eligible projects that create jobs in California improving energy efficiency and expanding clean energy generation. Existing law provides for the allocation of these funds for eligible projects at public school facilities, university and college facilities, and other public buildings and facilities, as well as job training and workforce development, and public-private partnerships, as specified. This bill would state the intent of the Legislature to install clean energy at public schools, universities, and colleges, and at other public buildings and facilities consistent with the California Clean Energy Jobs Act.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
SB 110 Steinberg D California Transportation Commission: guidelines.	SENATE T. & H. 1/24/2013 - Referred to Com. on T. & H.	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p>	
SB 123 Corbett D Environmental and Land-Use Court.	SENATE JU D. 1/31/2013 - Referred to Com. on JUD.	<p>Existing law establishes a statewide system of courts with a superior court of one or more judges in each county. 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 require the presiding judge of each superior court to establish an environmental and land-use division within the court to process civil proceedings brought pursuant to the California Environmental Quality Act or in specified subject areas, including air quality, biological resources, climate change, hazards and hazardous materials, land use planning, and water quality. The bill would require the Judicial Council, by rule of court, to identify statutes in those specified areas that would be within the jurisdiction of the environmental and land-use court division. The bill would require the Judicial Council, by rule of court, to establish appropriate standards and protocols for the environmental and land-use court division to accomplish the objectives of consistency, expediency, and expertise, including educational requirements and other qualifications for specialized judges assigned to the division.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 124 Corbett D</p> <p>Public contracts: bid preferences: clean energy.</p>	<p>SENATE E. U., & C. 1/31/2013 - Referred to Coms. on E., U., & C. and G.O.</p>	<p>Existing law imposes various requirements with respect to contracting by state agencies and the Trustees of the California State University. Existing law requires state agencies and to the Trustees of the California State University to use a competitive bidding process when contracting for goods and services. However, existing law allows a public agency to award an energy service contract if the governing body determines it is in the best interest of the agency and costs will be reduced, as specified.</p> <p>This bill would require state agencies and the Trustees of the California State University that accept bids or proposals for a contract for the purchase or installation of a clean energy device, technology, or system, as defined, to provide a 5% preference to a bidder that certifies that all of the parts of the clean energy device, technology, or system to be installed have been manufactured or assembled in the state, in accordance with specified criteria. This bill would authorize a public agency, including, but not limited to, the Trustees of the California State University, to award a contract based on the fact that a clean energy device, technology, or system was manufactured or assembled in the state if the contract is an energy service contract determined to be in the best interest of the public agency.</p>	
<p>SB 142 DeSaulnier D</p> <p>Public transit.</p>	<p>SENATE G. & F. 2/7/2013 - Referred to Com. on GOV. & F.</p>	<p>Existing law provides for creation of one or more special benefit districts within a transit district or rapid transit district relative to the issuance of bonds to be repaid through special assessments levied on property within the special benefit district, or certain zones within the special benefit district, with the proceeds of the bonds to be used for specified transit improvements. Existing law enacts similar provisions applicable to a municipal transit system owned by a city or city and county.</p> <p>This bill would repeal all of these provisions.</p>	
<p>SB 165 Walters R</p> <p>Public Employees' Retirement System: membership: exclusions.</p>	<p>SENATE RLS . 2/14/2013 - Referred to Com. on RLS.</p>	<p>The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS), which provides a defined benefit to its members based on age at retirement, service credit, and final compensation. Existing law defines "member" for purposes of PERL and excludes certain people from membership in PERS.</p> <p>This bill would make technical, non-substantive changes to these provisions.</p>	
<p>SB 167 Gaines R</p> <p>Environmental quality: California Environmental Quality Act.</p>	<p>SENATE RLS . 2/14/2013 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on a project, as defined, 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.</p> <p>This bill would make technical, non-substantive changes to those provisions.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 203 Pavley D</p> <p>Local transportation funds: Ventura County.</p>	<p>SENATE T. & H. 2/21/2013 - Referred to Com. on T. & H.</p>	<p>Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of each county for allocation, as directed by the transportation planning agency, for various transportation purposes. Existing law specifies the allowable uses for local transportation funds, and generally requires these funds to be used for transit purposes in urban counties, while in counties with a population under 500,000 as of the 1970 census and certain other counties, these funds may also be used for local streets and roads, if the transportation planning agency finds that there are no unmet transit needs or no unmet transit needs that are reasonable to meet, and for other specified purposes.</p> <p>This bill would repeal the provisions specifically relating to Ventura County and the expenditure of local transportation funds there. This bill contains other existing laws.</p>	
<p>SB 230 Knight R</p> <p>Local transportation funds: performance audits.</p>	<p>SENATE RLS 2/21/2013 - Referred to Com. on RLS.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for this purpose.</p> <p>This bill would correct an obsolete cross-reference in this definition of operating costs.</p>	
<p>SB 232 Monning D</p> <p>Private employment: public transit employees.</p>	<p>SENATE L. & I.R. 2/21/2013 - Referred to Com. on L. & I.R.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified.</p> <p>This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
SB 286 Yee D Vehicles: high-occupancy vehicle lanes.	SENATE PRI NT 2/15/2013 - From printer. May be acted upon on or after March 17.	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2015, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime.</p> <p>This bill would extend the operation of those provisions to January 1, 2018, or until the Secretary of State receives that specified notice. By extending a crime that otherwise would be repealed, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
SB 469 Corbett D Public contracts: local agencies: public transit vehicles.	SENATE PRI NT 2/22/2013 - May be acted upon on March 24.	<p>Existing law establishes various bidding requirements for local agencies entering into construction contracts. This bill would require a local authority awarding a procurement contract for the purchase of a public transit vehicle to give a 10 percent preference to any bidder that agrees that all vehicles to be purchased under the contract are to be manufactured within the State of California.</p> <p>This bill would also state that this is an issue of statewide concern.</p>	
SCA 3 Leno D Taxation: educational entities: parcel tax.	SENATE G. & F. 2/7/2013 - Referred to Coms. on GOV. & F. and E. & C.A.	<p>The California Constitution generally conditions the imposition of a special tax by a city, county, or special district, including a school district, upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax.</p> <p>This measure would alternatively condition the imposition, extension, or increase of a parcel tax, as defined, by a school district, community college district, or county office of education upon the approval of 55% of its voters voting on the proposition, if the proposition meets specified requirements. This measure would also make conforming changes to related provisions.</p>	
SCA 4 Liu D Local government transportation projects: special taxes: voter approval.	SENATE G. & F. 2/14/2013 - Referred to Coms. on GOV. & F. and RLS.	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	

**San Mateo County Transit District
State Legislative Matrix 2/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>SCA 6 DeSaulnier D</p> <p>Initiative measures: funding source.</p>	<p>SENATE E. & C.A. 2/7/2013 - Referred to Com. on E. & C.A.</p>	<p>The California Constitution provides that the electors may propose statutes or amendments to the state Constitution through the initiative process by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution and is certified to have been signed by a certain number of electors.</p> <p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale, or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.</p>	
<p>SCA 8 Corbett D</p> <p>Transportation projects: special taxes: voter approval.</p>	<p>SENATE G. & F. Referred to Coms. on GOV. & F. and RLS.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	
<p>SCA 9 Corbett D</p> <p>Local government: economic development: special taxes: voter approval.</p>	<p>SENATE G. & F. 2/7/2013 - Referred to Coms. on GOV. & F. and E. & C.A.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	
<p>SCA 11 Hancock D</p> <p>Local government: special taxes: voter approval.</p>	<p>SENATE G. & F. Referred to Coms. on GOV. & F. and E. & C.A.</p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property.</p> <p>This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	



BOARD OF DIRECTORS 2013

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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

AGENDA

PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, MARCH 13, 2013- 2:30 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of February 13 2013
2. Adoption of SamTrans Title VI Standards and Policies

INFORMATIONAL

3. Update on the SamTrans Service Plan
4. Capital Projects Quarterly Status Report – 2nd 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
FEBRUARY 13, 2013**

Committee Members Present: A. Lloyd (Committee Chair), C. Groom, R. Guilbault

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

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

Committee Chair Art Lloyd called the meeting to order at 3:00 p.m.

Approval of Minutes of Planning, Development and Sustainability Committee Meeting of January 9, 2013

The Committee approved the minutes (Harris/Tissier).

Approval of Transit Sustainability Project Strategic Plan

Executive Officer Planning & Development April Chan said staff presented a draft outline of the Transit Sustainability Project (TSP) Strategic Plan at the January meeting. The adoption of the TSP Strategic Plan is a Metropolitan Transportation Commission (MTC) requirement and resulted from a two-year study to help regional transit operators improve their financial sustainability and attract more riders. The study recommended that each of the seven large Bay Area transit operators adopt a TSP Strategic Plan to achieve a 5 percent real reduction in one of three performance measures, to be achieved by Fiscal Year (FY) 2017. The cost measures are cost per revenue hour, cost per passenger, and cost per passenger mile. Only one measure needs to be chosen and met, not all three. Ms. Chan said after 2017 the cost reduction must be maintained and the growth in any measure is limited to the Consumer Price Index factor. MTC will then tie the funds they administer and allocate to transit operators to the achievement of these goals.

Ms. Chan she wanted to note two corrections in the TSP that was distributed. On page 6, the title of one of the strategies is to revise fare policy to attract more riders, not operators. On page 7, the report states we currently have an enhanced Americans with Disabilities Act Paratransit Certification process and the purpose of that process is to help limit paratransit users to those who are truly eligible, and purpose of this is to help reduce costs.

Ms. Chan said the TSP requires submittal of an annual monitoring plan. Staff is proposing the National Transit Database data be submitted on an annual basis, but it will be presented to the Board for input prior to submittal.

Director Shirley Harris asked what requirement was met. Ms. Chan said staff did not pick a measure as long as one is met.

Director Zoe Kersteen-Tucker said the Board will receive a report yearly to see how the targets are tracked, but she asked if it should be done twice a year to see if everything is on track. General Manager/CEO Michael Scanlon said he will get back to the Board on the issue to see if it is necessary to present twice a year.

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

Update on Title VI Requirements

Planner, Michael Eshleman reported:

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

- Have been used to monitor compliance to Title VI in previous triennial program submissions.
- Service standards include vehicle load, vehicle headway, on-time performance and service availability.
- Service policies include vehicle assignment and transit amenities.
- Proposed schedule:
 - Staff is currently conducting public outreach on proposed Title VI policies.
 - Board approval at the March meeting.
- Public Meeting schedule:
 - February 12 in Pacifica at 6:30 p.m.
 - February 19 in Daly City at 4:40 p.m.
 - February 21 here in this auditorium at 10 a.m.
 - February 25 in East Palo Alto at 6:30 p.m.
- Public Comment is accepted at the public meetings, e-mail, regular mail and phone.

Director Jeff Gee asked if the FTA has been looking at the development of the policies so they are easily approved after submittal. Mr. Eshleman said staff has developed the policies along what other agencies have been doing, receiving input from the public and looked at findings from past equity analyses.

Director Gee asked if there will be two Title VI reviews this year, the triennial review and one for the SamTrans Service Plan (SSP). Mr. Eshleman said the equity analysis being done for the SSP is a focused Title VI effort, specific to the SSP recommendations.

SamTrans Triennial Customer Survey Key Findings

Executive Officer Customer Service and Marketing Rita Haskin reported:

- The final survey report will be on the SamTrans website in March.
- The objective is to determine who our customers are and measure whether SamTrans is meeting their needs.
- In April, another survey will be conducted on passengers' origins and destinations.
- The survey was done in October on 45 weekday routes and 24 weekend routes. Surveys were available in English and Spanish.
- Response rate was 56 percent.
- Sixty-six percent of passengers ride five or more days per week and 70 percent make a round trip.
- Fifty-three percent have been riding for more than three years and 24 percent have been riding for one year or less.
- More than two-thirds have no access to a car.
- A large number of passengers use the bus to commute to work or school.
- Half of the passengers pay with cash and monthly pass use dropped dramatically. Approximately 37 percent of customers use a Clipper Card.
- More than half of customers only need one bus for their trip.
- A large number of customers walk to the bus stop.

- The service received above-average scores across all 11 attributes. The overall experience was rated as 4.21 on a scale of 5 and long-time and frequent riders are more satisfied.
 - Top satisfaction was in availability of information on buses, bus cleanliness, personal security, courtesy of bus operators; the lowest attribute was frequency at 3.64.
- Nearly three-quarters of customers want to receive the information on the bus.
- More than 76 percent of customers have access to the Internet.
- Average passenger age is 35 and females account for half of riders.
- Nearly one-third are employed full-time.
- Forty-one percent had household incomes of less than \$25,000 per year and the average income is \$36,000.
- Seventy-three percent live in San Mateo County and top city of residence is Daly City.
- Eighty-five percent speak English at home.
- More than one-third of customers are Hispanic or Latino.
- Next steps include maintain or increase service quality and information availability, use this information to market service and attract new customers, retain current customers and inform future planning.
- A new bus awareness campaign will be launched in the spring entitled "It's All about the People."

Public Comment

Jerry Grace, San Lorenzo, asked if a survey is done on Caltrain. Ms. Haskin said it will be done on Caltrain next year.

Director Adrienne Tissier said it is nice to see the 18-24 age riders increase and the seniors slightly increasing.

Director Karyl Matsumoto asked why the advertising is not done in Chinese. Ms. Haskin said the primary languages are English and Spanish.

Director Gee asked if there were any questions such as "I would ride the bus more if..." Ms. Haskin said none from this survey, but next year staff is hoping to do a non-rider survey to see why people are not riding and what would they like in order to ride the bus.

Adjourned: 3:41p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development & Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **ADOPTION OF SAMTRANS TITLE VI STANDARDS AND POLICIES**

ACTION

Staff proposes the Committee recommend the Board adopt the five attached policies and standards to ensure SamTrans remains in compliance with Title VI of the Civil Rights Act of 1964.

SIGNIFICANCE

The Federal Transit Administration (FTA) recently published Circular 4702.1B, updating and clarifying requirements for compliance with Title VI of the Civil Rights Act of 1964. Under the new circular, the FTA now requires each large public transportation provider's governing board to approve five standards and policies:

1. System-wide Service Standards
2. System-wide Service Policies
3. Major Service Change Policy
4. Disparate Impact Policy
5. Disproportionate Burden Policy

Staff has developed and finalized a set of these standards and policies for SamTrans fixed-route service. The specific standards and policies are attached to this staff report.

The first two items listed above define service standards and policies to be used when determining and monitoring whether service and amenities are distributed equitably to SamTrans' minority and non-minority routes and facilities. The third item defines "major service change" as a threshold for when SamTrans will conduct a thorough analysis of the potential effects of service changes on protected populations. The last two define thresholds for when a fare change or major service change could result in a "disparate impact" on a minority population or a "disproportionate burden" on a low-income population. The new Federal requirements also necessitate that transit agencies seek public input before Board action on the latter three policies. Staff sought public input in February through four community meetings throughout the service area. Fifteen participants attended these meetings and staff received five comments via the mail, telephone and a dedicated e-mail address (TitleVI@samtrans.com).

Since the new circular was released in October 2012, SamTrans staff has worked closely with legal counsel to ensure the attached standards and policies comply with the new regulations. The Board was first notified of the need to craft policies at the January meeting. Draft standards and policies were brought before the Board in February along with presentations to the Citizens Advisory Committee and the public at-large.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

SamTrans, as a recipient of FTA grant assistance, is required to comply with the Civil Rights Act of 1964 and implementing regulations. Title VI of the Civil Rights Act prohibits recipients of Federal assistance from discriminating based on race, color, or national origin. Certain compliance requirements apply specifically to public transit providers operating 50 or more fixed-route vehicles in urbanized areas with populations of 200,000 or more; SamTrans meets this threshold.

Prepared by: Michael Eshleman, Planner

650-508-6227

STAFF REPORT ATTACHMENT

SAMTRANS TITLE VI STANDARDS AND POLICIES

Federal Title VI requirements of the Civil Rights Act of 1964 were recently updated by the Federal Transit Administration (FTA) and now require each large public transportation provider's governing board to approve five standards and policies:

- Major Service Change Policy
- Disparate Impact Policy
- Disproportionate Burden Policy
- System-wide Service Standards
- System-wide Service Policies

Staff has developed draft standards and policies and included them within this document for Board review.

The first policy defines "major service change" as a threshold for when an agency will conduct a thorough analysis of the potential effects of service changes on protected populations. For the second and third policies, agencies are required to define thresholds for when they will find that a fare change or major service change will result in a "disparate impact" on the minority population or a "disproportionate burden" on the low-income population. The last two policies define service standards and policies to be used when determining whether service and amenities are distributed equitably to minority and non-minority routes and facilities.

The Major Service Change Policy, Disparate Impact Policy, and Disproportionate Impact Policy are currently going through public review via a series of four public meetings held throughout the county. Information about the Title VI process, complaint procedures, and the proposed standards and policies are available via the SamTrans website as well by calling the customer service phone number or emailing a dedicated email address.

These policies are in draft form and will be revised based on input from the public and the Board. They will be brought back as final proposals for approval by the Board at the March 13 meeting.

PART 1

MAJOR SERVICE CHANGE POLICY

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the San Mateo County Transit District Board of Directors for its consideration and included in the SamTrans Title VI Program with a record of action taken by the Board.

A major service change is defined as:

A reduction or increase of 25 percent or more in total vehicle revenue miles in service on any specific route over a one-week period.

The following service changes are exempted:

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

PART 2

DISPARATE IMPACT POLICY

This policy establishes a threshold for determining whether a given action has a disparate impact on minority populations. Per FTA Circular 4702.1B:

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin...

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by minority populations. The disparate impact threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by minority populations compared to impacts borne by non-minority populations. The disparate impact threshold must be applied uniformly... and cannot be altered until the next Title VI Program submission.

In the course of performing a Title VI Equity Analysis, SamTrans must analyze how the proposed action would impact minority as compared to non-minority populations. In the event the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold, or that benefits non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, SamTrans must evaluate whether there is an alternative that has a more equitable impact. Otherwise, SamTrans must take measures to mitigate the impact of the proposed action on the affected minority population and demonstrate that a legitimate business purpose cannot otherwise be accomplished and that the proposed change is the least discriminatory alternative.

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

PART 3

DISPROPORTIONATE BURDEN POLICY

This policy establishes a threshold for determining whether a given action has a disproportionate burden on low-income populations versus non-low-income populations. The Disproportionate Burden Policy applies only to low-income populations that are not also minority populations. Per FTA Circular 4702.1B:

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by low-income populations. The disproportionate burden threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by low-income populations as compared to impacts born by non-low-income populations.... The disproportionate burden threshold must be applied uniformly... and cannot be altered until the next [Title VI] program submission.... At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed fare[/service] change, the transit provider should take steps to avoid, minimize, or mitigate impacts where practicable. The transit provider should describe alternatives available to low-income populations affected by the fare[/service] changes.

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

PART 4

SYSTEMWIDE SERVICE STANDARDS

Pursuant to requirements set forth in The Federal Transit Administration's (FTA) Circular 4702.1B SamTrans must establish and monitor its performance under quantitative Service Standards and qualitative Service Policies. These service standards contained herein are used to develop and maintain efficient and effective fixed-route transit service. In some cases, these standards differ from standards used by SamTrans for other purposes.

The FTA requires all fixed-route transit providers of public transportation to develop quantitative standards for the following indicators. Individual public transportation providers set these standards; therefore, these standards will apply to each individual agency rather than across the entire transit industry:

- A. Vehicle Load
- B. Vehicle Headways
- C. On-time Performance
- D. Service Availability

For the purposes of defining service standards and policies for SamTrans fixed-route service, the agency has split its system into four route categories:

- Coastal: Routes serving the coastal community – from Half Moon Bay to Pacifica, excluding those routes which link Pacifica to Daly City.
- Community: Infrequent, community-specific routes which do not operate during off-peak hours.
- Local: Routes designed to carry passengers between major passenger hubs, employment centers, and residential neighborhoods.
- Multi-city: Routes serving multiple cities, including some offering express or late-night service.
- Mainline: Long-distance routes serving significant portions of the county, generally at higher frequency.

The categories were not developed to, and in fact do not, differentiate routes by minority or income status of the areas or passengers served. The following chart illustrates which routes belong to each category:

Exhibit 1: Routes by Category

Category	Routes
Coastal	14, 16, 17, 294
Community	24, 35, 36, 38, 43, 46, 53, 54, 55, 58, 72, 73, 83, 85
Local	110, 112, 118, 120, 121, 122, 123, 130, 132, 133, 140, 141, 250, 251, 260, 262, 270, 271, 274, 280, 281
Multi-City	295, 296, 297, 359, 397, KX
Mainline	292, 390, 391, ECR

SamTrans also defines service standards differently for peak and off-peak service. "Off-peak" refers to weekday midday and evening service, as well as Saturday, Sunday, and Holiday service.

A. VEHICLE LOAD

Vehicle Load Factor is described as follows by FTA Circular 4702.1B:

Vehicle load can be expressed as the ratio of passengers to the total number of seats on a vehicle. For example, on a 40-seat bus, a vehicle load of 1.3 means all seats are filled and there are approximately 12 standees. A vehicle load standard is generally expressed in terms of peak and off-peak times. Transit providers that operate multiple modes of transit must describe the specific vehicle load standards for peak and off-peak times for each mode of fixed-route transit service (i.e., bus, express bus, bus rapid transit, light rail, heavy rail, commuter rail, passenger ferry, etc., as applicable), as the standard may differ by mode.

SamTrans calculates Vehicle Load Factor by dividing the average peak passenger load on each route by the number of seats on the type of bus typically assigned to that route. Vehicle Load Factor is monitored regularly to ensure customer comfort and to determine whether additional capacity needs to be added to specific trips or routes based on changing demand patterns. Vehicle Load Factor standards are presented in the exhibit below.

Exhibit 2: Vehicle Load Factor Standards

Category	Peak	Off-Peak
Coastal	1.25	1.00
Community	1.50	N/A
Local	1.25	1.00
Multi-City	1.25	1.00
Mainline	1.50	1.25

B. VEHICLE HEADWAY

Vehicle headway is described as follows by FTA Circular 4702.1B:

Vehicle headway is the amount of time between two vehicles traveling in the same direction on a given line or combination of lines. A shorter headway corresponds to more frequent service. Vehicle headways are measured in minutes (e.g., every 15 minutes); service frequency is measured in vehicles per hour (e.g., four buses per hour). Headways and frequency of service are general indications of the level of service provided along a route. Vehicle headway is one component of the amount of travel time expended by a passenger to reach his/her

destination. A vehicle headway standard is generally expressed for peak and off-peak service as an increment of time (e.g., peak: every 15 minutes; and off peak: every 30 minutes). Transit providers may set different vehicle headway standards for different modes of transit service. A vehicle headway standard might establish a minimum frequency of service by area based on population density. For example, service at 15-minute peak headways and 30-minute off-peak headways might be the standard for routes serving the most densely populated portions of the service area, whereas 30-minute peak headways and 45-minute off-peak headways might be the standard in less densely populated areas. Headway standards are also typically related to vehicle load. For example, a service standard might state that vehicle headways will be improved first on routes that exceed the load factor standard or on routes that have the highest load factors.

SamTrans calculates headway by determining the average length of time between buses on each route during peak and off-peak times. In the event a route regularly exceeds Vehicle Load Factor standards, SamTrans will evaluate whether frequency on that route should be adjusted within the confines of existing or expected funding levels. Vehicle headway standards are presented in the exhibit below.

Exhibit 3: Vehicle Headway Standards

Category	Peak	Off-Peak
Coastal	90 minutes	90 minutes
Community	60 minutes	N/A
Local	60 minutes	60 Minutes
Multi-City	60 minutes	60 Minutes
Mainline	30 minutes	60 minutes

C. ON-TIME PERFORMANCE

On-time performance is described as follows by FTA Circular 4702.1B:

On-time performance is a measure of runs completed as scheduled. This criterion first must define what is considered to be "on time." For example, a transit provider may consider it acceptable if a vehicle completes a scheduled run between zero and five minutes late in comparison to the established schedule. On-time performance can be measured against route origins and destinations only, or against origins and destinations as well as specified time points along the route. Some transit providers set an on-time performance standard that prohibits vehicles from running early (i.e., ahead of schedule) while others allow vehicles to run early within a specified window of time (e.g., up to five minutes ahead of schedule). An acceptable level of performance must be defined (expressed as a percentage). The percentage of runs completed system-wide or on a particular route or line within the standard must be calculated and

measured against the level of performance for the system. For example, a transit provider might define on-time performance as 95 percent of all runs system-wide or on a particular route or line completed within the allowed "on-time" window.

A bus is determined to be late if it departs its scheduled "time point" five or more minutes later than the published time. Buses are considered early if they depart from a published time point at any time prior to the scheduled departure. It is SamTrans' goal to be on-time at least 85 percent of the time. On-time performance is tracked and published on a weekly basis and also included within monthly performance reports to the SamTrans Board of Directors. Bus Transportation staff also regularly monitors on-time performance and counsels operators who consistently fail to meet on-time performance standards that are within their control. Discussions with bus operators are also used to identify vehicle scheduling issues which are corrected through service changes three times annually. On-time performance standards are presented in the exhibit below.

Exhibit 4: On-Time Performance Standards

Category	Peak	Off-Peak
Coastal	85 percent	85 percent
Community	85 percent	N/A
Local	85 percent	85 percent
Multi-City	85 percent	85 percent
Mainline	85 percent	85 percent

D. SERVICE AVAILABILITY

Service availability/transit access is described as follows by FTA Circular 4702.1B:

Service availability is a general measure of the distribution of routes within a transit provider's service area. For example, a transit provider might set a service standard to distribute routes such that a specified percentage of all residents in the service area are within a one-quarter mile walk of bus service or a one-half mile walk of rail service. A standard might also indicate the maximum distance between stops or stations. These measures related to coverage and stop/station distances might also vary by population density. For example, in more densely populated areas, the standard for bus stop distance might be a shorter distance than it would be in less densely populated areas, and the percentage of the total population within a one-quarter mile walk of routes or lines might be higher in more densely populated areas than it would be in less densely populated areas. Commuter rail service or passenger ferry service availability standards might include a threshold of residents within a certain driving distance as well as within walking distance of the stations or access to the terminal.

SamTrans' goal is to ensure 70 percent of county residents live within walking distance (i.e., one quarter mile) of a bus stop. SamTrans service is particularly strong in communities with significant minority and low-income populations. Transit access is determined by mapping all active bus stops within the system and then calculating the population (based on 2010 Census data) within one-quarter mile radii of those stops. This information is then compared to the total county population.

PART 5

SYSTEMWIDE SERVICE POLICIES

The FTA requires fixed-route transit providers to develop a policy for each of the following service indicators. Transit providers also may opt to set policies for additional indicators. The following system-wide policies differ from service standards in that they are not necessarily based on meeting a quantitative threshold, but rather qualitative evaluation results:

- A. Vehicle Assignment
- B. Transit Amenities

A. VEHICLE ASSIGNMENT

Vehicle assignment is described as follows by FTA Circular 4702.1B:

Vehicle assignment refers to the process by which transit vehicles are placed into service in depots and on routes throughout the transit provider's system. Policies for vehicle assignment may be based on the age of the vehicle, where age would be a proxy for condition. For example, a transit provider could set a policy to assign vehicles to depots so that the age of the vehicles at each depot does not exceed the system-wide average. The policy could also be based on the type of vehicle. For example, a transit provider may set a policy to assign vehicles with more capacity to routes with higher ridership and/or during peak periods. The policy could also be based on the type of service offered. For example, a transit provider may set a policy to assign specific types of vehicles to express or commuter service. Transit providers deploying vehicles equipped with technology designed to reduce emissions could choose to set a policy for how these vehicles will be deployed throughout the service area.

SamTrans' policy with respect to vehicle assignment is depot-specific. SamTrans currently has four general types of buses in the fleet, all of which are maintained to the same strict standards (whether by the District or its contract operator):

- 29-foot transit coaches
- 35-foot low-floor transit coaches
- 40-foot transit coaches
- 60-foot articulated coaches

All buses have the same level of amenities available to riders. Coaches are distributed among the various depots according to the number of operator runs assigned to each depot. The specific type of vehicle is then chosen by the operator based on the demands of the specific schedules he/she will be operating that day (i.e., shorter buses

are used on routes with tighter turning motions, articulated coaches are used on routes with higher ridership). All 29-foot buses are assigned to Route 17, which operates along the coast and generally has lower ridership and features difficult turning motions at certain points along the route. SamTrans is expecting delivery of new diesel-hybrid coaches in the next several years. Those new buses will be assigned in such a manner to ensure they are distributed equitably among the communities SamTrans serves.

In short, buses are not assigned to specific communities within San Mateo County based on vehicle age or size but rather to serve specific routes that call for them based on the needs of that route. Many of the routes and runs serve multiple communities with diverse populations. Given SamTrans' strict standards with respect to maintenance, age does not serve as a viable proxy for diminished quality.

B. TRANSIT AMENITIES

Transit amenities is described as follows by FTA Circular 4702.1B:

Transit amenities refer to items of comfort, convenience, and safety that are available to the general riding public. Fixed-route transit providers must set a policy to ensure equitable distribution of transit amenities across the system. Transit providers may have different policies for the different modes of service that they provide. Policies in this area address how these amenities are distributed within a transit system, and the manner of their distribution determines whether transit users have equal access to these amenities. This...is not intended to impact funding decisions for transit amenities. Rather, this...applies after a transit provider has decided to fund an amenity.

Transit amenities are distributed on a system-wide basis. Transit amenities include shelters, benches, trash receptacles, and park-and-ride facilities. The location of transit amenities is determined by factors such as ridership, individual requests, staff recommendations, and vendor preference (in the case of shelters which feature advertisements).

Bus Shelters

District policy states that shelters are considered for installation based on the following criteria:

- Stops where more than 200 passengers board each day.
- 75 percent of shelters shall be located in Census Tracts on routes associated within urbanized areas.
- Distribution of shelters county-wide should match the distribution of minority Census tracts.
- Locations for shelters with advertisements are chosen by the vendor based on the visibility and traffic.

District policy also states that all bus shelters shall include trash receptacles and that all stops with shelters and benches be cleaned and have their trash receptacles emptied at least once each week.

Bus Stop Benches

Benches are considered for installation based on the following criteria:

- Stops where more than 200 passengers board each day.
- Distribution of benches county-wide should match the distribution of minority Census tracts.

District policy states that stops with benches shall be cleaned at least once each week.

Trash Receptacles

Trash receptacles are considered for installation based on the following criteria:

- Stops where over 200 passengers board each day.
- Distribution of trash receptacles county-wide should match the distribution of minority Census tracts.

District policy states that trash receptacles shall be emptied at least one each week.

Next Bus Arrival Signage

Electronic signage informing passengers of the predicted arrival of the next bus for a given route can significantly improve the experience for customers. The District's policy with respect to electronic bus arrival signage is to install signage at locations meeting the following criteria:

- The location is a multi-modal transit center.
- The location is served by multiple SamTrans routes.
- Ridership is high at the location.
- Funding is available for installation/maintenance (e.g. from partner agencies).
- Installation is coordinated with other applicable agencies.

If and when SamTrans is in a position to introduce a comprehensive, system-wide electronic signage program, new policies will be developed to ensure equitable siting.

RESOLUTION NO. 2013 –

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

* * *

ADOPTION OF SYSTEM-WIDE SERVICE STANDARDS AND POLICIES, DEFINITION OF "MAJOR SERVICE CHANGE," AND DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICIES REQUIRED FOR COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

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, as set forth in the above-referenced Circular, the Board of Directors is required to adopt System-Wide Service Standards and Policies to guide the equitable distribution of SamTrans programs and services; and

WHEREAS, the San Mateo County Transit District (District) is also required to adopt policies to define when a service change is sufficiently broad or large to necessitate a review of its potential impacts on minority and low-income populations, and to define when a fare change or major service change will have a disparate impact on minority populations or impose a disproportionate burden on low-income populations, all of which policies and definitions are required to be subject to public input; and

WHEREAS, over the past two months, District staff has presented draft policies to this Board and the public in Board meetings and other public meetings, undertaken extensive public outreach and accepted public comment on the policies; and

WHEREAS, the General Manager/CEO recommends the Board approve the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden policies, which comply with FTA requirements and which will guide future decisions regarding and monitoring of SamTrans' programs and services to ensure they are provided equitably, without discrimination based on race, color or national origin.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District hereby approves the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden policies.

Regularly passed and adopted this 13th day of March, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development, & Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **PRESENTATION OF THE FINAL DRAFT SAMTRANS SERVICE PLAN
RECOMMENDATIONS**

ACTION

No action is required. This item is being presented to the Board for information only.

SIGNIFICANCE

The first draft of the SamTrans Service Plan (SSP) was released in August 2012 for public comments and review. After the plan's release, staff did extensive outreach, including holding several public meetings, presenting the plan to various city councils, conducting rider forums, etc. to solicit input from riders and the general public. More than 1,000 comments have been received from the public at meetings and via email and social media. The final draft recommendations reflect the input received from the public.

At the March 13, 2013 SamTrans Board meeting, staff will present the final draft recommendations and will release the updated document for public review and comment. A series of public meetings will be held throughout the county in March to obtain additional comments on the draft. A formal public hearing on the final draft plan will be held at the April meeting of the Board. Staff expects to present a final proposal to the Board for its consideration at the May meeting.

BUDGET IMPACT

This informational item has no impact on the budget.

BACKGROUND

The SamTrans Service Plan is an in-depth study of the SamTrans fixed-route bus system, and it was identified as one of the key initiatives in the District's Strategic Plan. The SamTrans Service Plan assessed the efficiency of existing fixed-route bus services, and identified areas for improvement and new markets for future growth.

Prepared by: April Chan, Executive Officer,
Planning & Development

650-508-6228

**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 –
2nd QUARTER FISCAL YEAR 2013**

ACTION

No action required. The attached 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

The 2nd Quarter Fiscal Year 2013 Capital Projects Quarterly Status Report can be viewed at the following link:

http://www.samtrans.com/Assets/_Finance/Quarterly+Capital+Program+Status+Report/SamTrans+Quarterly+-+Q2+FY13.pdf



A G E N D A

BOARD OF DIRECTORS

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

WEDNESDAY, MARCH 13, 2013 – 3:00 p.m.
or immediately following Committee meetings

- 1. CALL TO ORDER/ROLL CALL**
- 2. CONSENT CALENDAR**
MOTION
 - a. Approval of Minutes of Board of Directors Meeting of February 13, 2013
- 3. PUBLIC COMMENT**
Public comment by each individual speaker shall be limited to one minute
- 4. ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR JANUARY 2013**
- 5. CALL FOR A PUBLIC HEARING ON APRIL 3, 2013 FOR THE FINAL DRAFT SAMTRANS SERVICE PLAN**
- 6. REPORT OF THE CHAIR**
- 7. REPORT OF THE GENERAL MANAGER/CEO**
 - a. Maintenance and Operator Employees of the Year Awards
 - b. Annual Operations and Maintenance Base Safety Awards
 - c. 20-Year Safe Driver Award for Wallace Garrett
- 8. COMMUNITY RELATIONS COMMITTEE**
(Accessibility, Senior Services, and Community Issues)
SUBJECTS DISCUSSED
 - a. Accessibility Update
 - b. PCC Update
 - c. Citizens Advisory Committee Liaison Report
 - d. Multimodal Ridership Report – January 2013

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

9. LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

10. PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE

RESOLUTION

- a. Adoption of SamTrans Title VI Standards and Policies

SUBJECTS DISCUSSED

- b. Update on the SamTrans Service Plan
- c. Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2013

11. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

12. BOARD MEMBER REQUESTS/COMMENTS

13. GENERAL COUNSEL PROPOSAL

14. DATE, TIME AND PLACE OF NEXT MEETING – April 3, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

15. GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Melodie Claire Dupont v MV Transportation, Inc., San Francisco Superior Court Case #CGC 11 517548

16. ADJOURNMENT

INFORMATION TO THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

Draft

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

**MINUTES OF BOARD OF DIRECTORS MEETING
FEBRUARY 13, 2013**

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

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

Chair Jerry Deal called the meeting to order at 3:41 p.m.

REPORT OF THE NOMINATING COMMITTEE (LLOYD, MATSUMOTO, TISSIER)

a. Election of Officers for 2013

Director Adrienne Tissier said she would like to nominate Director Carole Groom for chair and Director Jeff Gee for vice chair.

A motion (Harris/Lloyd) to close the nominations was passed unanimously.

A motion (Harris/Lloyd) to nominate Director Groom for chair and Director Gee for vice chair was passed unanimously.

RESOLUTION OF APPRECIATION TO OUTGOING CHAIR, JERRY DEAL

Chair Groom presented a Resolution of Appreciation to Director Deal for his service as chair in 2012.

A motion (Groom/Lloyd) to approve the Resolution of Appreciation was passed unanimously.

Director Deal thanked General Manager/CEO Michael Scanlon and Legal Counsel David Miller for their hard work. He said he was honored to be part of the evaluation committee that reviewed the general manager and legal counsel job performances and the interview committee for the public member seats. Director Deal thanked staff, District Secretary Martha Martinez and Executive Officer, Public Affairs Mark Simon for all their help. He said he is honored to be going to the American Public Transportation Association Legislative Conference with Director Zoe Kersteen-Tucker in March.

Chair Groom thanked everyone for selecting her as chair and for moving the meetings to the first Wednesday of the month to accommodate her schedule because of her appointment to the California Coastal Commission.

CONSENT CALENDAR

- a. Approval of Minutes of Board of Directors Meeting of January 9, 2013
- b. Acceptance of Statement of Revenues and Expenses for December 2012
- c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2012

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

PUBLIC COMMENT

Jerry Grace, San Pablo, said he will be glad when the new Transbay Terminal is built. The Chinese New Year Parade is on February 23 and the Special Olympics is also holding events the same day in San Francisco.

APPROVAL OF MODIFIED SCHEDULE DURING 2013 GOVERNING STANDING COMMITTEE AND BOARD OF DIRECTORS MEETING DATES

Ms. Martinez said this action will move the meeting to the first Wednesday of the month starting in April through December 2013.

A motion (Tissier/Kersteen-Tucker) to modify the 2013 standing committee and Board of Directors meeting dates was approved unanimously.

REPORT OF CHAIR

No report.

REPORT OF THE GENERAL MANAGER/CEO

Mr. Scanlon reported:

- Thanked Director Deal for his service as chair.
- Congratulated Directors Harris, Guilbault and Groom on their reappointments.
- Congratulated Chair Groom and Director Gee on their election as chair and vice chair and CAC Chair Peter Ratto on his reappointment as chair.
- Presented a 30-year Safe Driver Award to Vincent Gavin.
- Thanked the San Mateo County Board of Supervisors for listening to the San Mateo County Transit District's need for funding as the proceeds from the new sales tax are distributed.
- Acknowledged Deputy CEO Gigi Harrington and her staff for their work on the Comprehensive Annual Financial Report.
- The weekend Route ECR is a success and ridership was up 4.3 percent in December.
- Investment in human capital continues with 1,400 hours of training in January.
- In January on-time performance for Redi-Wheels was 92.2 percent and RediCoast was 99.8 percent
- Maintenance reliability on fixed-routes and Redi-Wheels was 29,000 miles between service calls.
- Runbook 110 went into effect on January 13 with minor adjustments.
- Regular service will be operated on President's Day, February 18.
- The Peninsula Corridor Joint Powers Board (JPB) issued a Notice of Preparation (NOP) for the Environmental Impact Report for electrification of the corridor.

- The reading file contains Take Ones for Title VI, CAC recruitment and adjustments to Routes 17 and 110 and a listing of bus exterior ads for the last quarter of 2012.

Director Gee asked if the SamTrans Board will be offering any comments on the NOP scope. Mr. Scanlon said this Board has three members on the JPB and nothing formal had been planned on behalf of this Board.

Director Gee said he would like to have a letter on agency letterhead summarizing the benefits of electrification sent on behalf of the Board to the JPB.

COMMUNITY RELATIONS COMMITTEE – R. Guilbault

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. PCC Update
- c. Citizens Advisory Committee Liaison Report
- d. Mobility Management Report – ADA Paratransit Service
- e. Multimodal Ridership Report – December 2012

FINANCE COMMITTEE – J. Gee

RESOLUTIONS

- a. Authorize the Execution of a Memorandum of Understanding with the County of San Mateo to Access the County's Trunked Radio System and Maintenance of the District's Radio Equipment for Ten Years at a Total Estimated Cost of \$3,368,010

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

SUBJECTS DISCUSSED

- b. Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2012

LEGISLATIVE COMMITTEE – S. Harris

MOTION

- a. Approval of the 2013 Legislative Program

A motion (Harris/Tissier) to approve the 2013 Legislative Program was approved unanimously.

SUBJECT DISCUSSED

- b. State and Federal Legislative Update

PLANNING, DEVELOPMENT & SUSTANABILITY COMMITTEE – A. Lloyd

RESOLUTION

- a. Approval of the Transit Sustainability Project Strategic Plan

A motion (Lloyd/Gee) to approve the Transit Sustainability Project Strategic Plan was approved unanimously by roll call.

SUBJECTS DISCUSSED

- b. Update on Title VI Requirements
- c. SamTrans Triennial Customer Survey Key Findings

WRITTEN COMMUNICATIONS

No discussion

BOARD MEMBER REQUESTS/COMMENTS

Director Matsumoto said that at the February the San Mateo County Transportation Authority meeting, Rosanne Foust, representing the Southern Judicial Cities, was sworn in and a resolution was passed thanking Sepi Richardson for her service as a Board member. She said SamTrans tokens will be on sale at South San Francisco City Hall.

Director Matsumoto requested today's meeting be adjourned in memory of Alexander Harvey, the father of Deputy CEO Chuck Harvey.

Director Gee wished everyone Happy Chinese New Year and said there will be a celebration on February 23 at Courthouse Square in Redwood City.

GENERAL COUNSEL PROPOSAL

No report.

DATE AND TIME OF NEXT MEETING – March 13, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

Meeting adjourned in memory of Alexander Harvey at 4:14 p.m.

SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT

TO: Board of Directors

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
JANUARY 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 January 2013 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 13) are **worse** than revised budget by \$182,154 or 0.2 percent. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$211,294 or 2 percent, *Local TDA and STA* (page 1, line 2) are **worse** than budget by \$51,750 or 0.2 percent and *State/Federal Operating Grants* (page 1, line 3) are **worse** than budget by \$133,556 or 3.7 percent offset by *Investment Interest* (page 1, line 8) which is \$83,960 or 7.6 percent **better** than budget and *Other Interest, Rent, & Other Income* (page 1, line 10) are **better** than budget by \$134,872 or 4 percent.

Expenses: *Total Expenses* (page 4, line 73) are \$5,314,416 or 6.8 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$4,425,979 or 7.6 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$735,126 or 8.6 percent and *Total Multimodal* (page 4, line 71) is **better** than budget by \$153,312 or 1.4 percent.

BUDGET IMPACT

Budget amendments adopted at the January 9th Board meeting are reflected in the Revised Budget. The amendment accounts for an increase in Measure A, Investment interest and the District ½ Cent Sales Tax revenue together offsetting the decrease in Operating Grants.

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

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

% OF YEAR ELAPSED: **58.3%**

	MONTH	YEAR-TO-DATE				ANNUAL			
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET	
SOURCES OF FUNDS									
Operating Revenues									
1	Passenger Fares	1,532,523	10,234,562	10,249,506	10,460,800	98.0	17,932,800	17,932,800	57.2
2	Local TDA and STA Funds	3,179,577	31,701,427	22,326,039	22,377,789	99.8	35,492,900	38,361,930	58.2
3	State/Federal Operating Grants	536,155	394,927	3,521,524	3,655,080	96.3	10,724,485	8,730,068	40.3
4	Measure A and AB434 Funds	673,969	5,515,930	5,267,365	5,267,364	100.0	8,354,400	8,714,400	60.4
5	Subtotal - Operating Revenues	5,922,224	47,846,846	41,364,433	41,761,032	99.1	72,504,585	73,739,198	56.1
Other Revenue Sources									
7	District 1/2 Cent Sales Tax	5,230,646	38,040,201	41,199,368	41,199,368	100.0	65,000,000	68,000,000	60.6
8	Investment Interest	128,410	1,499,755	1,186,802	1,102,842	107.6	1,243,920	1,657,300	71.6
9	Pass through to Other Agencies	7,113	181,790	12,963	17,350	74.7	467,959	536,959	2.4
10	Other Interest, Rent & Other Income	444,100	2,764,486	3,511,132	3,376,260	104.0	6,023,708	6,023,708	58.3
11	Other Sources	570,591	3,910,806	5,758,839	5,758,839	100.0	8,800,000	8,560,000	67.3
12	Subtotal - Other Revenues	6,380,860	46,397,038	51,669,104	51,454,659	100.4	81,535,587	84,777,967	60.9
13	Total Revenues	12,303,084	94,243,884	93,033,537	93,215,691	99.8	154,040,172	158,517,165	58.7
14	Capital Assistance	276,186	1,078,055	2,721,996	2,721,996	100.0	32,297,067	56,708,875	A 4.8
15	Reserves Programmed for Capital	367,139	4,566,366	3,164,258	3,164,258	100.0	525,780	13,319,475	A 23.8
16	Total Revenues - All Sources	12,946,409	99,888,305	98,919,791	99,101,945	99.8	186,863,019	228,545,515	43.3
USES OF FUNDS									
Operations									
20	Motor Bus	7,778,175	54,185,776	53,821,174	58,247,153	92.4	99,740,708	100,006,689	53.8
21	A. D. A. Programs	1,126,262	7,594,360	7,860,588	8,595,714	91.4	14,477,220	14,477,220	54.3
22	Caltrain	989,037	7,045,517	9,054,815	9,054,815	100.0	14,000,000	14,000,000	64.7
23	Other Multimodal Programs	125,416	2,343,498	1,606,998	1,760,310	91.3	3,015,460	3,015,460	53.3
24	Subtotal - Operating Costs	10,018,891	71,169,151	72,343,575	77,657,991	93.2	131,233,388	131,499,369	55.0
Other Uses of Funds									
26	Pass through to Other Agencies	7,112	181,790	12,963	18,112	71.6	467,959	541,532	2.4
27	Transfer Out to Debt Service	2,037,787	14,262,493	14,264,508	14,264,508	100.0	24,453,463	24,453,463	58.3
28	Fiscal Agent Fees	4,763	12,738	16,218	16,218	100.0	29,600	29,600	54.8
29	Land Transfer Interest Expense	0	0	0	0	0	66,570	66,570	0.0
30	Subtotal - Other Uses	2,049,662	14,457,021	14,293,688	14,298,838	100.0	25,017,592	25,091,165	57.0
31	Capital Programs	712,928	6,223,506	6,402,370	6,402,370	100.0	41,172,847	81,084,130	A 7.9
32	Total Uses of Funds	12,781,481	91,849,677	93,039,633	98,359,199	94.6	197,423,827	237,674,664	39.1
33	NET SURPLUS / (DEFICIT)	164,929	8,038,628	5,880,158	742,746	791.7	(10,560,808)	(9,129,149)	(64.4)

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

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

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

% OF YEAR ELAPSED: 58.3%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,461,411	9,778,704	9,791,738	9,996,583	98.0	17,137,000	17,137,000	57.1
LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,638,690	26,648,636	18,539,828	18,591,578	99.7	29,121,548	31,871,276	58.2
STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	367,979	2,939,325	2,575,855	2,575,855	100.0	4,415,758	4,415,758	58.3
OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	489,393	394,927	3,213,948	3,347,505	96.0	9,725,142	7,730,725	41.6
DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	2,332,422	12,058,322	16,329,230	20,710,463	78.8	34,646,868	33,915,118	48.1
10 Accessibility Fixed Route	90,113	640,050	604,661	579,871	104.3	994,064	994,064	60.8
11 TOTAL 1/2 CENT SALES TAX	2,422,535	12,698,372	16,933,891	21,290,334	79.5	35,640,932	34,909,182	48.5
INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	91,303	36,666	924,568	856,654	107.9	966,720	1,209,140	76.5
OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	0	308	42	210	20.0	360	360	11.7
16 Rental Income	89,258	614,798	624,149	614,110	101.6	1,052,760	1,052,760	59.3
17 Advertising Income	124,475	465,778	521,033	387,917	134.3	665,000	665,000	79.1
18 Other Income	93,132	609,090	696,123	586,406	118.7	1,015,488	1,015,488	68.6
19 TOTAL OTHER REVENUES	306,865	1,689,974	1,841,346	1,588,643	115.9	2,733,608	2,733,608	67.4
21 TOTAL MOTOR BUS	7,778,175	54,186,604	53,821,174	58,247,153	92.4	99,740,708	100,006,689	53.8
AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	71,112	455,858	457,769	464,217	98.6	795,800	795,800	57.5
25 Local TDA 4.5 Redi-Wheels	131,918	1,608,821	923,425	923,425	100.0	1,463,713	1,583,015	58.3
26 Local STA - Paratransit	40,990	504,645	286,930	286,930	100.0	491,881	491,881	0.0
27 Operating Grants	46,762	0	307,575	307,575	100.0	999,343	999,343	30.8
28 Sales Tax - District ADA Programs	383,445	2,483,711	2,523,409	3,186,937	79.2	4,986,373	4,614,071	54.7
29 Sales Tax - Paratransit Suppl. Coastside	102,304	774,387	729,881	795,031	91.8	1,362,910	1,362,910	0.0
30 Interest Income - Paratransit Fund	34,258	241,378	239,861	239,861	100.0	277,200	410,200	58.5
31 Measure A Redi-Wheels	209,223	1,525,560	1,647,988	1,647,988	100.0	2,600,000	2,720,000	60.6
32 Measure M Paratransit	106,250	0	743,750	743,750	100.0	1,500,000	1,500,000	49.6
33 TOTAL ADA PROGRAMS	1,126,262	7,594,360	7,860,588	8,595,714	91.4	14,477,220	14,477,220	54.3
MULTIMODAL TRANSIT PROGRAMS:								
36 Sales Tax - Caltrain	0	83,590	0	0	0.0	0	0	0.0
37 Other Sources - Caltrain	570,591	3,910,806	5,758,839	5,758,839	100.0	8,800,000	8,560,000	67.3
38 Transfer from TA for Caltrain	418,446	3,051,121	3,295,976	3,295,976	100.0	5,200,000	5,440,000	60.6
39 TA Funded SM/Caltrain Shuttles	0	631,832	0	0	0.0	0	0	0.0
40 Employer Share SM/Caltrain Shuttles	0	181,884	0	0	0.0	0	0	0.0
41 AB434 Funds - SamTrans Shuttle	46,300	307,417	323,400	323,400	100.0	554,400	554,400	58.3
42 Employer SamTrans Shuttle Funds	30,986	892,627	926,036	1,043,867	88.7	1,790,100	1,790,100	51.7
43 Sales Tax - SamTrans Shuttle Program	23,781	185,361	201,840	196,507	102.7	334,040	334,040	60.4
44 Sales Tax - Gen. Operating Asst.	24,350	144,377	155,722	196,537	79.2	336,920	336,920	46.2
46 TOTAL MULTIMODAL	1,114,454	9,389,015	10,661,813	10,815,125	98.6	17,015,460	17,015,460	62.7
48 TOTAL REVENUES	10,018,892	71,169,979	72,343,575	77,657,991	93.2	131,233,388	131,499,369	55.0

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

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

% OF YEAR ELAPSED: **58.3%**

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	3,793,612	29,360,878	28,194,031	29,208,377	96.5	50,244,115	50,006,020	56.4
2								
3 Services:								
4 Board of Directors	2,400	29,182	24,316	30,942	78.6	52,900	52,900	46.0
5 Contracted Vehicle Maintenance	66,900	482,767	271,302	461,491	58.8	791,128	791,128	34.3
6 Property Maintenance	86,487	672,084	662,342	734,542	90.2	1,258,500	1,258,500	52.6
7 Professional Services	313,111	1,798,560	1,720,762	2,780,020	61.9	4,777,013	5,006,583	34.4
8 Technical Services	362,790	2,270,007	2,489,006	2,907,298	85.6	4,829,402	5,092,321	48.9
9 Other Services	58,589	172,121	327,194	744,955	43.9	1,277,066	1,277,066	25.6
10								
11 Materials & Supply:								
12 Fuel & Lubricants	442,735	3,193,545	3,166,001	3,821,700	82.8	6,551,477	6,551,477	48.3
13 Bus Parts & Materials	261,114	840,468	1,115,337	1,036,600	107.6	1,758,740	1,758,740	63.4
14 Uniforms & Driver Expense	149,032	94,335	216,851	296,101	73.2	400,970	397,670	54.5
15 Timetables & Tickets	20,369	64,129	85,963	100,217	85.8	171,800	171,800	50.0
16 Office Supplies / Printing	33,835	123,745	138,247	202,505	68.3	342,137	342,137	40.4
17 Other Materials & Supply	8,224	67,446	70,778	91,917	77.0	156,500	156,500	45.2
18								
19 Utilities:								
20 Telephone	29,498	173,705	202,119	338,625	59.7	580,500	580,500	34.8
21 Other Utilities	90,910	594,607	589,622	572,600	103.0	981,600	981,600	60.1
22 Insurance Costs	218,212	1,454,737	1,541,460	1,543,766	99.9	2,647,000	2,647,000	58.2
23 Workers' Compensation	253,866	1,825,549	1,851,995	1,864,952	99.3	3,197,060	3,197,060	57.9
24 Taxes & License Fees	36,525	283,883	282,551	334,730	84.4	573,823	573,823	49.2
25 Fixed Route Accessibility	90,113	640,050	604,661	579,871	104.3	994,064	994,064	60.8
26 Leases & Rentals	10,135	63,019	64,899	70,967	91.4	119,800	119,800	54.2
27 Promotional & Legal Advertising	10,751	48,494	84,890	139,125	61.0	238,500	238,500	35.6
28 Training & Business Travel	(2,625)	75,382	73,401	101,469	72.3	164,050	167,650	43.8
29 Dues & Membership	7,493	50,752	49,991	51,713	96.7	87,200	87,200	57.3
30 Postage & Other	6,358	28,962	26,879	205,978	13.0	349,003	360,290	7.5
31								
32 Total District Operated Buses	6,350,431	44,408,405	43,854,597	48,220,459	90.9	82,544,348	82,810,329	53.0
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,247,962	8,566,678	8,706,879	8,784,603	99.1	15,059,320	15,059,320	57.8
36 Other Related Costs	19,080	194,590	204,301	206,433	99.0	361,600	361,600	56.5
37 Insurance Costs	47,003	379,175	364,213	382,067	95.3	655,000	655,000	55.6
38 Coastside Services	63,005	374,834	400,518	377,428	106.1	647,020	647,020	61.9
39 Redi Coast Non-ADA	17,827	125,280	138,357	128,158	108.0	219,700	219,700	63.0
40 Other Related Costs	9,279	15,286	22,501	27,440	82.0	47,040	47,040	47.8
41 La Honda - Pescadero	5,338	32,025	30,538	30,625	99.7	52,500	52,500	58.2
42 SamCoast - Pescadero	11,738	81,793	81,986	81,667	100.4	140,000	140,000	58.6
43 Other Related Cost - SamCoast	6,513	7,710	17,286	8,272	209.0	14,180	14,180	121.9
44 Total Contracted Bus Service	1,427,744	9,777,371	9,966,577	10,026,694	99.4	17,196,360	17,196,360	58.0
45								
46 TOTAL MOTOR BUS	7,778,175	54,185,776	53,821,174	58,247,153	92.4	99,740,708	100,006,689	53.8

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

% OF YEAR ELAPSED: **58.3%**

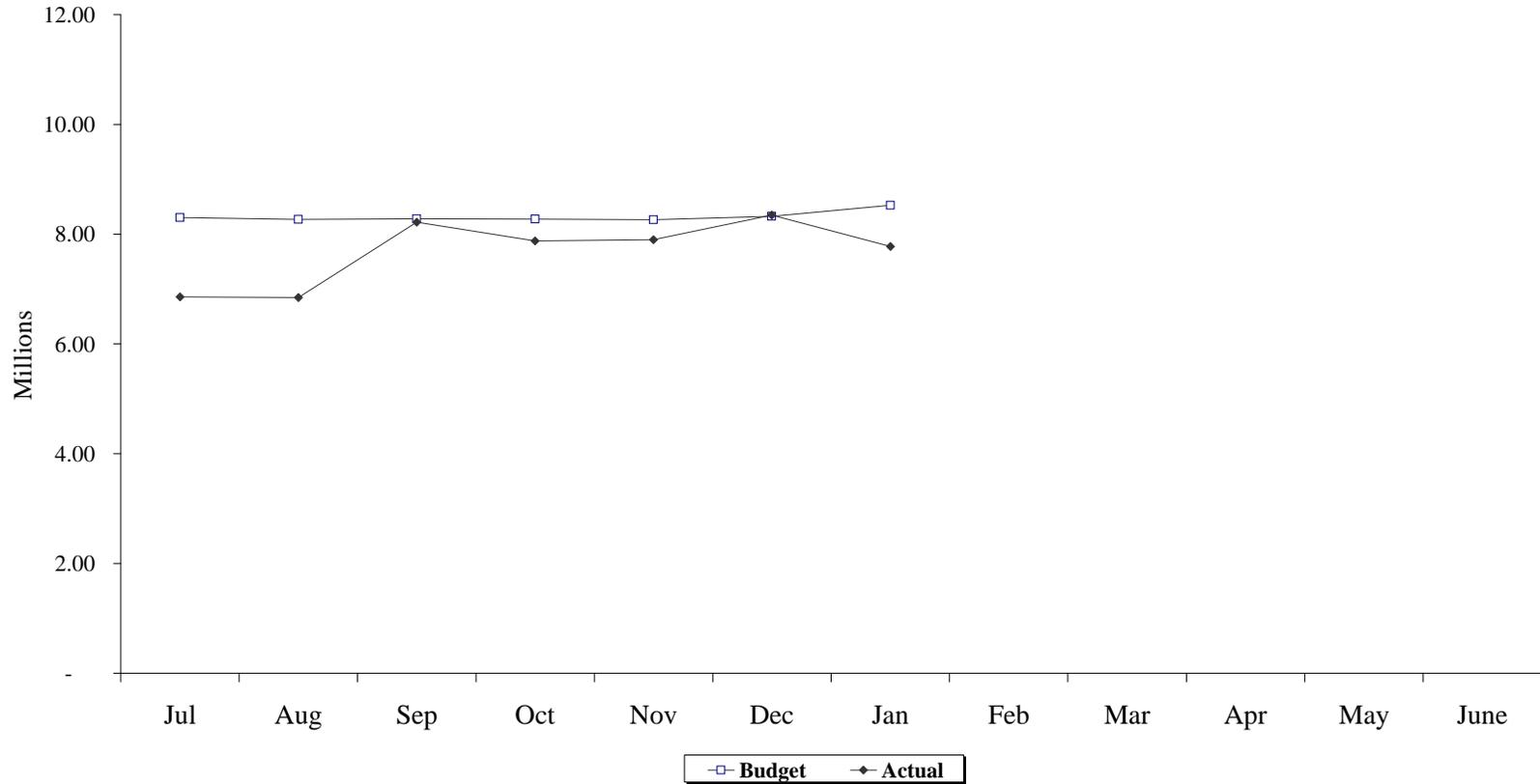
<u>EXPENSES</u>	MONTH	YEAR-TO-DATE				ANNUAL			
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET	
47 AMERICAN DISABILITY ACT PROGRAMS									47
48									48
49 Elderly & Disabled/Redi-Wheels	459,235	2,983,706	3,283,125	3,666,075	89.6	6,964,200	5,907,200	55.6	49
50 Other Related Costs	216,980	1,219,576	1,419,045	1,649,668	86.0	2,826,395	2,826,395	50.2	50
51 Sedan Service	246,621	1,703,825	1,684,542	1,657,236	101.6	1,779,190	2,836,190	59.4	51
52 ADA Accessibility Support	60,183	438,453	446,107	527,292	84.6	1,029,525	1,029,525	43.3	52
53 Coastside ADA Support	102,304	774,387	729,881	795,031	91.8	1,362,910	1,362,910	53.6	53
54 Insurance Costs	40,939	474,413	297,889	300,412	99.2	515,000	515,000	57.8	54
55 TOTAL ADA PROGRAMS	1,126,262	7,594,360	7,860,588	8,595,714	91.4	14,477,220	14,477,220	54.3	55
56									56
57									57
58 MULTIMODAL TRANSIT PROGRAMS									58
59									59
60 CALTRAIN SERVICE									60
61 Peninsula Rail Service	989,037	7,045,517	9,054,815	9,054,815	100.0	14,000,000	14,000,000	64.7	61
62 Total Caltrain Service	989,037	7,045,517	9,054,815	9,054,815	100.0	14,000,000	14,000,000	64.7	62
63									63
64 OTHER SUPPORT									64
65 Dumbarton Express Service	12,360	72,175	86,174	92,062	93.6	157,820	157,820	54.6	65
66 SamTrans Shuttle Service	101,066	1,385,405	1,451,275	1,563,773	92.8	2,678,540	2,678,540	54.2	66
67 SM/Caltrain Shuttles	0	813,716	0	0	0.0	0	0	0.0	67
68 Maintenance Multimodal Facilities	11,990	72,202	69,548	104,475	66.6	179,100	179,100	38.8	68
69 Total Other Support	125,416	2,343,498	1,606,998	1,760,310	91.3	3,015,460	3,015,460	53.3	69
70									70
71 TOTAL MULTI-MODAL PROGRAMS	1,114,453	9,389,015	10,661,813	10,815,125	98.6	17,015,460	17,015,460	62.7	71
72									72
73 TOTAL EXPENSES	10,018,891	71,169,151	72,343,575	77,657,991	93.2	131,233,388	131,499,369	55.0	73

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

SAN MATEO COUNTY TRANSIT DISTRICT

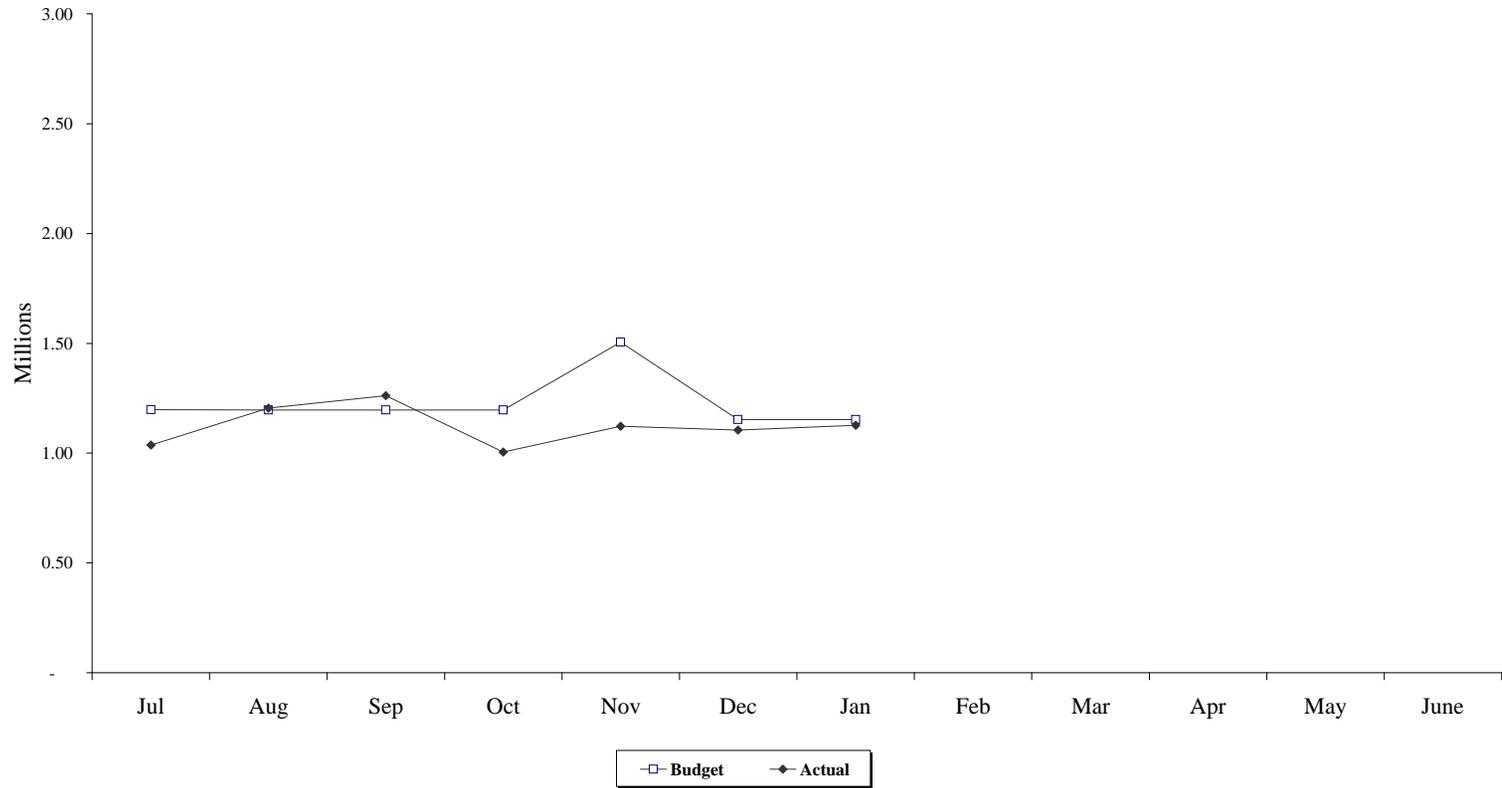
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2013



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

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

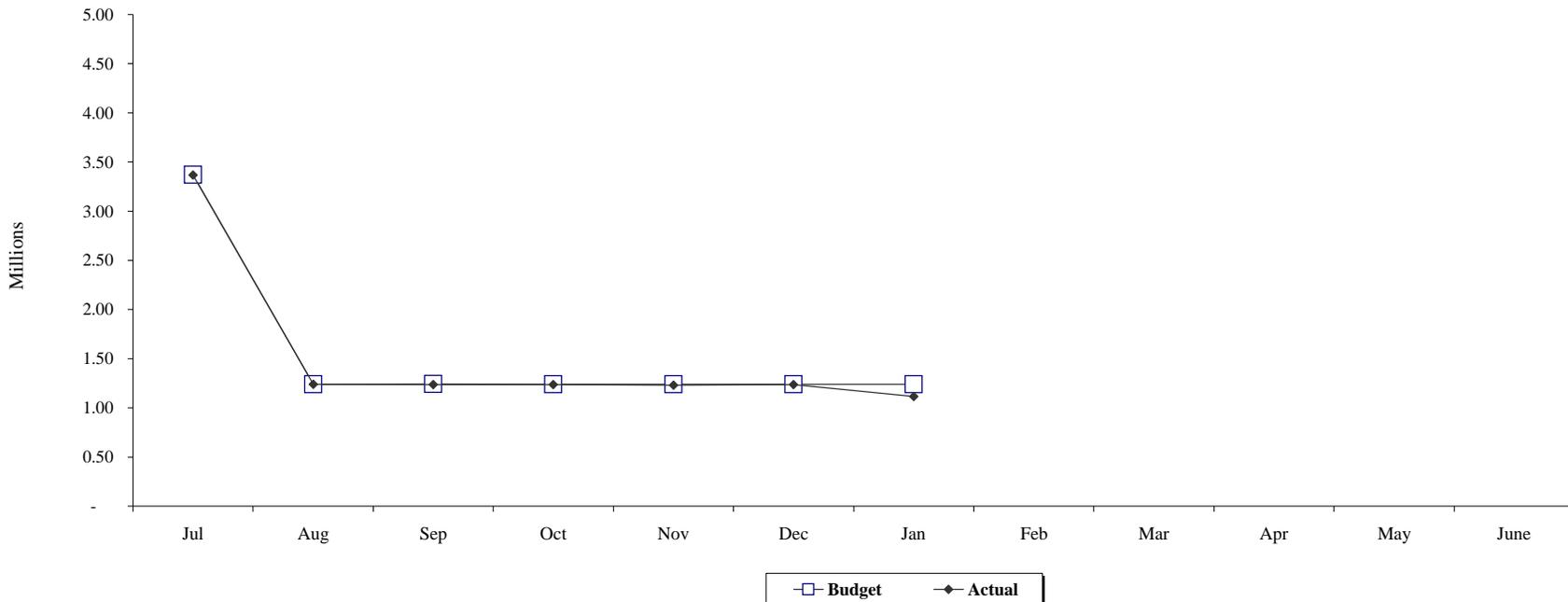


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,197,315	1,195,900	1,195,900	1,195,900	1,504,900	1,152,900	1,152,900					
Actual	1,036,402	1,205,261	1,261,026	1,004,278	1,122,648	1,104,711	1,126,262					
CUMULATIVE EXPENSES												
Budget	1,197,315	2,393,215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

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2013



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

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

January 31, 2013

DESCRIPTION	TOTAL INVESTMENT 01-31-13	INTEREST RECEIVABLE 12-31-12	INTEREST EARNED 01-31-13	INTEREST RECEIVED 01-31-13	ADJ.	INTEREST RECEIVABLE 01-31-13
RESERVE FOR CAPITAL PROJ	151,011.00	4,942.50	988.50	0.00	0.00	5,931.00
LAIF -- CAPITAL PROJ	7,956,001.45	6,612.66	2,026.40	6,458.96	(153.70)	2,026.40
REIMB SECURITIES -- L76R	82,015,173.11	275,943.28	88,631.26	29,093.75	37.86	335,518.65
LAIF -- REIMB FUNDS L76R	24,835,519.01	5,389.77	5,861.32	5,264.48	(125.29)	5,861.32
PARATRANSIT FUNDS	26,315,474.40	154,975.59	36,148.63	121,875.00	(59.08)	69,190.14
LAIF -- PARATRANSIT	632,389.15	408.28	143.82	398.80	(9.48)	143.82
BANK OF AMERICA	3,856,856.92	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves						
Held by Trustee:	10,957,629.13	2,134.68	711.56	0.00	0.00	2,846.24
	<u>156,720,054.17</u>	<u>450,406.76</u>	<u>134,511.49</u>	<u>163,090.99</u>	<u>(309.69)</u>	<u>421,517.57</u>

JANUARY 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 01/31/13	134,201.80
Add:	
CEO Interest	2,000.00
Less:	
Commissions	(7,792.16)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>128,409.64</u>

YEAR TO DATE -- SUMMARY

Interest Earned	976,999.23
Add:	
CEO Interest	11,000.00
Less:	
Commissions	(56,399.37)
Capital Gain(Loss)	255,243.61
Total Interest & Capital Gain(Loss)	<u>1,186,843.47</u>
Balance Per Ledger as of 01/31/13	
Interest Acct. 409100	41.95
Interest Acct. 409102	4,974.48
Interest Acct. 409101	926,583.43
Gain(Loss) Acct. 405210	255,243.61
	<u>1,186,843.47</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-12	MARKET VALUE 01-31-13	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 12-31-12	INTEREST RECEIVED 01-31-13	ADJ.	INTEREST REC'VBLE 01-31-13	PAR VALUE
<u>GOVERNMENT BONDS</u>														
FHLB	3133XES91	6-12-07	8,317,029.00	8,744,035.00	8,542,415.00	03-08-13	5.000%	1,180.56	30	133,402.78		(0.01)	168,819.44	8,500,000
FHLMC	3134G2WG3	2-15-12	9,686,631.75	9,683,651.10	9,689,900.85	09-22-14	0.750%	200.31	30	19,830.94		(0.01)	25,840.31	9,615,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,052,200.00	10,059,500.00	09-28-15	0.750%	208.33	30	19,375.00			25,625.00	10,000,000
FNMA	3136G0EJ6	5-03-12	4,998,437.50	5,009,700.00	5,007,750.00	10-30-15	0.750%	104.17	30	6,354.17			9,479.17	5,000,000
FHLMC	3134G3UV0	5-23-12	5,000,000.00	5,001,550.00	5,007,950.00	11-23-15	0.750%	104.17	30	3,958.33			7,083.33	5,000,000
FHLMC	3135G0LM3	5-25-12	9,997,000.00	9,998,600.00	10,016,000.00	11-24-15	0.750%	208.33	30	7,708.33			13,958.33	10,000,000
FHLMC	3134G3Y20	12-28-12	5,000,500.00	5,006,300.00	5,002,850.00	11-27-15	0.500%	69.44	30	2,361.11			4,444.44	5,000,000
FNMA	3135G0RX3	12-07-12	7,005,250.00	7,006,930.00	7,002,170.00	11-27-15	0.500%	97.22	30	3,305.56		(0.01)	6,222.22	7,000,000
FED. FARM CREDIT BK	31331H5L7	5-11-07	1,020,404.50	1,128,923.00	1,105,391.50	12-29-15	6.125%	161.63	30	29,417.01	29,093.75		5,172.22	950,000
FHLMC	3134G3SE1	03-21-12	8,505,312.50	8,545,475.00	8,559,075.00	03-21-16	1.000%	236.11	30	23,611.11			30,694.44	8,500,000
FNMA	3135G0KA0	5-3-12	8,084,744.20	8,094,980.40	8,077,006.60	04-26-16	1.125%	251.88	30	16,371.88			23,928.13	8,060,000
														95.32%
<u>TREASURY INFLATION PROTECTED SECURITIES</u>														
TREAS INFLATION INDEX	912828KM1	01-21-10	3,737,186.68	3,928,130.97	3,945,164.16	04-15-14	1.250%	132.22	30	10,247.06		37.89	14,251.62	3,808,000
														4.68%
LAIF			24,835,519.01	3,237,086.25	24,835,519.01					5,389.77	5,264.48	(125.29)	5,861.32	24,835,519
TOTAL LAIF			24,835,519.01	3,237,086.25	24,835,519.01									
TOTAL A/C 121100 & 112010			81,348,496.13	82,200,475.47	82,015,173.11									
TOTAL			81,348,496.13	82,200,475.47	82,015,173.11					275,943.28	29,093.75	37.86	335,518.65	81,433,001

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

<u>TYPE OF SECURITY</u>	<u>CUSIP #</u>	<u>SETTLE DATE</u>	<u>ORIGINAL PURCHASE PRICE</u>	<u>GASB 31 ADJUSTED 06-30-12</u>	<u>MARKET VALUE 01-31-13</u>	<u>MATURITY DATE</u>	<u>INT RATE</u>	<u>RATE/ DAY</u>	<u>APPL. DAYS</u>	<u>INTEREST REC'VBLE 12-31-12</u>	<u>INTEREST EARNED 01-31-13</u>	<u>INTEREST RECEIVED 01-31-13</u>	<u>ADJ.</u>	<u>INTEREST REC'VBLE 01-31-13</u>	<u>PAR VALUE</u>
<u>GOVERNMENT BONDS</u>															
HOUSING URBAN DEVEL	911759EB0	12-23-08	155,581.50	150,844.50	151,011.00	08-01-17	7.908%	32.9500	30	4,942.50	988.50			5,931.00	150,000
LAIF			7,956,001.45	7,956,001.45	7,956,001.45					6,612.66	2,026.40	6,458.96	(153.70)	2,026.40	7,956,001
MATURED/CALLED CALLED															
TOTAL LAIF			7,956,001.45	7,956,001.45	7,956,001.45										
TOTAL A/C 121100 & 112010			155,581.50	150,844.50	151,011.00										
TOTAL			<u>155,581.50</u>	<u>150,844.50</u>	<u>151,011.00</u>					<u>4,942.50</u>	<u>988.50</u>	<u>0.00</u>	<u>0.00</u>	<u>5,931.00</u>	<u>150,000</u>

13-Feb-13

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-12	MARKET VALUE 01-31-13	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 12-31-12	INTEREST EARNED 01-31-13	INTEREST RECEIVED 01-31-13	ADJ.	INTEREST REC'VBLE 01-31-13	PAR VALUE
<u>GOVERNMENT BONDS</u>															
FHLM	3137EABX6	1-30-09	5,015,200.00	5,166,550.00	5,110,000.00	01-07-14	2.500%	347.2222	30	60,416.67	10,416.67	62,500.00	(0.01)	8,333.33	5,000,000
FHLM	3137EACB3	3-26-10	2,510,690.00	2,597,375.00	2,570,925.00	04-23-14	2.500%	173.6111	30	11,805.56	5,208.33			17,013.89	2,500,000
FNMA	31398AU34	2-15-12	5,299,150.00	5,276,000.00	5,248,600.00	07-28-15	2.375%	329.8611	30	50,468.75	9,895.83	59,375.00		989.58	5,000,000
FHMLC	3134G3SD3	03-28-12	4,998,000.00	5,026,100.00	5,029,750.00	09-28-15	0.750%	104.1667	30	9,687.50	3,125.00			12,812.50	5,000,000
FHMLC	3134G3SE1	03-21-12	5,503,437.50	5,529,425.00	5,538,225.00	03-21-16	1.000%	152.7778	30	15,277.78	4,583.33			19,861.11	5,500,000
															82.13%
<u>TREASURY INFLATION PROTECTED SECURITIES</u>															
TREAS INFLATION INDEX	912828KM1	03-26-10	2,639,162.36	2,805,807.83	2,817,974.40	04-15-14	1.288%	97.3156	30	7,319.33	2,919.47		(59.07)	10,179.73	2,720,000
LAIF			632,389.15	306,030.21	632,389.15					408.28	143.82	398.80	(9.48)	143.82	632,389
TOTAL LAIF			632,389.15	306,030.21	632,389.15										
TOTAL A/C 122010			25,965,639.86	26,401,257.83	26,315,474.40										
TOTAL			25,965,639.86	26,401,257.83	26,315,474.40					154,975.59	36,148.63	121,875.00	(59.08)	69,190.14	25,720,001

**SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF BUDGET ACTIVITY FOR JANUARY 2013**

BUDGET AMENDMENTS

Amount	Line Item	Description
Jan-13 \$ (2,034,417)	page 1, line 3-state/fed operating grants	approved by Board in Jan 2013 net increase for grant revenues for MTC last mile grant, AB664 funds, and reduction of preventive maintenance and diesel fuel grants
Jan-13 \$ 360,000	page 1, line 4-measure A and AB434 funds	approved by Board in Jan 2013 increase Measure A funds due to revised sales tax revenue estimate
Jan-13 \$ 3,000,000	page 1, line 7-district half-cent sales tax	approved by Board in Jan 2013 increase per revised sales tax revenue estimate
Jan-13 \$ 413,380	page 1, line 8-investment interest	approved by Board in Jan 2013 revised investment interest revenues for investment portfolio and paratransit fund
Jan-13 \$ 69,000	page 1, line 9-pass through to other agencies revenue	approved by Board in Jan 2013 add pass through of TDA funds for paratransit coordinating council
Jan-13 \$ 225,981	page 1, line 20-district motor bus	approved by Board in Jan 2013 increase for marketing and audit costs for MTC last mile grant, security costs, Oracle HR support
Jan-13 \$ 73,573	page 1, line 26-pass through to other agencies expenses	approved by Board in Jan 2013 add pass through of paratransit coordinating council expense and consultant admin costs
Jan-13 \$ 2,705,780	page 1, lines 31 and 14-capital program	approved by Board in Nov 2012 and reflected on SAMTR financial statement as of Jan 2013 increase capital contribution for hybrid bus purchases
\$ 4,813,297	Total	\$ - Total

BUDGET REVISIONS

Amount	Line Item	Description
Jan-13		No Budget Revisions in January 2013.
\$ -	Total	\$ - Total

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

2/13/13 1:20 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2012:						FINAL
1st Quarter	15,680,000	15,680,000	1st Quarter	17,041,202	1,361,202	17,041,202
2nd Quarter	16,615,300	16,615,300	2nd Quarter	18,020,403	1,405,103	18,020,403
3rd Quarter	14,665,300	14,665,300	3rd Quarter	16,475,872	1,810,572	16,475,872
4th Quarter	16,039,400	21,540,400	4th Quarter	17,832,709	429,109	17,832,709
FY2012 Total	63,000,000	68,501,000	FY2012 Total	69,370,185	5,005,985	69,370,185
FY2013						
Jul. 12		4,360,900	Sep. 12	4,902,300	541,400	4,902,300
Aug. 12		4,360,900	Oct. 12	5,241,900	881,000	5,241,900
Sep. 12		5,810,000	Nov. 12	6,536,400	726,400	6,536,400
1st Qtr. Adjustment		1,650,000	Dec. 12	2,174,982	524,982	2,174,982
3 Months Total		16,181,800		18,855,582	2,673,782	18,855,582
Oct. 12		4,507,000	Dec. 12	5,197,300	690,300	5,197,300
Nov. 12		4,507,000	Jan. 13	5,197,300	690,300	5,197,300
Dec. 12		6,330,000	Feb. 13			6,330,000
2nd Qtr. Adjustment		1,740,000	Mar. 13		(1,351,461)	388,539
6 Months Total		33,265,800		29,250,182	2,702,922	35,968,722
Jan. 13		5,142,000	Mar. 13			5,142,000
Feb. 13		5,142,000	Apr. 13			5,142,000
Mar. 13		5,880,800	May 13			5,880,800
3rd Qtr. Adjustment		1,617,400	Jun. 13		(1,351,461)	265,939
9 Months Total		51,048,000		29,250,182	1,351,461	52,399,461
Apr. 13		4,642,000	Jun. 13			4,642,000
May 13		4,642,000	Jul. 13			4,642,000
Jun. 13		5,923,000	Aug. 13			5,923,000
4th Qtr. Adjustment		1,745,000	Sep. 13		(1,351,461)	393,539
FY2013 Total		68,000,000	FY2013 Total	29,250,182	0	68,000,000
			18,855,582	1st Quarter		
			17,113,139	2nd Quarter		
			5,230,646	3rd Quarter		
				4th Quarter		
			<u>41,199,368</u>	YTD Actual Per Statement of Revenues & Expenses		

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **CALL FOR A PUBLIC HEARING – DRAFT FINAL SAMTRANS SERVICE PLAN**

ACTION

Staff recommends the Board schedule a public hearing at its April 3, 2013 Board meeting to consider and receive comments on the draft final SamTrans Service Plan and the accompanying California Environmental Quality Act (CEQA) environmental document, a Draft Initial Study/Negative Declaration (IS/ND).

SIGNIFICANCE

The prior draft SamTrans Service Plan (SSP) was released in August 2012 for public comments and review. After the prior draft SSP's release, staff did extensive outreach, including holding public meetings, presenting the draft to city councils, conducting rider forums, and soliciting input from riders and the general public. The draft SSP has been revised to address input received throughout this process, resulting in a draft final SSP.

A Draft IS/ND has been prepared to evaluate potential environmental impacts and accompanies the draft final SSP. Both the draft final SSP and the Draft IS/ND will be released for a 30-day public comment period, commencing March 13, 2013 and concluding April 15, 2013. A public hearing on April 3, 2013 will allow the Board to hear and receive input from the public on these documents.

After the conclusion of the 30-day public comment period, staff will present the Board the proposed final SSP and IS/ND for adoption at its May 1, 2013 meeting.

BUDGET IMPACT

Calling for and holding a public hearing on the SSP and IS/ND will not impact the budget.

BACKGROUND

The SamTrans Service Plan lays out a comprehensive set of service changes that are designed to increase ridership and revenue at no additional operating cost. Following adoption of the SSP, SamTrans would initiate an implementation program to execute the recommendations.