



BOARD OF DIRECTORS 2013

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GENERAL MANAGER/CEO

## AGENDA

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

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

WEDNESDAY, NOVEMBER 6, 2013 – 2:00 p.m.

#### ACTION

1. Approval of Minutes of Community Relations Committee Meeting of October 2, 2013

#### INFORMATIONAL

2. Accessibility Update – Tina Dubost
3. PCC Update - Mike Levinson
4. Citizens Advisory Committee Liaison Report - Peter Ratto
5. Mobility Management Report – Facilities – State of Good Repair
6. Multimodal Ridership Report – September 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  
OCTOBER 2, 2013**

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

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

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

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

**Approval of Minutes of Community Relations Committee (CRC) Meeting of September 4, 2013**

The Committee approved the minutes (Lloyd/Gee).

**Designate October as "Disabilities Awareness Month"**

Committee Chair Guilbault said staff is asking the Board to adopt a proclamation designating October as "Disabilities Awareness Month." She said this is an opportunity to focus on the benefits and services provided to the community and persons with disabilities. Chair Guilbault said the San Mateo County Transit District (District) has been a leader in serving persons with disabilities who live, work and travel in San Mateo County.

Committee Chair Guilbault and Chair Carole Groom presented the proclamation to Jack Yaco, San Mateo County Commission on Disabilities.

The Committee (Lloyd/Gee) approved the proclamation designating October as "Disabilities Awareness Month."

Mr. Yaco thanked the Board for the proclamation and the outstanding efforts in making SamTrans, Caltrain and Redi-Wheels accessible to the disabled.

**Accessibility Update – Tina Dubost**

Tina Dubost, Acting Manager, Accessible Transit Services, reported:

- Marianne Mannia, former Paratransit Coordinating Council (PCC) chair, recently passed away.
- SamTrans has a program to install tether straps on customers' wheelchairs free of charge. The straps make it much easier for operators to safely and efficiently secure wheelchairs. Last month eight were installed on wheelchairs.

### **PCC Update – Mike Levinson**

Mike Levinson, PCC Chair, reported:

- Acknowledged the great work Ms. Mannia did for the PCC.
- The PCC has been reviewing documentation pertaining to the upcoming Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and wants to actively participate.

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

Peter Ratto, CAC Chair, said at its September 25 meeting the CAC received a presentation on hybrid bus technology and viewed the new bus.

### **Mobility Management Report – Fixed-Route Bus Service – First Hybrid Bus**

Chuck Harvey, Deputy CEO, reported:

- Twenty-five 40-foot hybrid buses were purchased at a cost of \$16.7 million, funded by a Federal Transit Administration State of Good Repair grant.
- The hybrid buses have a smaller diesel engine with lower emissions.
- The bus is significantly quieter.
- Initially mechanics will receive more than 3,700 hours of training and operators will receive 500 hours of training. The new buses drive like the current ones, but because hybrid engines turn off and on at stops it will feel different and the operators need to get used to that feature.
- The new buses should be in revenue service by the end of the year.

Director Zoe Kersteen-Tucker asked if all mechanics will work on the buses or just a select number. Mr. Harvey said training will start with the mechanics at North Base where the first set of vehicles will be stored and then at a later date mechanics at South Base will be trained.

Director Jeff Gee asked if there will be any retrofits required to maintain and assemble the new hybrids. Mr. Harvey said the mechanics have almost everything they need. There might be a few special tools that will be needed to access the battery packs.

Director Gee said public safety officials need to be aware of these new buses because in case of emergency the way people are rescued and a fire is extinguished is different than a traditional bus.

The Committee recessed at 2:32 p.m. to view a new hybrid bus.

The Committee reconvened at 2:48 p.m.

### **Multimodal Ridership Report – August 2013**

Mr. Harvey reported:

- Bus average weekday ridership (AWR) was 39,100, an increase of 1.1 percent.
- Paratransit AWR was 1,072, an increase of 0.5 percent
- Caltrain AWR was 53,840, an increase of 10.7 percent.
- Caltrain shuttle AWR was 10,090 a decrease of 3.4 percent.

Total Ridership – August 2013

- Bus ridership was 1,041,620, an increase of 0.4 percent.
- Caltrain was 1,466,170, an increase of 8.6 percent.
- Caltrain shuttle was 225,300, a decrease of 1.8 percent.

Year-to-date Total Ridership – August 2013

- Bus ridership was 2,010,750, an increase of 2.2 percent.
- Caltrain was 2,958,050, an increase of 11.4 percent.
- Caltrain shuttle was 440,460, a decrease of 1.6 percent.

Mr. Harvey said weekday Route ECR has been operating for two months and is very stable with 80 percent on-time performance. Staff has been receiving excellent comments from the public and the CAC. Mr. Harvey said Phase 2 of the SamTrans Service Plan is in the planning phase and staff should be able to make the January runbook change.

Director Kersteen-Tucker thanked staff for correcting the Route 17 issue.

Public Comment

Jerry Grace, San Lorenzo, asked how many new people rode the bus during the Bay Area Rapid Transit (BART) strike. Mr. Harvey said an additional 500 to 1,500 people were carried on SamTrans into San Francisco. He said this time probably more people will be carried because the last BART strike was during the Fourth of July holiday. Mr. Harvey said a dedicated shuttle from the Colma and Daly City BART stations to the Transbay Terminal will be added. All trains will stop at the Millbrae Caltrain Station. During the last BART strike an additional 4,000 to 6,000 people were carried on Caltrain.

Adjourned: 3:00 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **ACCESSIBILITY REPORT**

**ACTION**

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

**SIGNIFICANCE**

Several groups advise SamTrans on accessible service issues. The Paratransit Coordinating Council (PCC) provides a forum for consumer input on paratransit issues. The Advocacy and Legislative Committee (AL-Com) is the advocacy arm of the PCC. The SamTrans Accessibility Advisory Committee (formerly the Americans with Disabilities Act Technical Advisory Committee or ATAC) is a SamTrans committee that advises on accessibility issues, particularly related to fixed-route service. Each group has requested 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 September 10 PCC meeting are attached. The minutes from the May 6 SAAC meeting are also attached.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

No additional information.

**SAN MATEO COUNTY  
PARATRANSIT COORDINATING COUNCIL**

**MEETING MINUTES  
September 10, 2013**

**ATTENDANCE:** Members Present: Mike Levinson, Chair; Stephanie Hill, Al-Com Chair; Aki Eejima, Consumer; Dinae Cruise, Consumer; Dan Mensing, Consumer; Myria Barnes-Jackson, DOR; Nancy Keegan, SC Adult Day Services; Marie Violet, Sequoia Hospital; Sandra Lang, COA; Dale Edwards, Consumer; Maureen Dunn, Senior Focus; Sammi Riley, Consumer; Dr. Michal Settles, Vice-Chair; Barbara Kalt, Rosener House; Maxine Eastman, Consumer.

**ABSENTEES:** Judy Garcia, Consumer; Allan Newlands, COD; Shayla Walsh, CID; Marshall Loring, PAC.

**GUESTS:** Ashish John, SamTrans; Tina Dubost, SamTrans; Jocelyn Feliciano, MV Transportation; Lynn Spicer, MV Transportation; David A. Smith, MV Transportation; Elly Colwell, SamTrans; Linda Rhine, Nelson/Nygaard; Erin Swartz, PCC Staff.

(Total Attendance: 23) Quorum--Yes.

**WELCOME/INTRODUCTION**

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

**APPROVAL OF JUNE PCC MINUTES**

Mike asked for a vote of approval for the July minutes. The minutes were approved with no abstentions.

**COMMITTEE REPORTS**

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

Stephanie reported that Al-Com hasn't met since July. The next meeting is October 1, 2013 at 1:00 p.m. The guest speaker will be Craig McCullough from COD who is also a former PCC member.

**B. GRANT/BUDGET REVIEW**

Barbara reported that she did not have any updates. Linda reported that changes to the 5310 process are in progress and will share the updated information when it has been approved by MTC and Caltrans. The proposal is to combine 5310 and New Freedom Funds. It would mean that MTC would manage the programming of the funds and Caltrans would handle the vehicle procurement.

**C. EDUCATION COMMITTEE**

Maureen reported that the Education Committee just met today at noon. The group reviewed the results of the first new outreach presentation at the Department of Rehabilitation, which received excellent feedback. Two more dates and volunteer

speakers for presentations have been set. The next presentation will be in October (United Airlines Retired Machinists Union) and another following in November (San Mateo County Council of the Blind). The annual Seniors on the Move is scheduled for Nov. 4, where five PCC members will be working in shifts to do outreach.

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

Mike reported that the last meeting was in July. Mike reviewed the steps that were taken to address the complaint about negative taxi service experienced by a visitor to San Mateo County. A resolution was proposed and this information was presented to the SamTrans Board of Directors. The taxi service will not charge higher taxi fares for people who use mobility devices and will not provide taxi service in cities where it is not licensed to operate. A better sign on the taxi vehicle will be posted to indicate when it is operating as a Redi-Wheels vehicle versus a private taxi. Mike said it was a swift correction and he is pleased that the issue was remedied in a timely manner. Tina reported that Bill met with Shayla at CID. Tina spoke to the customer and all parties are satisfied with the resolution.

Mike mentioned that letters were sent by PCC members to encourage the San Mateo County Board of Supervisors to use Measure A funds on paratransit services. Stephanie and Dinae reported that they spoke in support of Measure A funding at the Board of Supervisors meeting. Stephanie noted that \$5 million dollars in Measure A funding has been allocated for paratransit services for the next two years. Their presentations made a big difference in gathering support for votes to support paratransit services.

Mike also reported that the Executive Committee has agreed to apply some of the carryover funds for the Nelson-Nygaard contract because the budget has not increased in a number of years. He is hoping that a longer-term solution for the budget can be found. The contract is through December 2013. Tina shared that SamTrans is working on a longer-term solution.

Linda presented the draft PCC Work Plan for 2014-2015 for review. PCC members offered comments and suggestions on the Work Plan. A revised Work Plan incorporating these comments will be presented to the PCC for approval at the October meeting.

The PCC members also discussed the idea of exploring options to review eligibility by mail. Nancy shared that some agencies are using this approach now. Tina explained that some paratransit riders are eligible to renew by mail, but an agency issue is first clarifying who is eligible to renew in this way. Maureen said that at this time, it is not clear why some riders are eligible to renew by mail while others are not. The eligibility review is a functional assessment, not a medical review. This issue is being worked on with social service agencies. Further discussion followed about eligibility and why an in-person interview is valid and necessary for many of the applicants to understand their functional ability. Tina explained the value of in-person interviews.

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

### **A. Operational Report**

Tina thanked everyone for supporting Measure A at the Board of Supervisors meeting. She reported that the SamTrans ECR Route is working well to replace Routes 390 and 391. Service is more efficient and feedback from riders has been positive. The Eligibility Office has moved to Burlingame. Additionally, the Contracts and Procurement Office has extended the contract with Care Evaluators for up to 12 months (ending in Feb. 2015) and will begin the RFP process in a few months. Dan asked about the RFP process for contractors. Tina explained that the eligibility RFP process for contractors has been a little delayed this year. The contract with Care Evaluators has been extended by a few months, and then SamTrans will begin the RFP process for contractors. The PCC thanked Barbara for being willing to serve as the PCC liaison in this process.

### **B. Performance Summary**

In the Performance Measures report, Tina pointed out that Total Trips Requested was higher in July 2013 when compared to July 2012. The number of Average Weekday Riders in July was 945. Redi-Wheels met the On-Time Performance Goal at 90.7%. Productivity in July was 1.76, which is higher than productivity in June. July's Average Phone Wait Time was 1.5 minutes. The Average Phone Wait Time increased from June to July because of ride negotiations.

### **C. Customer Comments**

Elly reported on the Comments by Category Monthly Statistics first. Policy related comments have decreased 4% from June to July. Service related comments have decreased 16% in the same time period. The total number of Comments by Category for June and July was 68. The Average Response Time to Customers in days was 6.5, which is better than the goal of 7 days. In the Monthly comment Statistics Report, there were 23 compliments recorded in July, which is an increase from June.

### **D. Safety Report**

Jocelyn reported that Redi-Wheels had 7 incident reports for the month of July. Five were preventable and two were non-preventable, although all of the incidents were minor. On RediCoast, 0 incidents were recorded in July. In August, Redi-Wheels had 2 non-preventable incidents and RediCoast had none.

## **LIAISON REPORTS**

### **A. MTC REPORT**

Marshall absent, no report available.

### **B. AGENCY**

Barbara had no further information to report, beyond what had already been shared in today's meeting. There have been no more issues with "Do Not Leave Alone," violations.

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

Michal reminded the PCC members that everyone is welcome at the CTC meetings. The Senior Campus is scheduled to open in December. It will combine Senior Coastiders and other senior groups. The new address will be 925 Main Street. There

are 39 units of low-income and senior housing on the second and third floor, with an on-site manager. This project was completed using federal funding, along with support from San Mateo County. Michal also reported on the July Coastsides meeting where Bill and Paul were thanked for their service. Mike attended the July meeting and reported on Night Before Calls. Mike confirmed with Tina that Coastsides riders do not currently receive NB calls for the Redi-Wheels portion of their trip. Tina will provide an update later on how Comment Cards are marked that originate from Coastsides riders. The next meeting will be in December, with a date and location confirmed later that correlates with caroling activities. Michal asked if the Education Committee members might be available to present information on a date in 2014. Michal reminded everyone that two events that help support local agencies are coming up on the Coast side. Taste of the Coast will be on Sept. 22 at Sea Crest School and the Pumpkin Festival is Oct. 19-20.

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

Aki thanked Tina for providing the updates previously given by Bill. All ERC updates were covered in earlier reports at today's meeting.

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

The most recent COA meeting was on September 9. Sandra reported that the COA always meets the day before the PCC meetings. She has shared information with the COA to encourage participation in the Consumer Corps. Sandra also shared our draft work plan from the September PCC packet.

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

Allan absent, no report available.

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

In Shayla's absence, Mike reported that Shayla is holding a voter registration outreach campaign currently and a "Know Your Rights" workshop on Sept. 25. People interested in attending can contact Shayla at (650) 645-1780, extension #118.

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

Myria reported that she appreciated the Education Committee outreach presentation given by Dale and Aki on July 24.

**OTHER BUSINESS**

The next PCC meeting will be on October 8.

Dale reported that he is impressed with the quality of vehicles in service with Serra Cab. The taxis are nice and clean and the fleet is being upgraded.

Stephanie welcomed any specific topics that people would like to suggest for Craig to present at the next AI-Com meeting.

Dale reported that he visited the new Eligibility Office and found it to be very nice.

Erin is expecting a baby on Oct. 3. There was a little celebration and we wish her the best of luck.

**MEETING ADJOURNED: 3:25 P.M.**

## SAMTRANS ACCESSIBILITY ADVISORY COMMITTEE

### MEETING SUMMARY – May 6, 2013

**PRESENT:** Alec Karp (Chair), Cam Acker, Jim Engvall, Donald Jacobberger, Doris Maez, Jennifer Sutton

**ABSENT:** None

**GUEST:** None

**SAMTRANS STAFF:** Christiane Kwok, Market Research Specialist; Richard Lesser; Bill Welch

- I. Introductions
- II. Agenda
- III. Approval of Minutes

#### Fixed Route Bus and Caltrain

##### A. SamTrans Service Plan Update

Bill Welch updated the committee. SamTrans puts together a major new service plan every ten to twelve years. The Plan's goal is to improve service and efficiency. It is carefully crafted, reviewed, and submitted for extensive public comment before implementation.

SamTrans listened carefully to consumers' public comments, and made adjustments to the Plan based on their feedback. For example, at Oakley Avenue and The Alameda in Menlo Park, Family House for the Adult Disabled Community, a residential housing facility, would have been left without bus service after the planned elimination of route 295. In response to their concerns, route 85 will now serve that location four times per day.

One major improvement in the SamTrans Service Plan (SSP), will be implemented in August: After having proven to be very successful on its pilot weekends rollout, the "ECR" bus will replace routes 390 and 391 on El Camino Real for weekday service. The ECR route increases bus frequency to every fifteen minutes and goes all the way to Palo Alto. It does not go into the San Bruno or South San Francisco BART stations, but stops nearby, and alternatives are available if that walk is too far for some.

Route 140 will now drop people at the AirTrain station.

The KX express bus will continue to go to San Francisco for commuters, but at off-peak times it will end at San Bruno BART station, where passengers can continue to the City on BART or Muni.

Half Moon Bay will have weekend service to Hillsdale Shopping Center.

Pacifica and San Carlos will be getting a "deviated fixed route service", which is a cross between Redi-Wheels style demand response and a fixed route. Buses will operate on a fixed route and deviate to locations requested by people who call ahead. This service combines the reliability of fixed route with the ability to deviate on demand.

All these changes are scheduled to happen at the beginning of 2014.

B. Caltrain Signage and Surveys – Christiane Kwok, SamTrans Market Research Specialist

Real-time arrival signs are to be implemented in Millbrae first, and will be put at major transit centers. Caltrain is also testing real-time arrival announcements, both visual and auditory, to increase accessibility for visual and hearing impaired passengers. The audio volume levels are measured and standardized throughout the system for audibility.

Online surveys, such as the one on Caltrain ticket vending machines, are sent out using the "Survey Monkey" service, which is compliant with stringent accessibility guidelines, such as the ability to be read by screen-reading software. The surveys are not statistically accurate but are made for planning purposes, and also measure customer satisfaction.

There was a discussion about the difficulty, for visually impaired passengers, of locating the Clipper tagging devices on Caltrain platforms. Caltrain is currently assessing the costs and benefits of different options for making these easier to locate, ranging from putting a beacon sound device on a unit to moving units to the accessibility assistance shelter.

In about three years, Caltrain plans to install the next generation of ticket vending machines (TVM's), which will most likely have full Clipper functionality, including tagging. The TVM's have a tactile path to guide vision-impaired passengers to them.

Google Maps now has SamTrans information available, for ease of trip planning. 511 and 511.org are also good ways to plan your Bay Area transit.

C. Striping for Visibility of Crossing Barrier Counter-Weights at San Mateo Caltrain Station

Thanks to a request from Alec Karp, Caltrain has installed a highly visible reflective yellow and black striped pattern on counter-weights that descend

onto pedestrian areas, to mitigate the possibility that a vision-impaired pedestrian might not see it descend.

V. Paratransit Update

Richard Lesser reported on behalf of Tina Dubost. SamTrans hosted a visit in early April from Federal Transit Administration consultants Russell Thatcher and Marilyn Golden, to learn more about ADA paratransit service features, operations, and eligibility certification. SamTrans is one of 12 agencies to be featured in a report entitled "Accessible Transit for All".

Regarding the Interactive Voice (IVR) project: Since 9/4/12, the night before ride reminder calls have been working properly. Staff is planning to upgrade to a new version of the scheduling software in order to get more accurate ETA's. Once they are accurate enough, the system will start to make same-day reminder calls.

Paratransit applicants at the eligibility office continue to be referred for travel training when possible and desired.

VI. Citizens Advisory Committee Update

A new CAC member is being sought for this committee.

VII. Valley Transportation Authority Committee of Transportation Accessibility Update

Our representative, Cam Acker, was at the California Council for the Blind meeting at the time of the last VTA meeting. She brought a copy of the VTA Transit Operations Performance Report, which is very technical but worth reading. For the first 6 months of 2013, VTA had a 1% ridership improvement over last year. Bus ridership was up. Paratransit ridership was down, likely due to the existence of varied alternative options, such as volunteer driver programs.

VIII. Announcements and Other Business

The committee voted to formally add two new members: Donald Jacobberger and Jennifer Sutton.

Jennifer Sutton mentioned that Lighthouse for the Blind has tactile BART station maps available.

Alec Karp expressed his appreciation for retiring Accessible Services Manager Bill Welch's years of service and is proud to have collaborated with him.

IX. Set Date for Next Meeting

The next meeting will be on Monday, September 16, 2013, from 11:30 AM to 1:00 PM.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **FACILITIES – STATE OF GOOD REPAIR (SOGR)**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of this fiscal year's series of detailed mobility management reports presented to the Board. The District's four transportation modes – SamTrans motor bus, Americans with Disabilities Act Paratransit, Caltrain and Shuttles – are featured individually each month. This month features a report on the District's facilities, support equipment, and related infrastructure that is necessary to support the delivery of our family of services.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Under the Federal Transit Administration's Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) funding program, a greater emphasis is being placed on the maintenance of existing assets in a State of Good Repair (SOGR). SamTrans has been actively engaged in this effort for many years, utilizing a number of strategies to develop and maintain infrastructure critical to the long-term viability of the District. Staff will report on these efforts, provide an overview of our facilities and support equipment and how a SOGR Program is developed and delivered.

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – SEPTEMBER 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) 2012, FY2013, and FY2014. Chart "B" has figures for total ridership year-to-date for FY2012, FY2013, and FY2014.

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

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

**Total District Modes** – 112,120, an increase of 1.6 percent.

**Bus** – 46,310, an increase of 0.4 percent.

**Paratransit** – 1,100, an increase of 0.9 percent.

**Caltrain** – 54,310, an increase of 6.9 percent.

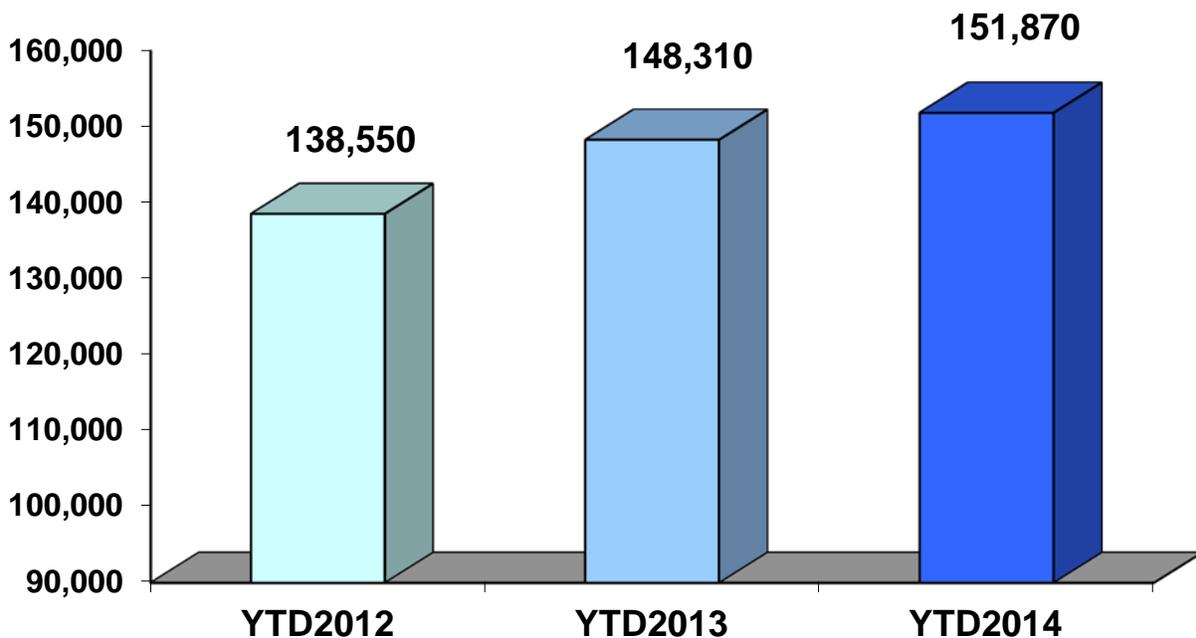
**Shuttles** – 10,400, a decrease of 15.8 percent.

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

September 2013 Average Weekday Ridership				Percent Change
Mode	FY2012	FY2013	FY2014	FY2013/FY2014
Bus	47,300	46,110	46,310	0.4%
Paratransit	1,100	1,090	1,100	0.9%
Caltrain	45,370	50,820	54,310	6.9%
Shuttles	8,710	12,350	10,400	-15.8%
<b>Total</b>	<b>102,480</b>	<b>110,370</b>	<b>112,120</b>	<b>1.6%</b>
BART Extension (No Daly City)	43,410	47,870	49,920	4.3%
<b>Grand Total</b>	<b>145,880</b>	<b>158,240</b>	<b>162,040</b>	<b>2.4%</b>
<b>Weekdays</b>	<b>21</b>	<b>19</b>	<b>20</b>	<b>5.3%</b>

September 2013 Year to Date				Percent Change
Mode	FY2012	FY2013	FY2014	FY2013/FY2014
Bus	41,440	40,240	40,600	0.9%
Paratransit	1,090	1,080	1,100	1.9%
Caltrain	44,900	49,350	54,380	10.2%
Shuttles	8,450	10,990	10,000	-9.0%
<b>Total</b>	<b>95,880</b>	<b>101,670</b>	<b>106,080</b>	<b>4.3%</b>
BART Extension (No Daly City)	42,660	46,650	45,790	-1.8%
<b>Grand Total</b>	<b>138,550</b>	<b>148,310</b>	<b>151,870</b>	<b>2.4%</b>

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



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

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

**All District Modes** – 2,754,070, an increase of 4.3 percent.

**Bus** – 1,120,830, an increase of 3.4 percent.

**Paratransit** – 25,500, an increase of 4.2 percent.

**Caltrain** – 1,395,710, an increase of 8.2 percent.

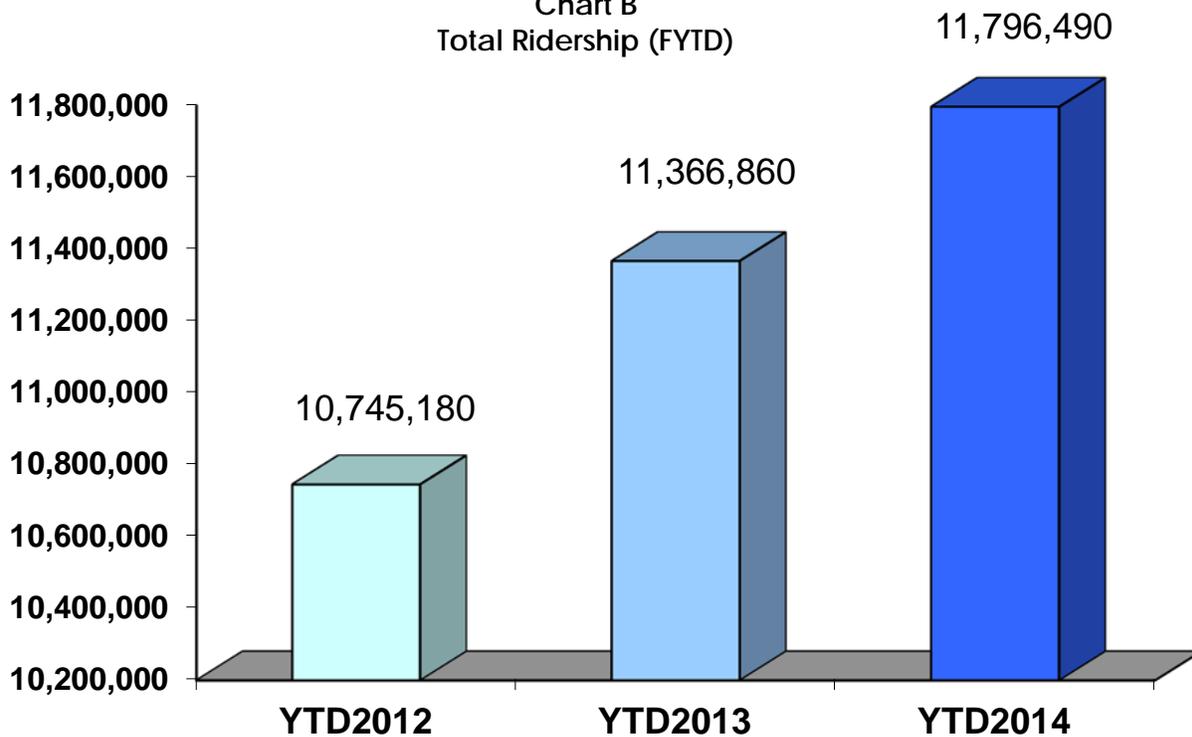
**Shuttles** – 212,040, a decrease of 12.6 percent.

**Table B  
Total Ridership**

September 2013 Total Monthly Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	1,163,290	1,084,020	1,120,830	3.4%
Paratransit	26,290	24,480	25,500	4.2%
Caltrain	1,190,230	1,289,890	1,395,710	8.2%
Shuttles	186,540	242,510	212,040	-12.6%
<b>Total</b>	<b>2,566,350</b>	<b>2,640,900</b>	<b>2,754,070</b>	<b>4.3%</b>
BART Extension (No Daly City)	1,107,150	1,164,000	1,254,240	7.8%
<b>Grand Total</b>	<b>3,673,500</b>	<b>3,804,910</b>	<b>4,008,310</b>	<b>5.3%</b>
<b>Weekdays</b>	<b>21</b>	<b>19</b>	<b>20</b>	<b>5.3%</b>

September 2013 Year to Date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	3,177,130	3,051,560	3,131,570	2.6%
Paratransit	79,350	77,590	79,940	3.0%
Caltrain	3,609,100	3,946,400	4,353,770	10.3%
Shuttles	546,520	690,300	652,490	-5.5%
<b>Total</b>	<b>7,412,090</b>	<b>7,765,840</b>	<b>8,217,770</b>	<b>5.8%</b>
BART Extension (No Daly City)	3,333,090	3,601,020	3,578,720	-0.6%
<b>Grand Total</b>	<b>10,745,180</b>	<b>11,366,860</b>	<b>11,796,490</b>	<b>3.8%</b>

**Chart B  
Total Ridership (FYTD)**



## SamTrans Promotions – September 2013

**It's All About People** – The District's "*It's All About People*" campaign wrapped up in September. Print ads in English and Spanish ran highlighting maintenance employees and youth customers. The ads included a large photo of the featured group and three key attributes.

- Maintenance employees: Details. Cleanliness. Pride
- Youth: My Social Crowd. Friends. Dependable.

Close to a dozen bus shelters throughout the system are displaying an ad featuring seniors. The SamTrans website had a special button on its homepage that showcased the current group and linked to a landing page where the current and previous ads could be viewed. A direct link also is available at [www.samtrans.com/people](http://www.samtrans.com/people).

**Route ECR** – Using the slogan, "Going Your Way," SamTrans kicked off its promotion for the new weekday Route ECR service, which travels along El Camino Real from Daly City to Palo Alto. Various communications channels were used to promote the service, including advertisements in Spanish and English newspapers, *Rider's Digest* bilingual newsletter, social media, a news release and ads in bus shelters.

**Labor Day ad** – Once again in partnership with the Amalgamated Transit Union Local 1574, which represents SamTrans Bus Operators, Customer Service Representatives and Maintenance employees, SamTrans ran an ad celebrating Labor Day in the San Mateo County Labor Council's newspaper. The ad emphasized that for the District, "It's All About People."

**Connect, Redwood City!** – As part of the *Connect, Redwood City!* first- and last-mile connection program, SamTrans hosted a table at the popular Salsa Festival in Redwood City. This provided the agency with an opportunity to interact with people from throughout the county and provide them with information on the services SamTrans provides, as well as information on paying with Clipper. Staffing included an employee who speaks Spanish.

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



BOARD OF DIRECTORS 2013

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

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

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

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

**WEDNESDAY, NOVEMBER 6, 2013 – 2:20 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Finance Committee Meeting of October 2, 2013
2. Acceptance of Statement of Revenues and Expenses for June 2013 (unaudited)
3. Acceptance of Statement of Revenues and Expenses for September 2013
4. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2013
5. Authorize Ratification of Execution of a Funding Agreement with the County of San Mateo for the Allocation of \$10 Million to the San Mateo County Transit District for Fiscal Years 2014 and 2015
6. Authorize Amending the Memoranda of Understanding with the Cities of Menlo Park and Redwood City to Increase Funding to Implement in the Amount of \$72,421 for Two Lifeline Transportation Programs and File Claims with the Metropolitan Transportation Commission to Receive the State Transit Assistance Funds
7. Authorize Approval of Funding Agreement with the City/County Association of Governments of San Mateo County to Provide \$25,000 in Funding in Fiscal Year 2014 and Fiscal Year 2015 for a San Mateo County Pedestrian and Bicycle Coordinator
8. Authorize Acceptance of a Grant from the Silicon Valley Community Foundation in the Amount of \$57,000 for the Grand Boulevard Initiative: Empowering Civic Discourse and Authorize Increasing the Fiscal Year 2014 Operating Budget to a New Total of \$124,326,902

Committee Members: Shirley Harris, Jerry Deal, Adrienne Tissier

NOTE:

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

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

MINUTES OF FINANCE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
OCTOBER 2, 2013

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

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

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

Committee Chair Shirley Harris called the meeting to order at 3:00 p.m.

**Approval of Minutes of Finance Committee Meeting of September 4, 2013**

The Committee approved the minutes (Guilbault/Lloyd).

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

Gigi Harrington, Deputy CEO, said August revenues are slightly worse than budget and expenses are better than budget by \$1 million. Last week, fuel was \$3.12 per gallon and year to date is \$3.13 per gallon. The fuel hedge resulted in revenue to the San Mateo County Transit District (District) of \$16,000 in September.

Ms. Harrington said the sales tax revenue for Fiscal Year 2013 is the highest ever.

The Committee (Gee/Kersteen-Tucker) unanimously recommended Board acceptance of the report.

**Authorize Award of Contract to Action Towing for Heavy-Duty Towing Services for a Total Estimated Amount of \$162,425 for a Five-Year Term**

Cheryl Cavitt, Director, Contracts and Procurement, said this contract is to provide heavy-duty towing of buses, paratransit vehicles and vans. Two bids were received and both could comply with the response time for the service.

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

**Authorize Award of Contract to Universal Building Services and Supply Company to Provide Janitorial Services for a Total Not-to-Exceed Cost of \$1,376,836 for a Three-Year Base Term**

Ms. Cavitt said this contract will provide services for facilities at Central, North Base, South Base, Brewster, and Sequoia Station. Staff issued a Request for Proposals and Universal Building Services was ranked the highest.

Director Jeff Gee asked about the transition of employees and said he hopes there is a successful overlap of services. Ms. Cavitt said the outgoing contractor has asked for a debriefing.

Director Karyl Matsumoto asked if some of the current staff will be retained. Chuck Harvey, Deputy CEO, said he doesn't know if the new contractor will bring over any of the current employees, but workers at both companies are represented by the same SEIU Local.

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

**Authorize Award of Contracts to ICF Jones & Stokes, Inc., HDR Engineering, Inc. and The Louis Berger Group, Inc. to Provide On-Call Environmental Planning, Permitting and Support Services in the Estimated Aggregate Not-to-Exceed Amount of \$1 Million for a Three-Year Term**

Ms. Cavitt said this contract is an aggregate pool and all three companies will share in the work issued by work directives. Staff is not obligated to purchase any level of service from any firm. Each firm included a Small Business Enterprise or Disadvantaged Business Enterprise business in part of their team. Ms. Cavitt said staff is familiar with all three incumbents.

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

**Authorize Award of Contracts to CDM Smith, Inc., Fehr & Peers, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc. to Provide On-Call Transportation Planning and Support Services in the Estimated Aggregate Not-to-Exceed Amount of \$4,270,000 for a Three-Year Term**

Ms. Cavitt said there are four firms in this contract pool and all have worked with the District in the past.

Director Gee asked how staff came up with the dollar amounts for the two items since rounded numbers are usually presented to the Board. Ms. Cavitt said each project manager submits the dollar amount they may need and all costs are totaled up to come up with the contract amount.

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

Adjourned: 3:10 p.m.

SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

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

**ACTION**

Staff proposes the Committee recommend the Board accept and enter into the record the Statement of Revenues and Expenses for the year ended June 30, 2013.

**SIGNIFICANCE**

**Year End Revenues - Unaudited:** *Total Revenues* (page 1, line 13) for Fiscal Year (FY) 2013 are **better** than revised budget by \$6.2 million or 3.9 percent. Within total revenue, *Operating Grants* (page 1, line 3), *Measure A and AB434 Funds* (page 1, line 4), *District ½ Cent Sales Tax* (page 1, line 7), *Other Interest, Rent, & Other Income* (page 1, line 10) together are **better** than revised budget by \$8.7 million or 9.5 percent. These positive variances are offset by *Passenger Fares* (page 1, line 1), *Local TDA and STA Funds* (page 1, line 2), *Investment Interest* (page 1, line 8) and *Other Sources* (page 1, line 11) which are **worse** than revised budget by \$2.5 million or 3.7 percent.

Compared to FY2012, *Total Revenues* (page 1, line 13) are \$11.8 million or 7.7 percent **better**. The principal components of this change are *Passenger Fares* (page 1, line 1), *Local TDA and STA Funds* (page 1, line 2), *Operating Grants* (page 1, line 3), *District ½ Cent Sales Tax* (page 1, line 7), *Investment Interest* (page 1, line 8), *Other Interest, Rent, & Other Income* (page 1, line 10) and *Other Sources* (page 1, line 11) together **increased** by a total of \$12.2 million or 8.5 percent which is offset by a **decrease** in *Measure A and AB434 Funds* (page 1, line 4) of \$0.6 million or 6.8 percent.

**Year End Expenditures - Unaudited:** *Total Expenses* (page 4, line 73) for Fiscal Year 2013 are **better** than revised budget by \$7.7 million or 5.8 percent. Within total expenses, *Total Motor Bus* (page 3, line 46) is **better** than revised budget by \$6.6 million or 6.6 percent, *Total ADA Programs* (page 4, line 55) are **better** than revised budget by \$0.6 million or 4.4 percent and *Total Multimodal* (page 4, line 71) are **better** than revised budget by \$0.4 million or 2.3 percent. Compared to Fiscal Year 2012, *Total Expenses* (page 4, line 73) are \$0.7 million or 0.6 percent **better**. The principal components of this change include an

**increase** in *Total ADA Programs* (page 4, line 55) and *Total Multimodal* (page 4, line 71) of \$2.9 million or 3.0 percent.

In FY 2013, the District received \$2.1 million in Preventive Maintenance funds (Motor Bus) designated for SamTrans' Member Contribution to Caltrain as agreed with MTC. The receipt of the Preventive Maintenance funds, reflected in *Total Operating Grants* (page 2, line 7), resulted in Sales Tax savings in Motor Bus. The savings were swapped with Sales Tax in Multimodal Transit Program reflected in *Sales Tax – Caltrain* (page 2, line 36).

**Budget Revision:** The annual revised budget for *Capital Program* line items (page 1, line 14, 15 and 31) have been adjusted to reflect actual capital spending during FY2013. The remaining capital budget has been rolled over to FY2014.

**Fiscal Year End Results:** Staff will update this report and distribute it in conjunction with the FY2013 Comprehensive Annual Financial Report, which will include the results of the annual external audit.

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

**UNAUDITED**

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

**% OF YEAR ELAPSED: 100.0%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>SOURCES OF FUNDS</b>								
<b>Operating Revenues</b>								
1 Passenger Fares	1,436,288	17,451,873	17,808,366	17,932,800	99.3	17,932,800	17,932,800	99.3
2 Local TDA and STA Funds	3,112,784	35,665,456	38,153,079	38,361,930	99.5	35,492,900	38,361,930	99.5
3 State/Federal Operating Grants	3,888,677	8,167,599	11,012,564	8,730,068	126.1	10,724,485	8,730,068	126.1
4 Measure A and AB434 Funds	976,617	9,596,657	8,948,711	8,714,400	102.7	8,354,400	8,714,400	102.7
5 <b>Subtotal - Operating Revenues</b>	<b>9,414,367</b>	<b>70,881,584</b>	<b>75,922,721</b>	<b>73,739,198</b>	<b>103.0</b>	<b>72,504,585</b>	<b>73,739,198</b>	<b>103.0</b>
<b>Other Revenue Sources</b>								
7 District 1/2 Cent Sales Tax	11,659,317	69,370,185	73,859,183	68,000,000	108.6	65,000,000	68,000,000	108.6
8 Investment Interest	140,008	1,378,350	1,627,610	1,650,975	98.6	1,243,920	1,657,300	98.2
9 Pass through to Other Agencies	58,496	281,790	467,959	536,959	87.1	467,959	536,959	87.1
10 Other Interest, Rent & Other Income	724,146	6,299,269	6,364,912	6,023,708	105.7	6,023,708	6,023,708	105.7
11 Other Sources	(1,575,033)	4,733,000	6,460,000	8,560,000	75.5	8,800,000	8,560,000	75.5
12 <b>Subtotal - Other Revenues</b>	<b>11,006,934</b>	<b>82,062,594</b>	<b>88,779,664</b>	<b>84,771,642</b>	<b>104.7</b>	<b>81,535,587</b>	<b>84,777,967</b>	<b>104.7</b>
13 <b>Total Revenues</b>	<b>20,421,301</b>	<b>152,944,178</b>	<b>164,702,385</b>	<b>158,510,840</b>	<b>103.9</b>	<b>154,040,172</b>	<b>158,517,165</b>	<b>103.9</b>
14 <b>Capital Assistance</b>	<b>(380,008)</b>	<b>3,927,534</b>	<b>4,325,635</b>	<b>4,325,635</b>	<b>100.0</b>	<b>32,297,067</b>	<b>4,325,635</b>	<b>A 100.0</b>
15 <b>Reserves Programmed for Capital</b>	<b>623,127</b>	<b>5,378,270</b>	<b>5,159,430</b>	<b>5,159,430</b>	<b>100.0</b>	<b>525,780</b>	<b>5,159,430</b>	<b>A 100.0</b>
16 <b>Total Revenues - All Sources</b>	<b>20,664,420</b>	<b>162,249,982</b>	<b>174,187,450</b>	<b>167,995,905</b>	<b>103.7</b>	<b>186,863,019</b>	<b>168,002,230</b>	<b>103.7</b>
<b>USES OF FUNDS</b>								
<b>Operations</b>								
20 Motor Bus	9,163,692	96,316,484	93,453,085	100,076,689	93.4	99,740,708	100,076,689	93.4
21 A. D. A. Programs	1,164,252	13,583,328	13,767,333	14,407,220	95.6	14,477,220	14,407,220	95.6
22 Caltrain	989,037	10,620,002	14,000,000	14,000,000	100.0	14,000,000	14,000,000	100.0
23 Other Multimodal Programs	108,330	4,066,791	2,624,227	3,015,460	87.0	3,015,460	3,015,460	87.0
24 <b>Subtotal - Operating Costs</b>	<b>11,425,311</b>	<b>124,586,605</b>	<b>123,844,644</b>	<b>131,499,369</b>	<b>94.2</b>	<b>131,233,388</b>	<b>131,499,369</b>	<b>94.2</b>
<b>Other Uses of Funds</b>								
26 Pass through to Other Agencies	58,496	281,790	467,959	541,532	86.4	467,959	541,532	86.4
27 Transfer Out to Debt Service	2,037,808	24,477,279	24,453,463	24,453,463	100.0	24,453,463	24,453,463	100.0
28 Fiscal Agent Fees	2,375	19,725	26,493	29,600	89.5	29,600	29,600	89.5
29 Land Transfer Interest Expense	59,379	66,561	59,379	66,570	89.2	66,570	66,570	89.2
30 <b>Subtotal - Other Uses</b>	<b>2,158,058</b>	<b>24,845,355</b>	<b>25,007,294</b>	<b>25,091,165</b>	<b>99.7</b>	<b>25,017,592</b>	<b>25,091,165</b>	<b>99.7</b>
31 <b>Capital Programs</b>	<b>295,496</b>	<b>11,047,527</b>	<b>10,465,865</b>	<b>10,465,865</b>	<b>100.0</b>	<b>41,172,847</b>	<b>10,465,865</b>	<b>A 100.0</b>
32 <b>Total Uses of Funds</b>	<b>13,878,865</b>	<b>160,479,488</b>	<b>159,317,803</b>	<b>167,056,399</b>	<b>95.4</b>	<b>197,423,827</b>	<b>167,056,399</b>	<b>95.4</b>
34 <b>NET SURPLUS / (DEFICIT)</b>	<b>6,785,555</b>	<b>1,770,495</b>	<b>14,869,647</b>	<b>939,506</b>	<b>1582.7</b>	<b>(10,560,808)</b>	<b>945,831</b>	<b>1572.1</b>

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

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

<b>UNAUDITED</b>								
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2013 JUNE 2013								
% OF YEAR ELAPSED: 100.0%								
	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 TOTAL MOTOR BUS FARES	1,351,828	16,670,062	16,985,825	17,137,000	99.1	17,137,000	17,137,000	99.1
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,655,940	30,569,366	31,871,276	31,871,276	100.0	29,121,548	31,871,276	100.0
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	367,985	2,982,624	4,411,706	4,415,758	99.9	4,415,758	4,415,758	99.9
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS *	3,572,989	7,470,284	10,150,976	7,730,725	131.3	9,725,142	7,730,725	131.3
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	709,943	34,427,260	24,554,829	33,985,118	72.3	34,646,868	33,985,118	72.3
10 Accessibility Fixed Route	50,669	1,107,717	1,009,438	994,064	101.5	994,064	994,064	101.5
11 TOTAL 1/2 CENT SALES TAX	760,612	35,534,977	25,564,267	34,979,182	73.1	35,640,932	34,979,182	73.1
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	45,880	56,428	1,123,502	1,209,140	92.9	966,720	1,209,140	92.9
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	0	602	42	360	11.7	360	360	11.7
16 Rental Income	89,893	1,055,755	1,071,710	1,052,760	101.8	1,052,760	1,052,760	101.8
17 Advertising Income	124,475	845,169	936,232	665,000	140.8	665,000	665,000	142.2
18 Other Income	194,092	1,131,218	1,337,548	1,015,488	131.7	1,015,488	1,015,488	131.7
19 TOTAL OTHER REVENUES	408,460	3,032,745	3,345,533	2,733,608	122.4	2,733,608	2,733,608	122.4
20								
21 TOTAL MOTOR BUS	9,163,692	96,316,484	93,453,085	100,076,689	93.4	99,740,708	100,076,689	93.4
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	84,460	781,811	822,542	795,800	103.4	795,800	795,800	103.4
25 Local TDA 4.5 Redi-Wheels	47,868	1,608,821	1,378,216	1,583,015	87.1	1,463,713	1,583,015	87.1
26 Local STA - Paratransit	40,991	504,645	491,881	491,881	100.0	491,881	491,881	0.0
27 Operating Grants	315,688	697,315	861,588	999,343	86.2	999,343	999,343	86.2
28 Sales Tax - District ADA Programs	(151,615)	4,063,559	4,141,998	4,614,071	89.8	4,986,373	4,614,071	89.8
29 Sales Tax - Paratransit Suppl. Coastside	100,082	1,341,810	1,248,275	1,292,910	96.5	1,362,910	1,292,910	0.0
30 Interest Income - Paratransit Fund	91,680	406,337	468,521	410,200	114.2	277,200	410,200	114.2
31 Measure A Redi-Wheels	466,347	2,779,030	2,954,311	2,720,000	108.6	2,600,000	2,720,000	108.6
32 Measure M Paratransit	168,750	1,400,000	1,400,000	1,500,000	93.3	1,500,000	1,500,000	93.3
33 TOTAL ADA PROGRAMS	1,164,252	13,583,328	13,767,333	14,407,220	95.6	14,477,220	14,407,220	95.6
34								
35 MULTIMODAL TRANSIT PROGRAMS:								
36 Sales Tax - Caltrain **	2,100,000	328,941	2,100,000	0	0.0	0	0	0.0
37 Other Sources - Caltrain	(1,575,033)	4,733,000	6,460,000	8,560,000	75.5	8,800,000	8,560,000	75.5
38 Transfer from TA for Caltrain	464,070	5,558,061	5,440,000	5,440,000	100.0	5,200,000	5,440,000	100.0
39 TA Funded SM/Caltrain Shuttles	0	1,090,627	0	0	0.0	0	0	0.0
40 Employer Share SM/Caltrain Shuttles	0	369,043	0	0	0.0	0	0	0.0
41 AB434 Funds - SamTrans Shuttle	46,200	527,000	554,400	554,400	100.0	554,400	554,400	100.0
42 Employer SamTrans Shuttle Funds	146,936	1,497,482	1,619,379	1,790,100	90.5	1,790,100	1,790,100	90.5
43 Sales Tax - SamTrans Shuttle Program	27,753	332,744	346,517	334,040	103.7	334,040	334,040	103.7
44 Sales Tax - Gen. Operating Asst.	(112,559)	249,896	103,931	336,920	30.8	336,920	336,920	30.8
45								
46 TOTAL MULTIMODAL	1,097,367	14,686,793	16,624,227	17,015,460	97.7	17,015,460	17,015,460	97.7
47								
48 TOTAL REVENUES	11,425,311	124,586,605	123,844,644	131,499,369	94.2	131,233,388	131,499,369	94.2

% 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.

\*Received \$2.1 million in preventive maintenance funds designated for SamTrans' Member Contribution to Caltrain as agreed with MTC. Receipt resulted in Sales Tax savings.

\*\* Sales Tax savings in Motor Bus were swapped with Sales Tax in Multimodal Transit Programs.

<b>UNAUDITED</b>								
<b>SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2013 JUNE 2013</b>								
<b>% OF YEAR ELAPSED: 100.0%</b>								
<b>EXPENSES</b>	<b>MONTH</b>	<b>YEAR-TO-DATE</b>				<b>ANNUAL</b>		
	<b>CURRENT ACTUAL</b>	<b>PRIOR ACTUAL</b>	<b>CURRENT ACTUAL</b>	<b>REVISED BUDGET</b>	<b>% REV BUDGET</b>	<b>APPROVED BUDGET</b>	<b>REVISED BUDGET</b>	<b>% REV BUDGET</b>
<b>DISTRICT OPERATED BUSES</b>								
1 Wages & Benefits	4,218,904	51,519,403	47,696,860	49,576,020	96.2	50,244,115	49,576,020	96.2
2								
3 Services:								
4 Board of Directors	3,913	49,373	47,923	52,900	90.6	52,900	52,900	90.6
5 Contracted Vehicle Maintenance	105,813	691,773	542,852	791,128	68.6	791,128	791,128	68.6
6 Property Maintenance	74,171	1,160,027	1,107,710	1,258,500	88.0	1,258,500	1,258,500	88.0
7 Professional Services	334,543	4,644,819	3,412,859	4,796,653	71.2	4,777,013	4,796,653	71.2
8 Technical Services	448,767	4,224,885	4,740,556	5,148,571	92.1	4,829,402	5,148,571	92.1
9 Other Services	528,738	345,807	1,271,395	1,277,066	99.6	1,277,066	1,277,066	99.6
10								
11 Materials & Supply:								
12 Fuel & Lubricants	418,836	5,522,482	5,351,161	6,551,477	81.7	6,551,477	6,551,477	81.7
13 Bus Parts & Materials	650,520	1,483,582	2,347,757	2,332,490	100.7	1,758,740	2,332,490	100.7
14 Uniforms & Driver Expense	31,780	302,269	305,339	397,550	76.8	400,970	397,550	76.8
15 Timetables & Tickets	35,572	137,234	151,640	171,800	88.3	171,800	171,800	88.3
16 Office Supplies / Printing	55,398	252,831	260,551	342,137	76.2	342,137	342,137	76.2
17 Other Materials & Supply	15,493	123,974	129,524	156,500	82.8	156,500	156,500	82.8
18								
19 Utilities:								
20 Telephone	55,794	347,425	381,263	580,500	65.7	580,500	580,500	65.7
21 Other Utilities	127,135	968,096	1,012,799	981,600	103.2	981,600	981,600	103.2
22 Insurance Costs	205,466	2,493,061	2,610,004	2,647,000	98.6	2,647,000	2,647,000	98.6
23 Workers' Compensation	239,329	3,141,221	2,994,923	3,197,060	93.7	3,197,060	3,197,060	93.7
24 Taxes & License Fees	40,476	493,488	489,079	573,823	85.2	573,823	573,823	85.2
25 Fixed Route Accessibility	50,669	1,107,717	1,009,438	994,064	101.5	994,064	994,064	101.5
26 Leases & Rentals	10,035	108,246	109,841	119,800	91.7	119,800	119,800	91.7
27 Promotional & Legal Advertising	51,709	99,148	200,257	246,000	81.4	238,500	246,000	81.4
28 Training & Business Travel	18,191	137,666	147,784	170,080	86.9	164,050	170,080	86.9
29 Dues & Membership	7,072	82,619	84,596	87,320	96.9	87,200	87,320	96.9
30 Postage & Other	16,136	62,992	57,578	360,290	16.0	349,003	360,290	16.0
31								
32 <b>Total District Operated Buses</b>	<b>7,744,459</b>	<b>79,500,136</b>	<b>76,463,689</b>	<b>82,810,329</b>	<b>92.3</b>	<b>82,544,348</b>	<b>82,810,329</b>	<b>92.3</b>
33								
34 <b>CONTRACTED BUS SERVICES</b>								
35 Contracted Urban Bus Service	1,210,552	14,709,731	14,780,548	15,058,820	98.2	15,059,320	15,058,820	98.2
36 Other Related Costs	37,137	353,041	360,426	362,100	99.5	361,600	362,100	99.5
37 Insurance Costs	72,945	644,516	651,828	655,000	99.5	655,000	655,000	99.5
38 Coastside Services	59,486	643,473	703,283	694,020	101.3	647,020	694,020	101.3
39 Redi Coast Non-ADA	19,384	231,520	230,120	242,700	94.8	219,700	242,700	94.8
40 Other Related Costs	3,285	28,643	47,102	47,040	100.1	47,040	47,040	100.1
41 La Honda - Pescadero	5,250	52,500	52,500	52,500	100.0	52,500	52,500	100.0
42 SamCoast - Pescadero	10,854	137,577	137,068	140,000	97.9	140,000	140,000	97.9
43 Other Related Cost - SamCoast	341	15,349	26,522	14,180	187.0	14,180	14,180	187.0
44 <b>Total Contracted Bus Service</b>	<b>1,419,234</b>	<b>16,816,349</b>	<b>16,989,396</b>	<b>17,266,360</b>	<b>98.4</b>	<b>17,196,360</b>	<b>17,266,360</b>	<b>98.4</b>
45								
46 <b>TOTAL MOTOR BUS</b>	<b>9,163,692</b>	<b>96,316,484</b>	<b>93,453,085</b>	<b>100,076,689</b>	<b>93.4</b>	<b>99,740,708</b>	<b>100,076,689</b>	<b>93.4</b>

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

**UNAUDITED**

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

% OF YEAR ELAPSED: 100.0%

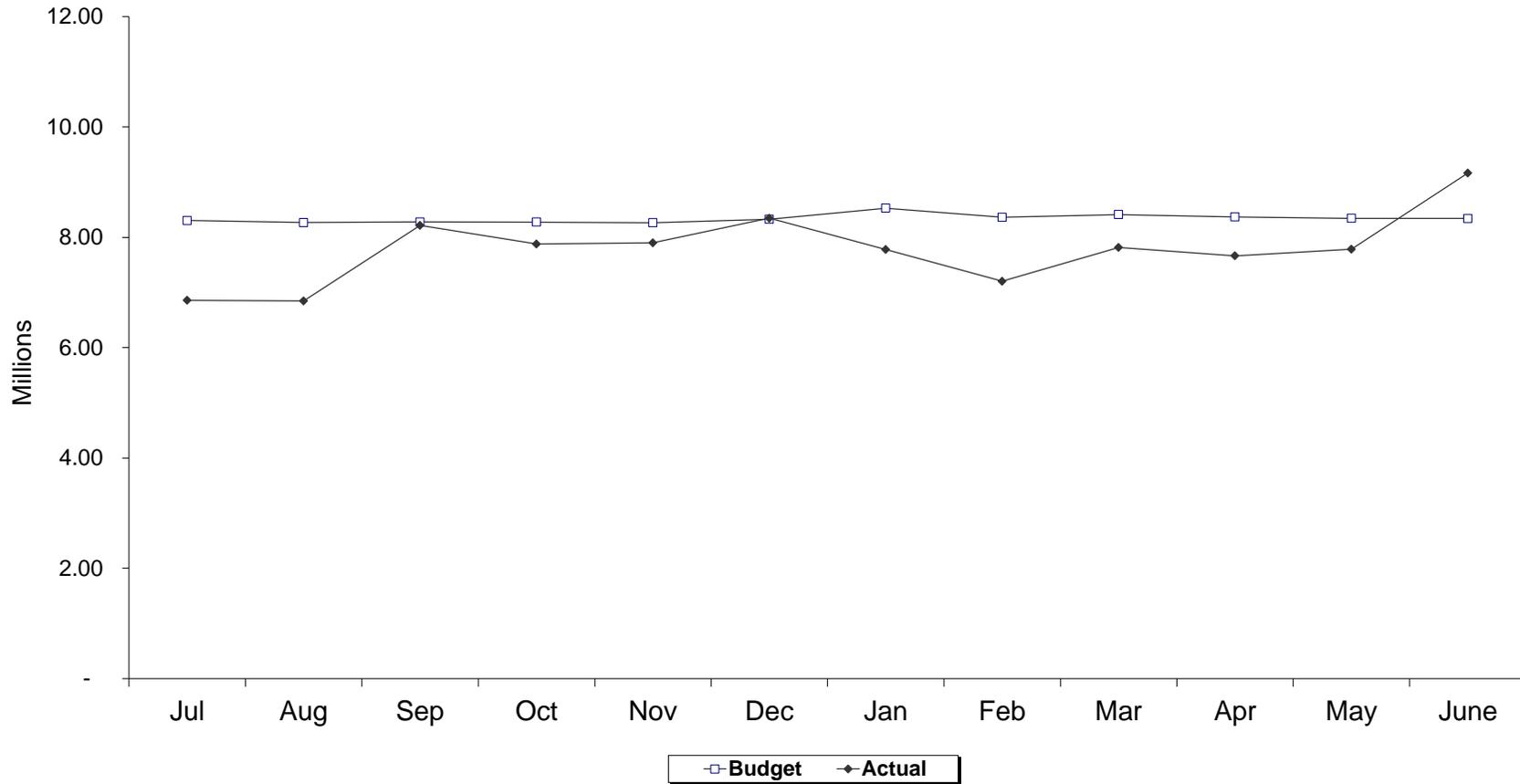
<u>EXPENSES</u>	MONTH	YEAR-TO-DATE				ANNUAL			
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET	
47 <b>AMERICAN DISABILITY ACT PROGRAMS</b>									47
48									48
49 Elderly & Disabled/Redi-Wheels	469,063	5,162,299	5,627,520	5,747,200	97.9	6,964,200	5,747,200	97.9	49
50 Other Related Costs	209,419	2,219,118	2,575,080	2,826,395	91.1	2,826,395	2,826,395	91.1	50
51 Sedan Service	246,824	2,919,115	3,012,025	3,121,190	96.5	1,779,190	3,121,190	96.5	51
52 ADA Accessibility Support	77,804	789,948	791,132	904,525	87.5	1,029,525	904,525	87.5	52
53 Coastside ADA Support	100,082	1,341,810	1,248,275	1,292,910	96.5	1,362,910	1,292,910	96.5	53
54 Insurance Costs	61,060	1,151,037	513,301	515,000	99.7	515,000	515,000	99.7	54
55 <b>TOTAL ADA PROGRAMS</b>	<b>1,164,252</b>	<b>13,583,328</b>	<b>13,767,333</b>	<b>14,407,220</b>	<b>95.6</b>	<b>14,477,220</b>	<b>14,407,220</b>	<b>95.6</b>	55
56									56
57									57
58 <b>MULTIMODAL TRANSIT PROGRAMS</b>									58
59									59
60 <b>CALTRAIN SERVICE</b>									60
61 Peninsula Rail Service	989,037	10,620,002	14,000,000	14,000,000	100.0	14,000,000	14,000,000	100.0	61
62 <b>Total Caltrain Service</b>	<b>989,037</b>	<b>10,620,002</b>	<b>14,000,000</b>	<b>14,000,000</b>	<b>100.0</b>	<b>14,000,000</b>	<b>14,000,000</b>	<b>100.0</b>	62
63									63
64 <b>OTHER SUPPORT</b>									64
65 Dumbarton Express Service	(119,379)	125,377	3,567	157,820	2.3	157,820	157,820	2.3	65
66 SamTrans Shuttle Service	220,889	2,357,226	2,520,296	2,678,540	94.1	2,678,540	2,678,540	94.1	66
67 SM/Caltrain Shuttles	0	1,459,670	0	0	0.0	0	0	0.0	67
68 Maintenance Multimodal Facilities	6,821	124,518	100,363	179,100	56.0	179,100	179,100	56.0	68
69 <b>Total Other Support</b>	<b>108,330</b>	<b>4,066,791</b>	<b>2,624,227</b>	<b>3,015,460</b>	<b>87.0</b>	<b>3,015,460</b>	<b>3,015,460</b>	<b>87.0</b>	69
70									70
71 <b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>1,097,367</b>	<b>14,686,793</b>	<b>16,624,227</b>	<b>17,015,460</b>	<b>97.7</b>	<b>17,015,460</b>	<b>17,015,460</b>	<b>97.7</b>	71
72									72
73 <b>TOTAL EXPENSES</b>	<b>11,425,311</b>	<b>124,586,605</b>	<b>123,844,644</b>	<b>131,499,369</b>	<b>94.2</b>	<b>131,233,388</b>	<b>131,499,369</b>	<b>94.2</b>	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

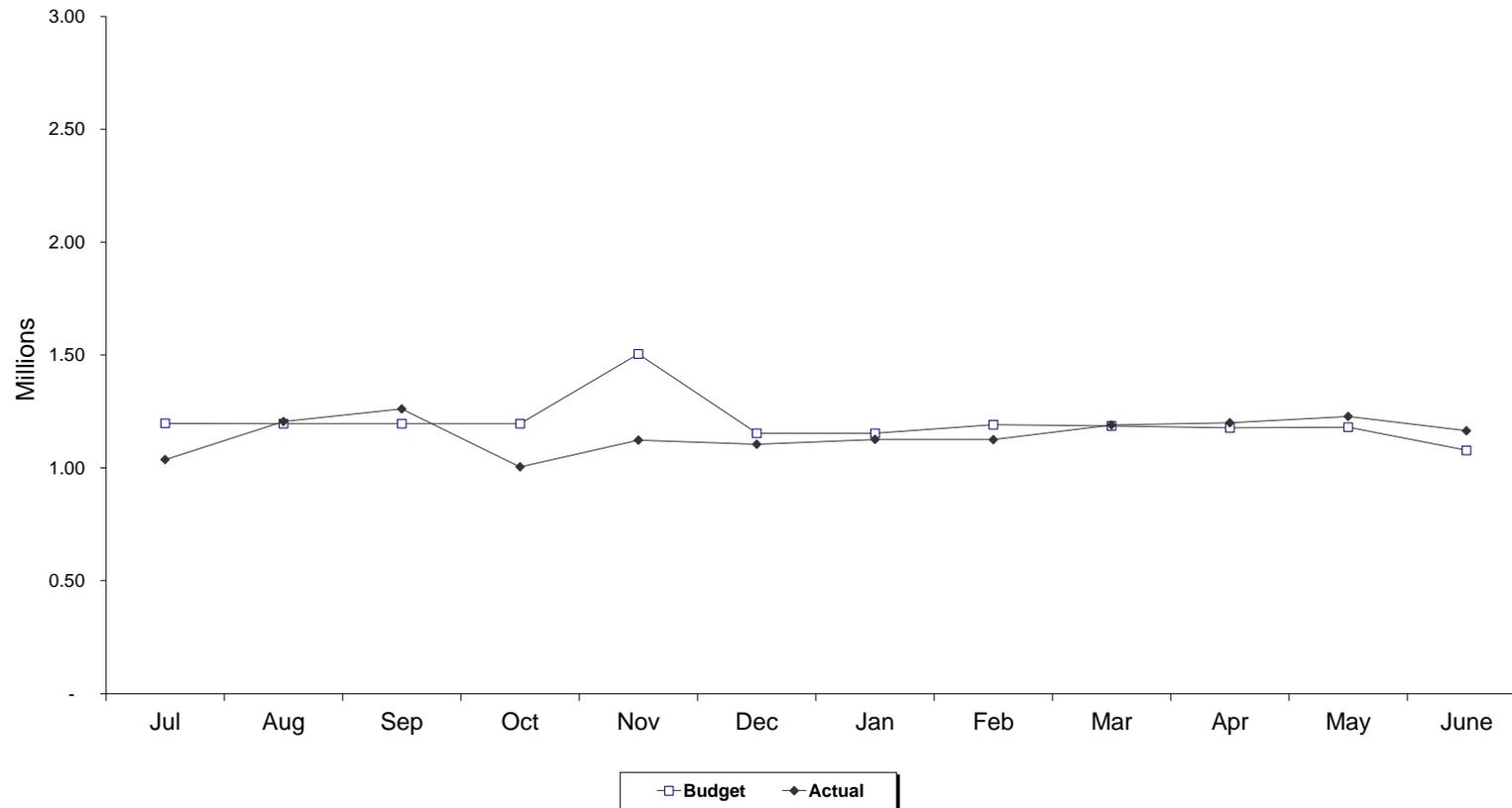
## MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2013



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	8,304,164	8,267,551	8,278,032	8,276,987	8,264,467	8,327,061	8,528,890	8,362,574	8,412,558	8,369,421	8,344,331	8,340,652
<b>Actual</b>	6,857,423	6,845,903	8,215,844	7,877,960	7,899,417	8,346,451	7,778,175	7,202,516	7,816,802	7,664,913	7,783,987	9,163,692
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	8,304,164	16,571,715	24,849,748	33,126,734	41,391,201	49,718,263	58,247,153	66,609,727	75,022,285	83,391,706	91,736,037	100,076,689
<b>Actual</b>	6,857,423	13,703,327	21,919,171	29,797,131	37,696,548	46,042,999	53,821,174	61,023,690	68,840,493	76,505,406	84,289,392	93,453,085
<b>Variance - F(U)</b>	1,446,741	2,868,389	2,930,577	3,329,603	3,694,653	3,675,264	4,425,979	5,586,037	6,181,793	6,886,301	7,446,645	6,623,604
<b>Variance %</b>	17.42%	17.31%	11.79%	10.05%	8.93%	7.39%	7.60%	8.39%	8.24%	8.26%	8.12%	6.62%

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

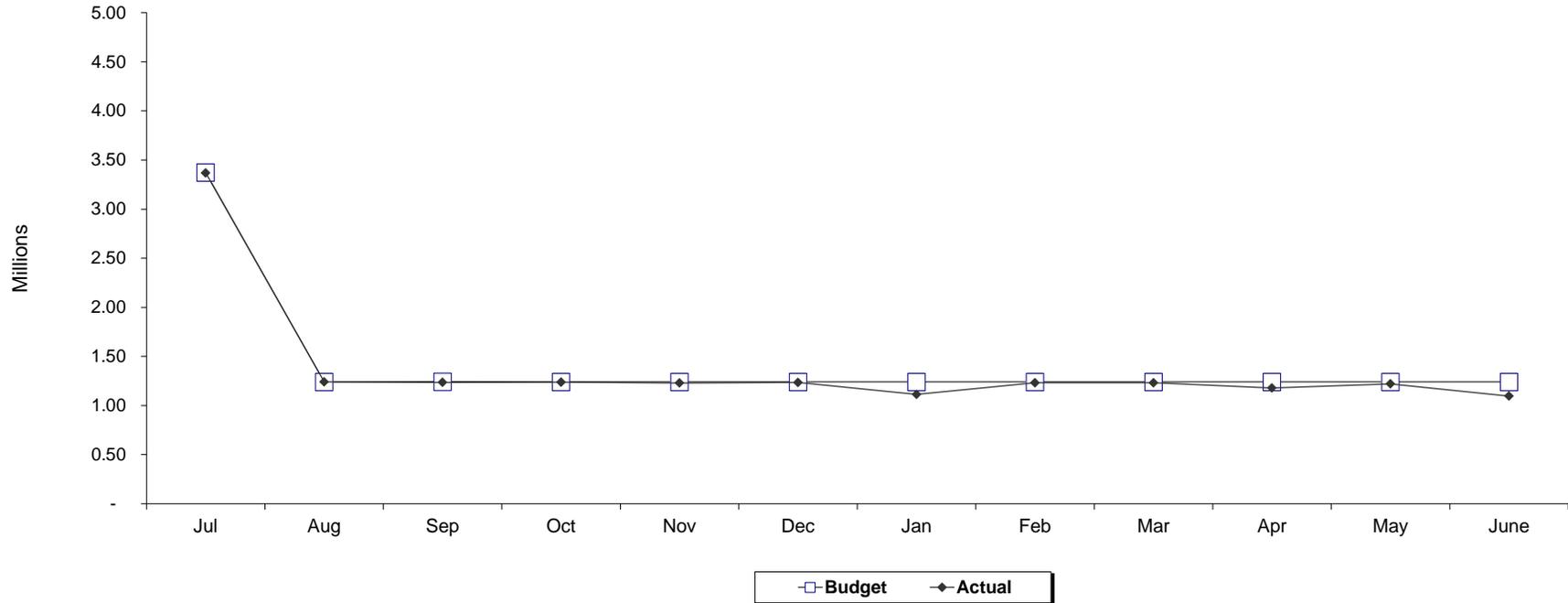


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
<b>Budget</b>	1,197,315	1,195,900	1,195,900	1,195,900	1,504,900	1,152,900	1,152,900	1,190,900	1,185,931	1,177,188	1,180,064	1,077,425	
<b>Actual</b>	1,036,402	1,205,261	1,261,026	1,004,278	1,122,648	1,104,711	1,126,262	1,125,045	1,190,014	1,199,486	1,227,948	1,164,252	
<b>CUMULATIVE EXPENSES</b>													
<b>Budget</b>	1,197,315	2,393,215	3,589,115	4,785,014	6,289,914	7,442,814	8,595,714	9,786,613	10,972,544	12,149,732	13,329,795	14,407,220	
<b>Actual</b>	1,036,402	2,241,663	3,502,690	4,506,968	5,629,615	6,734,326	7,860,588	8,985,634	10,175,648	11,375,133	12,603,081	13,767,333	
<b>Variance - F(U)</b>	160,913	151,551	86,425	278,047	660,299	708,488	735,125	800,980	796,896	774,598	726,714	639,887	
<b>Variance %</b>	13.44%	6.33%	2.41%	5.81%	10.50%	9.52%	8.55%	8.18%	7.26%	6.38%	5.45%	4.44%	

# SAN MATEO COUNTY TRANSIT DISTRICT

## MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2013



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	3,371,623	1,240,067	1,243,167	1,240,067	1,240,067	1,240,067	1,240,067	1,240,067	1,240,067	1,240,067	1,240,067	1,240,067
<b>Actual</b>	3,367,131	1,240,911	1,235,923	1,237,375	1,230,788	1,235,232	1,114,453	1,231,843	1,232,084	1,179,611	1,221,509	1,097,367
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	3,371,623	4,611,690	5,854,857	7,094,924	8,334,991	9,575,058	10,815,125	12,055,192	13,295,259	14,535,326	15,775,393	17,015,460
<b>Actual</b>	3,367,131	4,608,042	5,843,965	7,081,339	8,312,127	9,547,359	10,661,813	11,893,656	13,125,740	14,305,351	15,526,860	16,624,227
<b>Variance - F(U)</b>	4,492	3,648	10,892	13,585	22,864	27,699	153,312	161,536	169,519	229,975	248,533	391,233
<b>Variance %</b>	0.13%	0.08%	0.19%	0.19%	0.27%	0.29%	1.42%	1.34%	1.28%	1.58%	1.58%	2.30%

**SAN MATEO COUNTY TRANSIT DISTRICT**

**INTEREST ON INVESTMENTS**

**June 30, 2013**

DESCRIPTION	TOTAL	INTEREST	PREPAID INT	INTEREST	INTEREST	ADJ.	INTEREST
	INVESTMENT	RECEIVABLE	RECEIVABLE	EARNED	RECEIVED		RECEIVABLE
	06-30-13	05-31-13	06-30-13	06-30-13	06-30-13		06-30-13
RESERVE FOR CAPITAL PROJ	150,873.00	3,954.00	0.00	988.50	0.00	0.00	4,942.50
LAIF -- CAPITAL PROJ	7,961,486.82	3,330.17	0.00	1,470.35	0.00	0.00	4,800.52
REIMB SECURITIES -- L76R	91,555,777.96	79,206.08	25,498.33	48,118.47	0.00	(72.20)	152,750.68
LAIF -- REIMB FUNDS L76R	19,754,575.67	11,842.20	0.00	2,884.12	0.00	0.00	14,726.32
PARATRANSIT FUNDS	25,134,138.15	118,840.91	0.00	35,831.02	6,300.52	(132.05)	148,239.36
LAIF -- PARATRANSIT	333,235.63	292.32	0.00	162.67	0.00	0.00	454.99
BANK OF AMERICA	1,049,854.13	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	4,315,354.65	1,423.12	0.00	795.90	84.34	0.00	2,134.68
	<u>150,255,296.01</u>	<u>218,888.80</u>	<u>25,498.33</u>	<u>90,251.03</u>	<u>6,384.86</u>	<u>(204.25)</u>	<u>328,049.05</u>

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

Interest Earned 06/30/13	90,046.78
<b>Add:</b>	
CEO Interest	2,000.00
<b>Less:</b>	
Commissions	(9,359.67)
Amortization of (Premium)/Discount	499,291.81
GASB 31 Gain/Loss	1,408,967.40
Capital Gain(Loss)	57,382.47
Total Interest & Capital Gain(Loss)	<u>2,048,328.79</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	1,503,109.50
<b>Add:</b>	
CEO Interest	21,000.00
<b>Less:</b>	
Commissions	(97,878.71)
Amortization of (Premium)/Discount	499,291.81
GASB 31 Gain/Loss	1,408,967.40
Capital Gain(Loss)	198,583.57
Total Interest & Capital Gain(Loss)	<u>3,533,073.57</u>

**Balance Per Ledger as of 06/30/13**

Expense Acct. 530011	499,291.81
Interest Acct. 409100	41.95
Interest Acct. 409102	6,716.13
Gain/(Loss) Acct. 405220	1,408,967.40
Interest Acct. 409101	1,419,472.71
Gain(Loss) Acct. 405210	198,583.57
	<u>3,533,073.57</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	INTEREST	INTEREST	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED 06-30-13	VALUE 06-30-13					REC'VBLE 05-31-13	EARNED 06-30-13	RECEIVED 06-30-13		REC'VBLE 06-30-13	LESS PREPAID 06-30-13	
<b>GOVERNMENT BONDS</b>																
FHLMC - Discount Note	313385NK8	4-29-13	7,996,022.24	7,997,422.23	7,997,422.23	10-25-13	0.000%	0.0000	30	0.00	0.00			0.00	0.00	8,000,000
FMCND	313397NV9	5-8-13	4,997,500.00	4,998,250.00	4,998,250.00	11-04-13	0.000%	0.0000	22	0.00	0.00			0.00	0.00	5,000,000
FHLMC	3134G2WG3	2-15-12	9,686,631.75	9,671,151.60	9,671,151.60	09-22-14	0.750%	200.3125	30	13,821.56	6,009.38			19,830.94	19,830.94	9,615,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,034,200.00	10,034,200.00	09-28-15	0.750%	208.3333	30	13,125.00	6,250.00			19,375.00	19,375.00	10,000,000
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,475,605.00	8,475,605.00	11-24-15	0.450%	106.2500	30	743.75	3,187.50			3,931.25	3,931.25	8,500,000
FHLMC	3134G3Y20	12-28-12	5,000,500.00	4,986,050.00	4,986,050.00	11-27-15	0.500%	69.4444	30	277.78	2,083.33			2,361.11	2,361.11	5,000,000
FNMA	3135G0RX3	12-07-12	7,005,250.00	6,978,090.00	6,978,090.00	11-27-15	0.500%	97.2222	30	388.89	2,916.67			3,305.56	3,305.56	7,000,000
FED. FARM CREDIT BK	31331HSL7	5-11-07	1,020,404.50	1,078,478.00	1,078,478.00	12-29-15	6.125%	161.6319	30	24,568.06	4,848.96		(0.01)	29,417.01	29,417.01	950,000
FNMA	3135G0UM3	5-29-13	3,999,600.00	3,981,120.00	3,981,120.00	02-26-16	0.520%	57.7778	30	5,488.89	1,733.33			7,222.22	1,848.89	4,000,000
FNMA	3135G0VH3	5-30-13	6,031,500.00	6,011,700.00	6,011,700.00	03-04-16	0.750%	125.0000	30	10,875.00	3,750.00			14,625.00	3,875.00	6,000,000
FHLMC	3134G3SE1	03-21-12	8,505,312.50	8,529,410.00	8,529,410.00	03-21-16	1.000%	236.1111	30	16,527.78	7,083.33			23,611.11	23,611.11	8,500,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	14,916,000.00	14,916,000.00	03-30-16	0.500%	208.3333	30	12,708.33	6,250.00			18,958.33	9,583.33	15,000,000
																95.79%
<b>TREASURY INFLATION PROTECTED SECURITIES</b>																
TREAS INFLATION INDEX	912828KM1	01-21-10	3,737,186.68	3,898,301.13	3,898,301.13	04-15-14	1.250%	133.5323	30	6,179.37	4,005.97		(72.19)	10,113.15	10,113.15	3,845,730
LAIF			19,754,575.67	19,754,575.67	19,754,575.67					11,842.20	3,108.33			14,950.53	14,950.53	19,754,576
TOTAL LAIF			19,754,575.67	19,754,575.67	19,754,575.67											4.21%
TOTAL A/C 121100 & 112010			91,504,432.67	91,555,777.96	91,555,777.96											
<b>MATURED/CALLED</b>																
<b>TOTAL</b>			<u>91,504,432.67</u>	<u>91,555,777.96</u>	<u>91,555,777.96</u>					<u>104,704.41</u>	<u>48,118.47</u>	<u>0.00</u>	<u>(72.20)</u>	<u>152,750.68</u>	<u>127,252.35</u>	<u>91,410,730</u>

**SAN MATEO COUNTY TRANSIT DISTRICT  
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES**

**June 30, 2013**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED	MARKET VALUE	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 05-31-13	PREPAID INT REC'VBLE 06-30-13	INTEREST EARNED 06-30-13	INTEREST RECEIVED 06-30-13	ADJ.	INTEREST REC'VBLE 06-30-13	INT REC'VBLE LESS PREPAID 06-30-13	PAR VALUE	
<b><u>GOVERNMENT BONDS</u></b>																		
HOUSING URBAN DEVEL	911759EB0	12-23-08	150,844.50	150,844.50	150,873.00	08-01-17	7.908%	32.9500	30	3,954.00		988.50			4,942.50	4,942.50	150,000	
LAIF			7,961,486.82	7,961,486.82	7,961,486.82					3,330.17		1,543.44	0.00		4,873.61	4,873.61	7,961,487	
<b>MATURED/CALLED CALLED</b>																		
TOTAL LAIF			7,961,486.82	7,961,486.82	7,961,486.82													
TOTAL A/C 121100 & 112010			150,844.50	150,844.50	150,873.00													
<b>TOTAL</b>			<u>150,844.50</u>	<u>150,844.50</u>	<u>150,873.00</u>					<u>3,954.00</u>	<u>0.00</u>	<u>988.50</u>	<u>0.00</u>	<u>0.00</u>	<u>4,942.50</u>	<u>4,942.50</u>	<u>150,000</u>	

25-Oct-13

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL DAYS	INTEREST	PP INTEREST	INTEREST	INTEREST	PP INTEREST	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED 06-30-13	VALUE 06-30-13					REC'VBLE 05-31-13	REC'VBLE 06-30-13	EARNED 06-30-13	RECEIVED 06-30-13	RECEIVED DATE		REC'VBLE 06-30-13	LESS PREPAID 06-30-13	
<b>GOVERNMENT BONDS</b>																		
FHLM	3137EABX6	1-30-09	0.00	0.00	0.00	01-07-14	2.500%	347.2222	30	(0.00)	0.00	0.00						5,000,000
FHLM	3137EABX6	1-30-09	4,583,892.80	4,625,982.50	4,625,982.50	01-07-14	2.500%	317.3611	30	45,700.00	0.00	9,520.83				55,220.83	55,220.83	4,570,000
FHLM	3137EABX6	1-30-09	431,307.20	436,071.60	436,071.60	01-07-14	2.500%	29.8611	23	4,300.00	0.00	686.81	4,986.81			0.00	0.00	430,000
FHLM	3137EACB3	3-26-10	2,510,690.00	2,546,825.00	2,546,825.00	04-23-14	2.500%	173.6111	30	6,597.22	0.00	5,208.33		0.01		11,805.56	11,805.56	2,500,000
FNMA	31398AU34	2-15-12	5,299,150.00	5,197,600.00	5,197,600.00	07-28-15	2.375%	329.8611	30	40,572.92	0.00	9,895.83		0.01		50,468.76	50,468.76	5,000,000
FHMLC	3134G3SD3	03-28-12	4,998,000.00	5,017,100.00	5,017,100.00	09-28-15	0.750%	104.1667	30	6,562.50	0.00	3,125.00				9,687.50	9,687.50	5,000,000
FHMLC	3134G3SE1	03-21-12	5,503,437.50	5,519,030.00	5,519,030.00	03-21-16	1.000%	152.7778	30	10,694.44	0.00	4,583.33				15,277.77	15,277.77	5,500,000
																		91.13%
<b>TREASURY INFLATION PROTECTED SECURITIES</b>																		
TREAS INFLATION INDEX	912828KM1	03-26-10	0.00	0.00	0.00	04-15-14	1.288%	98.2839	30	0.00	0.00	0.00						2,747,065
TREAS INFLATION INDEX	912828KM1	03-26-10	2,111,329.89	2,227,600.65	2,227,600.65	04-15-14	1.288%	78.6238	30	3,531.10	0.00	2,358.71		(110.87)		5,778.94	5,778.94	2,197,560
TREAS INFLATION INDEX	912828KM1	03-26-10	527,832.47	558,368.46	558,368.46	04-15-14	1.288%	19.6601	23	882.73	0.00	452.18	1,313.71	(21.20)		0.00	0.00	549,505
																		8.87%
LAIF			333,235.63	333,235.63	333,235.63					292.32	0.00	169.60	0.00			461.92	461.92	333,236
	SALE 3137EABX6	1-30-09	(431,307.20)	(444,323.30)	(436,071.60)													(430,000)
	SALE 912828KM1	03-26-10	(527,832.47)	(561,255.53)	(558,368.46)													(549,505)
TOTAL LAIF			333,235.63	333,235.63	333,235.63													
TOTAL A/C 122010			25,006,500.19	25,122,999.38	25,134,138.15													
<b>TOTAL</b>			<u>25,006,500.19</u>	<u>25,122,999.38</u>	<u>25,134,138.15</u>					<u>118,840.91</u>	<u>0.00</u>	<u>35,831.02</u>	<u>6,300.52</u>	<u>0.00</u>	<u>(132.05)</u>	<u>148,239.36</u>	<u>148,239.36</u>	<u>24,767,561</u>

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

9/23/13 10:07 AM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
<b>FY2012:</b>						FINAL
1st Quarter	15,680,000	15,680,000	1st Quarter	17,041,202	1,361,202	17,041,202
2nd Quarter	16,615,300	16,615,300	2nd Quarter	18,020,403	1,405,103	18,020,403
3rd Quarter	14,665,300	14,665,300	3rd Quarter	16,475,872	1,810,572	16,475,872
4th Quarter	16,039,400	21,540,400	4th Quarter	17,832,709	429,109	17,832,709
<b>FY2012 Total</b>	<b>63,000,000</b>	<b>68,501,000</b>	<b>FY2012 Total</b>	<b>69,370,185</b>	<b>5,005,985</b>	<b>69,370,185</b>
<b>FY2013</b>						
Jul. 12	4,360,900	4,360,900	Sep. 12	4,902,300	541,400	4,902,300
Aug. 12	4,360,900	4,360,900	Oct. 12	5,241,900	881,000	5,241,900
Sep. 12	5,810,000	5,810,000	Nov. 12	6,536,400	726,400	6,536,400
1st Qtr. Adjustment	1,650,000	1,650,000	Dec. 12	2,174,982	524,982	2,174,982
3 Months Total	16,181,800	16,181,800		18,855,582	2,673,782	18,855,582
Oct. 12	4,507,000	4,507,000	Dec. 12	5,197,300	690,300	5,197,300
Nov. 12	4,507,000	4,507,000	Jan. 13	5,197,300	690,300	5,197,300
Dec. 12	6,330,000	6,330,000	Feb. 13	6,897,000	567,000	6,897,000
2nd Qtr. Adjustment	1,740,000	1,740,000	Mar. 13	1,662,417	(77,583)	1,662,417
6 Months Total	33,265,800	33,265,800		37,809,599	4,543,799	37,809,599
Jan. 13	4,092,500	5,142,000	Mar. 13	4,626,600	(515,400)	4,626,600
Feb. 13	4,092,500	5,142,000	Apr. 13	5,052,800	(89,200)	5,052,800
Mar. 13	5,580,800	5,880,800	May 13	6,168,800	288,000	6,168,800
3rd Qtr. Adjustment	1,516,400	1,617,400	Jun. 13	1,589,222	(28,178)	1,589,222
9 Months Total	48,548,000	51,048,000		55,247,021	4,199,021	55,247,021
Apr. 13	4,442,000	4,642,000	Jun. 13	5,175,300	533,300	5,175,300
May 13	4,442,000	4,642,000	Jul. 13	5,562,900	920,900	5,562,900
Jun. 13	5,923,000	5,923,000	Aug. 13	6,900,400	977,400	6,900,400
4th Qtr. Adjustment	1,645,000	1,745,000	Sep. 13	973,562	(771,438)	973,562
<b>FY2013 Total</b>	<b>65,000,000</b>	<b>68,000,000</b>	<b>FY2013 Total</b>	<b>73,859,183</b>	<b>5,859,183</b>	<b>73,859,183</b>
			18,855,582	1st Quarter		
			18,954,017	2nd Quarter		
			17,437,422	3rd Quarter		
			18,612,162	4th Quarter		
			<u>73,859,183</u>	YTD Actual Per Statement of Revenues & Expenses		

(1) Accrual

SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

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

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** *Total Revenues* (page 1, line 14) are \$49,778 or 0.1 percent **better** than revised budget. *Passenger Fares* (page 1, line 1) are **better** than budget by \$127,996 or 2.8 percent which is offset by *Investment Interest* (page 1, line 9) are **worse** than budget by \$28,619 or 10.2 percent and *Other Interest, Rent & Other Income* (page 1, line 11) are \$43,348 or 3 percent **worse** than budget.

**Expenses:** *Total Expenses* (page 4, line 73) are \$1,732,409 or 5.5 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$1,368,562 or 5.3 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$301,114 or 8.1 percent and *Total Multimodal* (page 4, line 71) is **better** than budget by \$62,733 or 3 percent.

**BUDGET IMPACT**

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

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

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

% OF YEAR ELAPSED: 25.0%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>SOURCES OF FUNDS</b>								
<b>Operating Revenues</b>								
1 Passenger Fares	1,613,589	4,305,137	4,619,246	4,491,250	102.8	17,965,000	17,965,000	25.7
2 Local TDA and STA Funds	4,350,140	9,590,481	15,908,218	15,908,219	100.0	42,542,322	42,542,322	37.4
3 State/Federal Operating Grants	938,985	1,292,912	1,891,662	1,891,661	100.0	8,050,834	8,050,834	23.5
4 Measure A Funds	719,333	1,941,816	2,022,001	2,022,001	100.0	8,160,000	8,160,000	24.8
5 AB434 Funds	47,167	138,500	141,500	141,500	100.0	566,000	566,000	25.0
6 <b>Subtotal - Operating Revenues</b>	<b>7,669,214</b>	<b>17,268,846</b>	<b>24,582,627</b>	<b>24,454,631</b>	<b>100.5</b>	<b>77,284,156</b>	<b>77,284,156</b>	<b>31.8</b>
<b>Other Revenue Sources</b>								
8 District 1/2 Cent Sales Tax	6,650,000	16,181,800	16,550,000	16,550,000	100.0	68,000,000	68,000,000	24.3
9 Investment Interest	83,340	640,284	250,873	279,492	89.8	1,056,160	1,056,160	23.8
10 Pass through to Other Agencies	25,347	0	76,042	82,292	92.4	379,169	379,169	20.1
11 Other Interest, Rent & Other Income	494,304	1,474,010	1,422,721	1,466,069	97.0	6,346,565	6,346,565	22.4
12 Other Sources	0	3,804,123	0	0	0	0	0	0.0
13 <b>Subtotal - Other Revenues</b>	<b>7,252,992</b>	<b>22,100,218</b>	<b>18,299,637</b>	<b>18,377,854</b>	<b>99.6</b>	<b>75,781,894</b>	<b>75,781,894</b>	<b>24.1</b>
14 <b>Total Revenues</b>	<b>14,922,206</b>	<b>39,369,064</b>	<b>42,882,263</b>	<b>42,832,485</b>	<b>100.1</b>	<b>153,066,050</b>	<b>153,066,050</b>	<b>28.0</b>
15 <b>Capital Assistance</b>	<b>1,198,255</b>	<b>312,731</b>	<b>1,357,602</b>	<b>1,357,602</b>	<b>100.0</b>	<b>6,336,651</b>	<b>58,719,891 A</b>	<b>2.3</b>
16 <b>Reserves Programmed for Capital</b>	<b>326,372</b>	<b>1,587,844</b>	<b>788,390</b>	<b>788,390</b>	<b>100.0</b>	<b>74,000</b>	<b>18,236,805 A</b>	<b>4.3</b>
17 <b>Total Revenues - All Sources</b>	<b>16,446,833</b>	<b>41,269,638</b>	<b>45,028,255</b>	<b>44,978,477</b>	<b>100.1</b>	<b>159,476,701</b>	<b>230,022,746</b>	<b>19.6</b>
<b>USES OF FUNDS</b>								
<b>Operations</b>								
21 Motor Bus	8,115,120	21,919,171	24,629,848	25,998,410	94.7	100,725,200	100,731,345	24.5
22 A. D. A. Programs	1,115,023	3,502,690	3,395,198	3,696,312	91.9	14,780,900	14,774,755	23.0
23 Caltrain	453,334	5,098,667	1,360,001	1,360,001	100.0	5,440,000	5,440,000	25.0
24 Other Multimodal Programs	219,106	745,298	654,512	717,245	91.3	2,880,681	2,880,681	22.7
25 <b>Subtotal - Operating Costs</b>	<b>9,902,582</b>	<b>31,265,825</b>	<b>30,039,559</b>	<b>31,771,968</b>	<b>94.5</b>	<b>123,826,781</b>	<b>123,826,781</b>	<b>24.3</b>
<b>Other Uses of Funds</b>								
27 Pass through to Other Agencies	25,347	0	76,042	82,674	92.0	383,742	383,742	19.8
28 Transfer Out to Debt Service	2,037,808	6,113,360	6,113,423	6,113,423	100.0	24,453,287	24,453,287	25.0
29 Fiscal Agent Fees	2,800	4,175	7,413	9,730	76.2	26,410	26,410	28.1
30 Land Transfer Interest Expense	0	0	0	0	0	59,379	59,379	0.0
31 <b>Subtotal - Other Uses</b>	<b>2,065,955</b>	<b>6,117,535</b>	<b>6,196,878</b>	<b>6,205,827</b>	<b>99.9</b>	<b>24,922,818</b>	<b>24,922,818</b>	<b>24.9</b>
32 <b>Capital Programs</b>	<b>1,591,098</b>	<b>2,066,595</b>	<b>2,305,826</b>	<b>2,305,826</b>	<b>100.0</b>	<b>11,682,276</b>	<b>82,302,321 A</b>	<b>2.8</b>
33 <b>Total Uses of Funds</b>	<b>13,559,635</b>	<b>39,449,955</b>	<b>38,542,262</b>	<b>40,283,620</b>	<b>95.7</b>	<b>160,431,875</b>	<b>231,051,920</b>	<b>16.7</b>
34 <b>NET SURPLUS / (DEFICIT)</b>	<b>2,887,198</b>	<b>1,819,684</b>	<b>6,485,993</b>	<b>4,694,856</b>	<b>138.2</b>	<b>(955,174)</b>	<b>(1,029,174)</b>	<b>(630.2)</b>

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

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

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

% OF YEAR ELAPSED: 25.0%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 <b>TOTAL MOTOR BUS FARES</b>	1,547,248	4,107,962	4,415,098	4,289,000	102.9	17,156,000	17,156,000	25.7
2 <b>LOCAL (TDA) TRANSIT FUND:</b>								
3 <b>General Operating Assistance</b>	3,558,440	7,967,819	13,154,541	13,154,541	100.0	34,505,186	34,505,186	38.1
4 <b>STATE TRANSIT ASSISTANCE:</b>								
5 <b>Local STA Operating Assistance</b>	597,684	1,103,938	2,165,356	2,165,356	100.0	5,633,670	5,633,670	38.4
6 <b>OPERATING GRANTS</b>								
7 <b>TOTAL OPERATING GRANTS</b>	892,748	1,174,068	1,769,156	1,769,156	100.0	7,051,491	7,051,491	25.1
8 <b>DISTRICT 1/2 CENT SALES TAX:</b>								
9 <b>General Operating Asst.</b>	1,095,864	6,062,837	1,918,739	3,426,436	56.0	31,475,368	31,481,513	6.1
10 <b>Accessibility Fixed Route</b>	97,274	257,280	292,194	258,786	112.9	1,035,143	1,035,143	28.2
11 <b>TOTAL 1/2 CENT SALES TAX</b>	1,193,138	6,320,117	2,210,933	3,685,222	60.0	32,510,511	32,516,656	6.8
12 <b>INVESTMENT INTEREST INCOME:</b>								
13 <b>Investment Interest Income</b>	49,415	537,530	145,617	174,282	83.6	697,450	697,450	20.9
14 <b>OTHER REVENUE SOURCES:</b>								
15 <b>Overnight Deposits Interest Income</b>	0	7	0	0	0.0	0	0	0.0
16 <b>Rental Income</b>	97,355	267,116	291,234	271,860	107.1	1,087,440	1,087,440	26.8
17 <b>Advertising Income</b>	55,417	161,250	166,250	232,500	71.5	930,000	930,000	17.9
18 <b>Other Income</b>	123,674	279,362	311,662	256,494	121.5	1,153,452	1,153,452	27.0
19 <b>TOTAL OTHER REVENUES</b>	276,446	707,735	769,146	760,854	101.1	3,170,892	3,170,892	24.3
20								
21 <b>TOTAL MOTOR BUS</b>	8,115,120	21,919,171	24,629,848	25,998,410	94.7	100,725,200	100,731,345	24.5
22								
23 <b>AMERICAN DISABILITIES ACT:</b>								
24 <b>Passenger Fares Redi-Wheels</b>	66,340	197,174	204,148	202,250	100.9	809,000	809,000	25.2
25 <b>Local TDA 4.5 Redi-Wheels</b>	147,039	395,754	447,390	447,390	100.0	1,839,741	1,839,741	24.3
26 <b>Local STA - Paratransit</b>	46,977	122,970	140,931	140,931	100.0	563,725	563,725	25.0
27 <b>Operating Grants</b>	46,237	118,844	122,506	122,506	100.0	999,343	999,343	12.3
28 <b>Sales Tax - District ADA Programs</b>	322,745	1,265,158	1,143,561	1,443,640	79.2	4,846,042	4,839,897	23.6
29 <b>Sales Tax - Paratransit Suppl. Coastside</b>	98,659	334,013	313,700	311,085	100.8	1,244,339	1,244,339	25.2
30 <b>Interest Income - Paratransit Fund</b>	33,925	102,754	99,662	105,210	94.7	358,710	358,710	27.8
31 <b>Measure A Redi-Wheels</b>	266,000	647,272	662,000	662,000	100.0	2,720,000	2,720,000	24.3
32 <b>Measure M Paratransit</b>	87,100	318,750	261,300	261,300	100.0	1,400,000	1,400,000	18.7
33 <b>TOTAL ADA PROGRAMS</b>	1,115,023	3,502,690	3,395,198	3,696,312	91.9	14,780,900	14,774,755	23.0
34								
35 <b>MULTIMODAL TRANSIT PROGRAMS:</b>								
36 <b>Other Sources - Caltrain</b>	0	3,804,123	0	0	0.0	0	0	0.0
37 <b>Transfer from TA for Caltrain</b>	453,333	1,294,544	1,360,001	1,360,001	100.0	5,440,000	5,440,000	25.0
38 <b>AB434 Funds - SamTrans Shuttle</b>	47,167	138,500	141,500	141,500	100.0	566,000	566,000	25.0
39 <b>Employer SamTrans Shuttle Funds</b>	130,758	447,525	392,275	443,915	88.4	1,775,673	1,775,673	22.1
40 <b>Sales Tax - SamTrans Shuttle Program</b>	28,376	90,674	87,991	88,215	99.7	356,218	356,218	24.7
41 <b>Sales Tax - Gen. Operating Asst.</b>	12,806	68,599	32,746	43,615	75.1	182,790	182,790	17.9
42								
43 <b>TOTAL MULTIMODAL</b>	672,440	5,843,965	2,014,513	2,077,246	97.0	8,320,681	8,320,681	24.2
44								
45 <b>TOTAL REVENUES</b>	9,902,582	31,265,825	30,039,559	31,771,968	94.5	123,826,781	123,826,781	24.3

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

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

% OF YEAR ELAPSED: 25.0%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>DISTRICT OPERATED BUSES</b>								
1 Wages & Benefits	3,928,511	11,507,278	13,436,807	13,461,176	99.8	50,777,535	50,541,423	26.6
2								
3 Services:								
4 Board of Directors	6,895	8,694	10,695	12,900	82.9	51,800	51,800	20.6
5 Contracted Vehicle Maintenance	53,747	79,314	99,701	176,420	56.5	696,080	705,678	14.1
6 Property Maintenance	119,755	294,427	290,007	310,500	93.4	1,273,500	1,233,500	23.5
7 Professional Services	282,444	522,889	694,119	1,037,213	66.9	4,173,153	4,173,153	16.6
8 Technical Services	564,747	983,453	1,250,915	1,371,224	91.2	5,280,779	5,518,716	22.7
9 Other Services	60,236	120,490	163,242	237,238	68.8	1,507,128	1,497,530	10.9
10								
11 Materials & Supply:								
12 Fuel & Lubricants	485,491	1,346,732	1,397,279	1,622,915	86.1	6,491,659	6,491,659	21.5
13 Bus Parts & Materials	343,419	394,050	629,840	629,840	100.0	1,886,670	1,886,670	33.4
14 Uniforms & Driver Expense	13,504	29,316	54,768	79,117	69.2	443,122	443,122	12.4
15 Timetables & Tickets	17,208	35,486	32,208	42,995	74.9	172,000	172,000	18.7
16 Office Supplies / Printing	2,959	44,656	32,642	98,513	33.1	369,267	369,267	8.8
17 Other Materials & Supply	9,115	31,985	20,615	39,950	51.6	156,500	156,500	13.2
18								
19 Utilities:								
20 Telephone	23,576	78,299	93,765	150,617	62.3	602,470	602,470	15.6
21 Other Utilities	73,482	268,996	251,350	247,250	101.7	989,000	989,000	25.4
22 Insurance Costs	321,680	653,976	760,460	660,490	115.1	2,640,150	2,640,150	28.8
23 Workers' Compensation	245,166	778,576	636,575	807,765	78.8	3,231,060	3,231,060	19.7
24 Taxes & License Fees	53,271	118,383	133,554	142,277	93.9	569,109	569,109	23.5
25 Fixed Route Accessibility	97,274	257,280	292,194	258,786	112.9	1,035,143	1,035,143	28.2
26 Leases & Rentals	9,353	27,578	27,615	31,121	88.7	124,483	124,483	22.2
27 Promotional & Legal Advertising	11,421	43,249	35,954	70,300	51.1	275,200	275,200	13.1
28 Training & Business Travel	12,273	32,361	39,385	59,476	66.2	207,765	227,085	17.3
29 Dues & Membership	7,116	23,158	24,072	24,064	100.0	91,652	91,652	26.3
30 Postage & Other	2,918	12,473	16,848	50,038	33.7	200,049	200,049	8.4
31								
32 <b>Total District Operated Buses</b>	<b>6,745,560</b>	<b>17,693,098</b>	<b>20,424,610</b>	<b>21,622,186</b>	<b>94.5</b>	<b>83,245,274</b>	<b>83,226,419</b>	<b>24.5</b>
33								
34 <b>CONTRACTED BUS SERVICES</b>								
35 Contracted Urban Bus Service	1,194,356	3,695,174	3,651,184	3,760,348	97.1	15,041,393	15,041,393	24.3
36 Other Related Costs	21,322	86,971	91,221	93,180	97.9	347,720	372,720	24.5
37 Insurance Costs	48,880	163,022	157,403	163,743	96.1	655,000	655,000	24.0
38 Coastside Services	60,945	160,525	183,036	214,388	85.4	857,553	857,553	21.3
39 Redi Coast Non-ADA	23,426	60,339	55,829	63,552	87.8	254,209	254,209	22.0
40 Other Related Costs	5,457	5,887	17,821	25,350	70.3	101,400	101,400	17.6
41 La Honda - Pescadero	3,125	14,175	12,138	13,781	88.1	55,125	55,125	22.0
42 SamCoast - Pescadero	11,437	35,768	35,473	40,224	88.2	160,896	160,896	22.0
43 Other Related Cost - SamCoast	612	4,212	1,134	1,658	68.4	6,630	6,630	17.1
44 <b>Total Contracted Bus Service</b>	<b>1,369,559</b>	<b>4,226,073</b>	<b>4,205,238</b>	<b>4,376,225</b>	<b>96.1</b>	<b>17,479,926</b>	<b>17,504,926</b>	<b>24.0</b>
45								
46 <b>TOTAL MOTOR BUS</b>	<b>8,115,120</b>	<b>21,919,171</b>	<b>24,629,848</b>	<b>25,998,410</b>	<b>94.7</b>	<b>100,725,200</b>	<b>100,731,345</b>	<b>24.5</b>

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

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

% OF YEAR ELAPSED: 25.0%

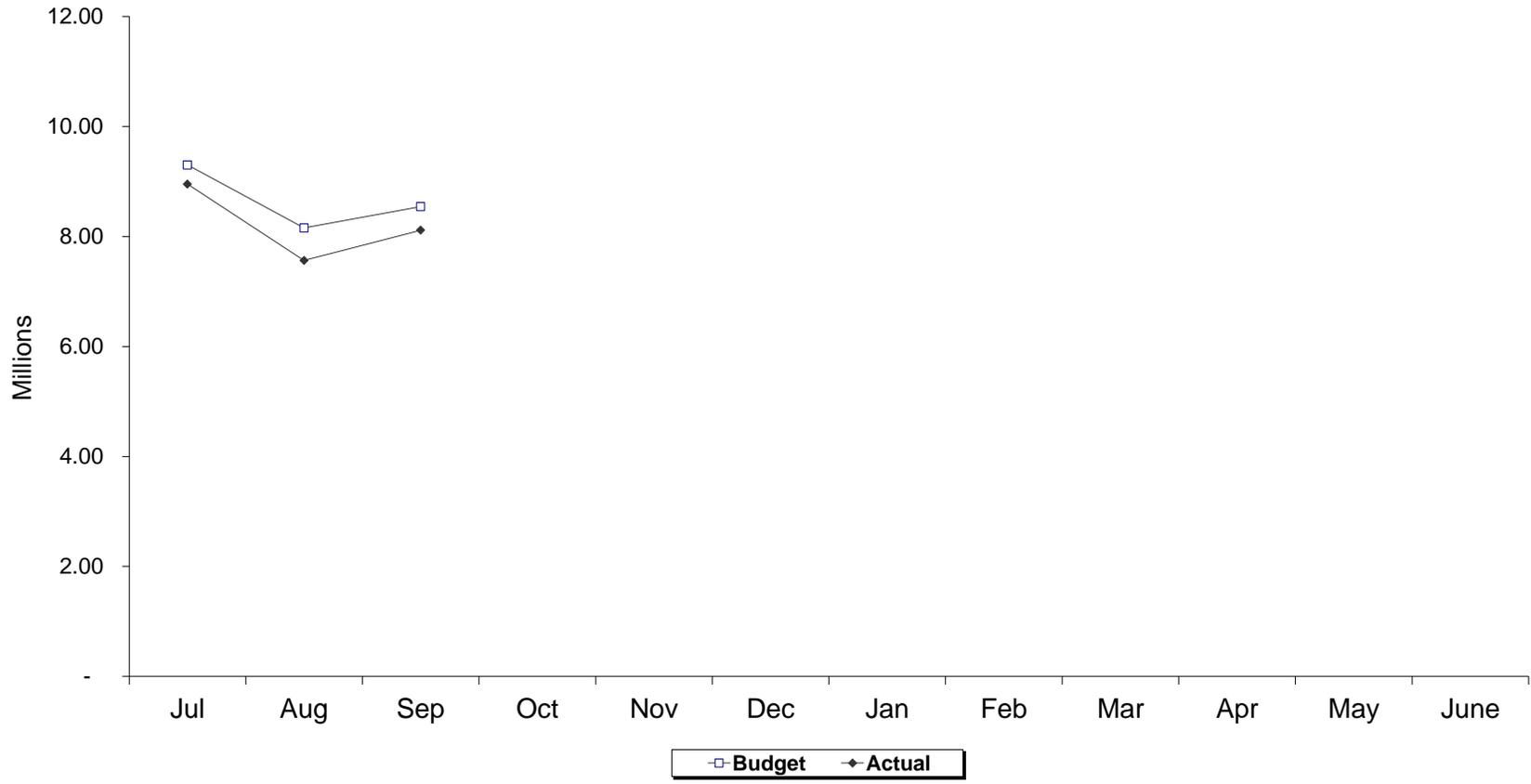
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>AMERICAN DISABILITY ACT PROGRAMS</b>								
Elderly & Disabled/Redi-Wheels	466,138	1,389,153	1,407,384	1,589,996	88.5	6,359,982	6,359,982	22.1
Other Related Costs	188,513	574,829	573,638	735,388	78.0	2,937,197	2,931,052	19.6
Sedan Service	251,651	673,922	787,860	633,701	124.3	2,534,802	2,534,802	31.1
ADA Accessibility Support	68,341	197,934	189,931	297,395	63.9	1,189,580	1,189,580	16.0
Coastside ADA Support	98,659	334,013	313,700	311,085	100.8	1,244,339	1,244,339	25.2
Insurance Costs	41,720	332,838	122,685	128,748	95.3	515,000	515,000	23.8
<b>TOTAL ADA PROGRAMS</b>	<b>1,115,023</b>	<b>3,502,690</b>	<b>3,395,198</b>	<b>3,696,312</b>	<b>91.9</b>	<b>14,780,900</b>	<b>14,774,755</b>	<b>23.0</b>
<b>MULTIMODAL TRANSIT PROGRAMS</b>								
<b>CALTRAIN SERVICE</b>								
Peninsula Rail Service	453,334	5,098,667	1,360,001	1,360,001	100.0	5,440,000	5,440,000	25.0
<b>Total Caltrain Service</b>	<b>453,334</b>	<b>5,098,667</b>	<b>1,360,001</b>	<b>1,360,001</b>	<b>100.0</b>	<b>5,440,000</b>	<b>5,440,000</b>	<b>25.0</b>
<b>OTHER SUPPORT</b>								
Dumbarton Express Service	0	36,892	-	-	0.0	0	0	0.0
SamTrans Shuttle Service	206,301	676,699	621,766	673,631	92.3	2,697,891	2,697,891	23.0
Bicycle Coordinating Activities	0	0	0	4,167	0.0	0	25,000	0.0
Maintenance Multimodal Facilities	12,805	31,707	32,746	39,448	83.0	182,790	157,790	20.8
<b>Total Other Support</b>	<b>219,106</b>	<b>745,298</b>	<b>654,512</b>	<b>717,245</b>	<b>91.3</b>	<b>2,880,681</b>	<b>2,880,681</b>	<b>22.7</b>
<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>672,440</b>	<b>5,843,965</b>	<b>2,014,513</b>	<b>2,077,246</b>	<b>97.0</b>	<b>8,320,681</b>	<b>8,320,681</b>	<b>24.2</b>
<b>TOTAL EXPENSES</b>	<b>9,902,582</b>	<b>31,265,825</b>	<b>30,039,559</b>	<b>31,771,968</b>	<b>94.5</b>	<b>123,826,781</b>	<b>123,826,781</b>	<b>24.3</b>

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

## SAN MATEO COUNTY TRANSIT DISTRICT

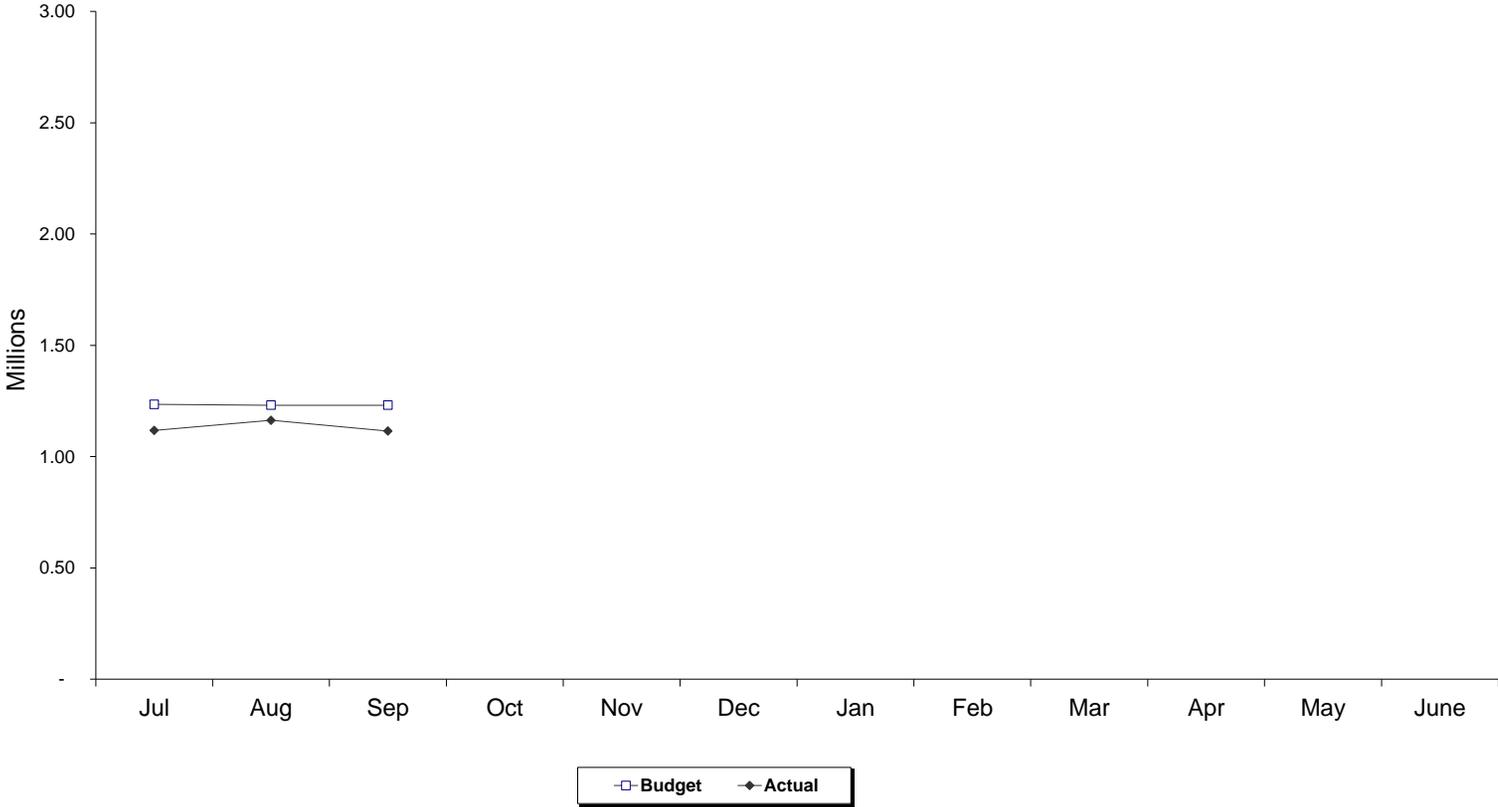
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2014



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	9,300,130	8,153,495	8,544,786										
Actual	8,951,662	7,563,066	8,115,120										
<b>CUMULATIVE EXPENSES</b>													
Budget	9,300,130	17,453,625	25,998,410										
Actual	8,951,662	16,514,728	24,629,848										
Variance - F(U)	348,468	938,897	1,368,563										
Variance %	3.75%	5.38%	5.26%										

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

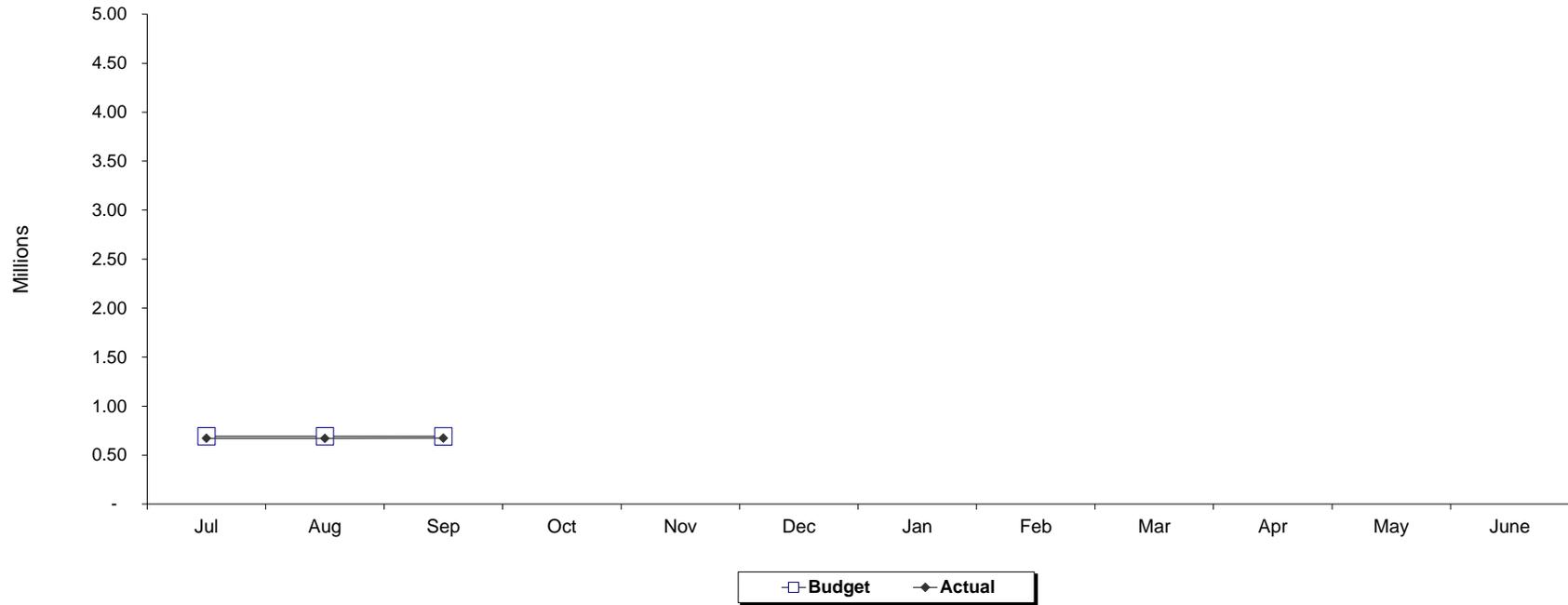


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	1,234,437	1,230,937	1,230,937									
Actual	1,117,158	1,163,018	1,115,023									
<b>CUMULATIVE EXPENSES</b>												
Budget	1,234,437	2,465,374	3,696,312									
Actual	1,117,158	2,280,176	3,395,198									
Variance - F(U)	117,279	185,199	301,113									
Variance %	9.50%	7.51%	8.15%									

## SAN MATEO COUNTY TRANSIT DISTRICT

### MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2014



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	693,110	693,110	691,026									
Actual	671,817	670,256	672,440									
<b>CUMULATIVE EXPENSES</b>												
Budget	693,110	1,386,220	2,077,246									
Actual	671,817	1,342,073	2,014,513									
Variance - F(U)	21,293	44,147	62,733									
Variance %	3.07%	3.18%	3.02%									

**SAN MATEO COUNTY TRANSIT DISTRICT**

**INTEREST ON INVESTMENTS**

**September 30, 2013**

DESCRIPTION	TOTAL INVESTMENT 09-30-13	INTEREST RECEIVABLE 08-31-13	PREPAID INT RECEIVABLE 08-31-13	INTEREST EARNED 09-30-13	INTEREST RECEIVED 09-30-13	ADJ.	INTEREST RECEIVABLE 09-30-13
RESERVE FOR CAPITAL PROJ	150,775.50	988.50	0.00	1,021.45	0.00	0.00	2,009.95
LAIF -- CAPITAL PROJ	7,966,253.42	3,639.55	0.00	1,682.73	0.00	0.00	5,322.28
REIMB SECURITIES -- L76R	91,647,603.10	200,324.93	9,375.00	49,741.17	176,056.25	(59.84)	83,325.01
LAIF -- REIMB FUNDS L76R	17,550,526.53	7,607.37	0.00	3,676.50	0.00	0.00	11,283.87
PARATRANSIT FUNDS	25,072,641.34	101,102.02	0.00	35,859.49	46,250.00	(106.42)	90,605.09
LAIF -- PARATRANSIT	52,500.00	81.33	0.00	6.64	0.00	0.00	87.97
BANK OF AMERICA	7,018,077.23	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	10,436,649.92	3,557.80	0.00	711.56	4,269.38	0.02	(0.00)
	<u>159,895,027.04</u>	<u>317,301.50</u>	<u>9,375.00</u>	<u>92,699.54</u>	<u>226,575.63</u>	<u>(166.24)</u>	<u>192,634.17</u>

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

Interest Earned 09/30/13	92,533.30
<b>Add:</b>	
CEO Interest	2,000.00
<b>Less:</b>	
Commissions	(8,500.37)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>86,032.93</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	273,067.33
<b>Add:</b>	
CEO Interest	6,000.00
<b>Less:</b>	
Commissions	(25,501.11)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>253,566.22</u>
<b>Balance Per Ledger as of 07/31/13</b>	
Interest Acct. 409100	0.00
Interest Acct. 409102	2,134.70
Interest Acct. 409101	251,431.52
Gain(Loss) Acct. 405210	0.00
	<u>253,566.22</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	PREPAID	INTEREST	INTEREST	PP INTEREST	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED	VALUE					REC'VBLE	INT REC'VBLE	EARNED	RECEIVED	RECEIVED		REC'VBLE	LESS PREPAID	
<b><u>GOVERNMENT BONDS</u></b>																		
FHLMC - Discount Note	313385NK8	4-29-13	7,996,022.22	7,997,422.23	7,999,488.89	10-25-13	0.000%	0.0000	30	0.00						0.00	0.00	8,000,000
FHLMC - Discount Note	313397NV9	5-8-13	4,997,500.00	4,998,250.00	4,999,541.67	11-04-13	0.000%	0.0000	30	0.00						0.00	0.00	5,000,000
FHLMC	3134G2WG3	2-15-12	9,686,631.75	9,671,151.60	9,669,517.05	09-22-14	0.750%	200.3125	31	31,849.69		6,209.69	36,056.25			2,003.13	2,003.13	9,615,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,034,200.00	10,028,100.00	09-28-15	0.750%	208.3333	31	31,875.00		6,458.33				38,333.33	38,333.33	10,000,000
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,475,605.00	8,490,820.00	11-24-15	0.450%	106.2500	31	10,306.25		3,293.75				13,600.00	13,600.00	8,500,000
FHLMC	3134G3Y20	12-28-12	5,000,500.00	4,986,050.00	4,995,350.00	11-27-15	0.500%	69.4444	31	6,527.77		2,152.78		0.01		8,680.56	8,680.56	5,000,000
FNMA	3135G0RX3	12-07-12	7,005,250.00	6,978,090.00	6,996,990.00	11-27-15	0.500%	97.2222	31	9,138.89		3,013.89				12,152.78	12,152.78	7,000,000
FFCB	31331HSL7	5-11-07	1,020,404.50	1,078,478.00	1,069,263.00	12-29-15	6.125%	161.6319	31	10,021.18		5,010.59				15,031.77	15,031.77	950,000
FNMA	3135G0UM3	5-29-13	3,999,600.00	3,981,120.00	3,991,840.00	02-26-16	0.520%	57.7778	31	288.89		1,791.11				2,080.00	2,080.00	4,000,000
FNMA	3135G0VH3	5-30-13	6,031,500.00	6,011,700.00	6,023,460.00	03-04-16	0.750%	125.0000	31	22,125.00		3,875.00	22,500.00			3,500.00	3,500.00	6,000,000
FHLMC	3134G3SE1	03-21-12	8,505,312.50	8,529,410.00	8,525,415.00	03-21-16	1.000%	236.1111	31	37,777.78		7,319.44	42,500.00			2,597.22	2,597.22	8,500,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	14,916,000.00	14,963,250.00	03-30-16	0.500%	208.3333	31	31,458.33	9,375.00	6,458.33			0.01	37,916.67	28,541.67	15,000,000
																		95.77%
<b><u>TREASURY INFLATION PROTECTED SECURITIES</u></b>																		
TREAS INFLATION INDEX	912828KM1	01-21-10	3,737,186.68	3,898,301.13	3,894,567.49	04-15-14	1.250%	134.1375	31	18,331.15		4,158.26			(59.86)	22,429.55	22,429.55	3,863,160
																		4.23%
<b><u>CASH INVESTMENT</u></b>																		
CASH INVESTMENT	3134G3SD3	03-28-12											37,500.00			(37,500.00)	(37,500.00)	
CASH INVESTMENT	3135G0VA8	5-15-13											37,500.00			(37,500.00)	(37,500.00)	
LAIF			17,550,526.53	17,550,526.53	17,550,526.53					18,670.22		3,676.50				22,346.72	22,346.72	17,550,527
TOTAL LAIF			<u>17,550,526.53</u>	<u>17,550,526.53</u>	<u>17,550,526.53</u>													
TOTAL A/C 121100 & 112010			<u>91,504,432.65</u>	<u>91,555,777.96</u>	<u>91,647,603.10</u>													
<b>MATURED/CALLED</b>																		
<b>TOTAL</b>			<u><u>91,504,432.65</u></u>	<u><u>91,555,777.96</u></u>	<u><u>91,647,603.10</u></u>					<u><u>209,699.93</u></u>	<u><u>9,375.00</u></u>	<u><u>49,741.17</u></u>	<u><u>176,056.25</u></u>		<u><u>(59.84)</u></u>	<u><u>83,325.01</u></u>	<u><u>73,950.01</u></u>	<u><u>91,428,160</u></u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	PREPAID	INTEREST	INTEREST	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED 06-30-13	VALUE 09-30-13					REC'VBLE 08-31-13	INT REC'VBLE 09-30-13	EARNED 09-30-13	RECEIVED 09-30-13		REC'VBLE 09-30-13	LESS PREPAID 09-30-13	
<b>GOVERNMENT BONDS</b>																	
HOUSING URBAN DEVEL	911759EB0	12-23-08	155,581.50	150,873.00	150,775.50	08-01-17	7.908%	32.9500	31	988.50		1,021.45			2,009.95	2,009.95	150,000
LAIF			7,966,253.42	7,966,253.42	7,966,253.42					1,860.00		1,682.73			3,542.73	3,542.73	7,966,253
<b>MATURED/CALLED CALLED</b>																	
TOTAL LAIF			7,966,253.42	7,966,253.42	7,966,253.42												
TOTAL A/C 121100 & 112010			155,581.50	150,873.00	150,775.50												
<b>TOTAL</b>			<u>155,581.50</u>	<u>150,873.00</u>	<u>150,775.50</u>					<u>988.50</u>	<u>0.00</u>	<u>1,021.45</u>	<u>0.00</u>	<u>0.00</u>	<u>2,009.95</u>	<u>2,009.95</u>	<u>150,000</u>

28-Oct-13

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-13	MARKET VALUE 09-30-13	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 08-31-13	PP INTEREST REC'VBLE 09-30-13	INTEREST EARNED 09-30-13	INTEREST RECEIVED 09-30-13	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 09-30-13	INT REC'VBLE LESS PREPAID 09-30-13	PAR VALUE
<b><u>GOVERNMENT BONDS</u></b>																		
FHLM	3137EABX6	1-30-09	4,583,892.80	4,625,982.50	4,599,979.20	01-07-14	2.500%	317.3611	31	17,137.50	0.00	9,838.19				26,975.69	26,975.69	4,570,000
FHLM	3137EACB3	3-26-10	2,510,690.00	2,546,825.00	2,534,000.00	04-23-14	2.500%	173.6111	31	22,222.22	0.00	5,381.94			0.01	27,604.17	27,604.17	2,500,000
FNMA	31398AU34	2-15-12	5,299,150.00	5,197,600.00	5,182,700.00	07-28-15	2.375%	329.8611	31	10,885.42	0.00	10,225.69				21,111.11	21,111.11	5,000,000
FHMLC	3134G3SD3	03-28-12	4,998,000.00	5,017,100.00	5,014,050.00	09-28-15	0.750%	104.1667	31	15,937.50	0.00	3,229.17				19,166.67	19,166.67	5,000,000
FHMLC	3134G3SE1	03-21-12	5,503,437.50	5,519,030.00	5,516,445.00	03-21-16	1.000%	152.7778	31	24,444.44	0.00	4,736.11	27,500.00		0.01	1,680.56	1,680.56	5,500,000 91.09%
<b><u>TREASURY INFLATION PROTECTED SECURITIES</u></b>																		
TREAS INFLATION INDEX	912828KM1	03-26-10	2,111,329.89	2,227,600.65	2,225,467.14	04-15-14	1.288%	78.9802	31	10,474.94	0.00	2,448.39			(106.44)	12,816.89	12,816.89	2,207,520 8.91%
<b><u>CASH INVESTMENT</u></b>																		
CASH INVESTMENT	3134G3SD3	03-28-12								0.00			18,750.00			(18,750.00)	(18,750.00)	
LAIF			52,500.00	52,500.00	52,500.00					75.58	0.00	6.64				82.22	82.22	52,500
TOTAL LAIF			52,500.00	52,500.00	52,500.00													
TOTAL A/C 122010			25,006,500.19	25,134,138.15	25,072,641.34													
<b>TOTAL</b>			<u>25,006,500.19</u>	<u>25,134,138.15</u>	<u>25,072,641.34</u>					<u>101,102.02</u>	<u>0.00</u>	<u>35,859.49</u>	<u>46,250.00</u>	<u>0.00</u>	<u>(106.42)</u>	<u>90,605.09</u>	<u>90,605.09</u>	<u>24,777,521</u>

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

BUDGET AMENDMENTS

	Amount	Line Item		Description
Sep-13				No Budget Amendments in September 2013.
	\$ -	Total	\$ -	Total

BUDGET REVISIONS

	Amount	Line Item		Description
Sep-13				No Budget Revisions in September 2013.
	\$ -	Total	\$ -	Total

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

10/28/13 12:35 PM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
<b>FY2012:</b>					
1st Quarter	16,181,800	1st Quarter	18,855,582	2,673,782	18,855,582
2nd Quarter	17,084,000	2nd Quarter	18,954,017	1,870,017	18,954,017
3rd Quarter	17,782,200	3rd Quarter	17,437,422	(344,778)	17,437,422
4th Quarter	16,952,000	4th Quarter	18,612,162	1,660,162	18,612,162
<b>FY2013 Total</b>	<b>68,000,000</b>	<b>FY2013 Total</b>	<b>73,859,183</b>	<b>5,859,183</b>	<b>73,859,183</b>
<b>FY2014</b>					
Jul. 13	4,400,000	Sep. 13	5,504,500	1,104,500	5,504,500.00
Aug. 13	4,400,000	Oct. 13			4,400,000.00 (1)
Sep. 13	6,100,000	Nov. 13			6,100,000.00
1st Qtr. Adjustment	1,650,000	Dec. 13			545,500.00 (2/3)
3 Months Total	16,550,000		5,504,500	1,104,500	16,550,000.00
Oct. 13	4,700,000	Dec. 13			4,700,000.00
Nov. 13	4,700,000	Jan. 14			4,700,000.00
Dec. 13	6,330,000	Feb. 14			6,330,000.00
2nd Qtr. Adjustment	1,795,000	Mar. 14			1,795,000.00
6 Months Total	34,075,000		5,504,500	1,104,500	34,075,000.00
Jan. 14	5,140,000	Mar. 14			5,140,000.00
Feb. 14	5,140,000	Apr. 14			5,140,000.00
Mar. 14	5,600,000	May 14			5,600,000.00
3rd Qtr. Adjustment	1,500,000	Jun. 14			1,500,000.00
9 Months Total	51,455,000		5,504,500	1,104,500	51,455,000.00
Apr. 14	4,500,000	Jun. 14			4,500,000.00
May 14	4,500,000	Jul. 14			4,500,000.00
Jun. 14	5,900,000	Aug. 14			5,900,000.00
4th Qtr. Adjustment	1,645,000	Sep. 14			1,645,000.00
<b>FY2014 Total</b>	<b>68,000,000</b>	<b>FY2014 Total</b>	<b>5,504,500</b>	<b>1,104,500</b>	<b>68,000,000.00</b>
16,550,000		1st Quarter			
0		2nd Quarter			
0		3rd Quarter			
0		4th Quarter			
<u>16,550,000</u>		YTD Actual Per Statement of Revenues & Expenses			

(1) Accrual

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

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

**ACTION**

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

**SIGNIFICANCE**

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on October 16, 2013 in order to meet the 30-day requirement.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

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

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

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

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

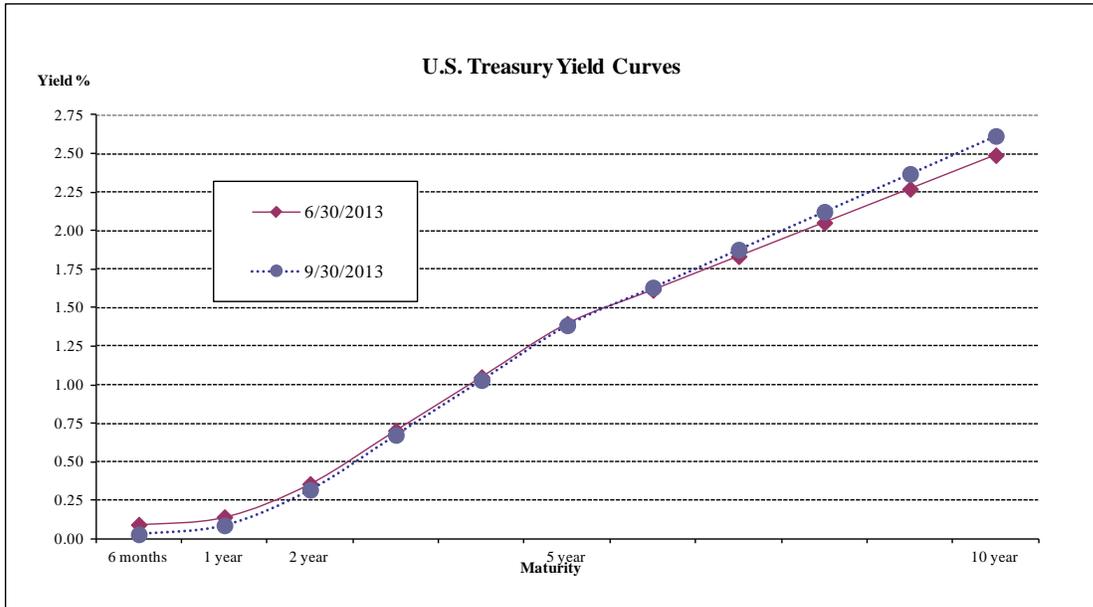
The Liquidity funds managed by District staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value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

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

## **DISCUSSION**

### **Fixed Market Review and Outlook**

The direction of interest rates was mixed during the third quarter of the calendar year (first quarter of the fiscal year) as investors began to differentiate between the outlook for short-term and long-term bonds. Short-term rates were unchanged or modestly lower, as investors maintained their expectation that the Federal Reserve Bank (Fed) was unlikely to increase the Federal Funds rate before mid-2015. On the other hand, longer term interest rates rose modestly on expectations that the Fed would begin to taper their program of purchasing long-term bonds sometime this fall.



Data Source: Bloomberg Finance L.P.

The third quarter was also notable for its heightened levels of interest rate volatility. Heightened levels of volatility are typical around periods of changing investor expectations. Indeed, CSI believes the summer of 2013 marked the beginning of a multiyear path towards higher rates. Over the next several years, CSI believes yields on ten-year Treasury notes may more than double from their current level.

Heightened levels of volatility are also typical during periods of increasing uncertainty. Due to events such as the looming Federal government shutdown, threatened military action in Syria, the debate over the Federal debt ceiling, poor communication by the Fed and mixed economic data, the quarter had an overabundance of issues to give investors pause.

In addition to the increased uncertainty, CSI believes that the economy is potentially at the beginning of a bear market in bonds meaning the expected return on these types of investment securities will decrease. This increases the need to distinguish between the signal (pieces of information that are both meaningful and symbolic of longer term trends in the economy and markets) and the noise (transitory events that are unlikely to have a lasting effect).

CSI believes that most of the events that transpired over the third quarter are noise, not signals, and are unlikely to have a lasting impact on the economy and markets. The exception to this is that CSI does detect a pattern of overall global growth and slow but steady improvement in the domestic employment situation, which, if correct, would be good for the economy and equity markets and provide for higher interest rates down the road.

CSI's current expectation is for the bond market to settle into an uneasy period of relative quiet until many of the issues currently responsible for our heightened levels of uncertainty resolve themselves. This period of relative calm will be short lived, transitioning to the underlying trends of slow but steady improvement in both the

global economy and the domestic employment situation, ultimately leading to higher interest rates.

### **Strategy**

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

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

As of the end of the quarter, the District's consolidated portfolios consisted of approximately 94.7 percent Agency Securities and 5.3 percent US Treasury Securities (see Exhibit 5).

### **Budget Impact**

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending September 30, the General Fund portfolio returned 0.26 percent. This compares to the benchmark return of 0.58 percent. Over this same time period, the Paratransit Fund portfolio returned 0.17 percent. This compares to the benchmark return of 0.52 percent.

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

The consolidated portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending September 30, the portfolio's yield to maturity or call was 0.50 percent. The General Fund benchmark's yield to maturity was 0.78 percent.

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

Prepared by: Lori Snow, Manager Finance Treasury

650-508-6425

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

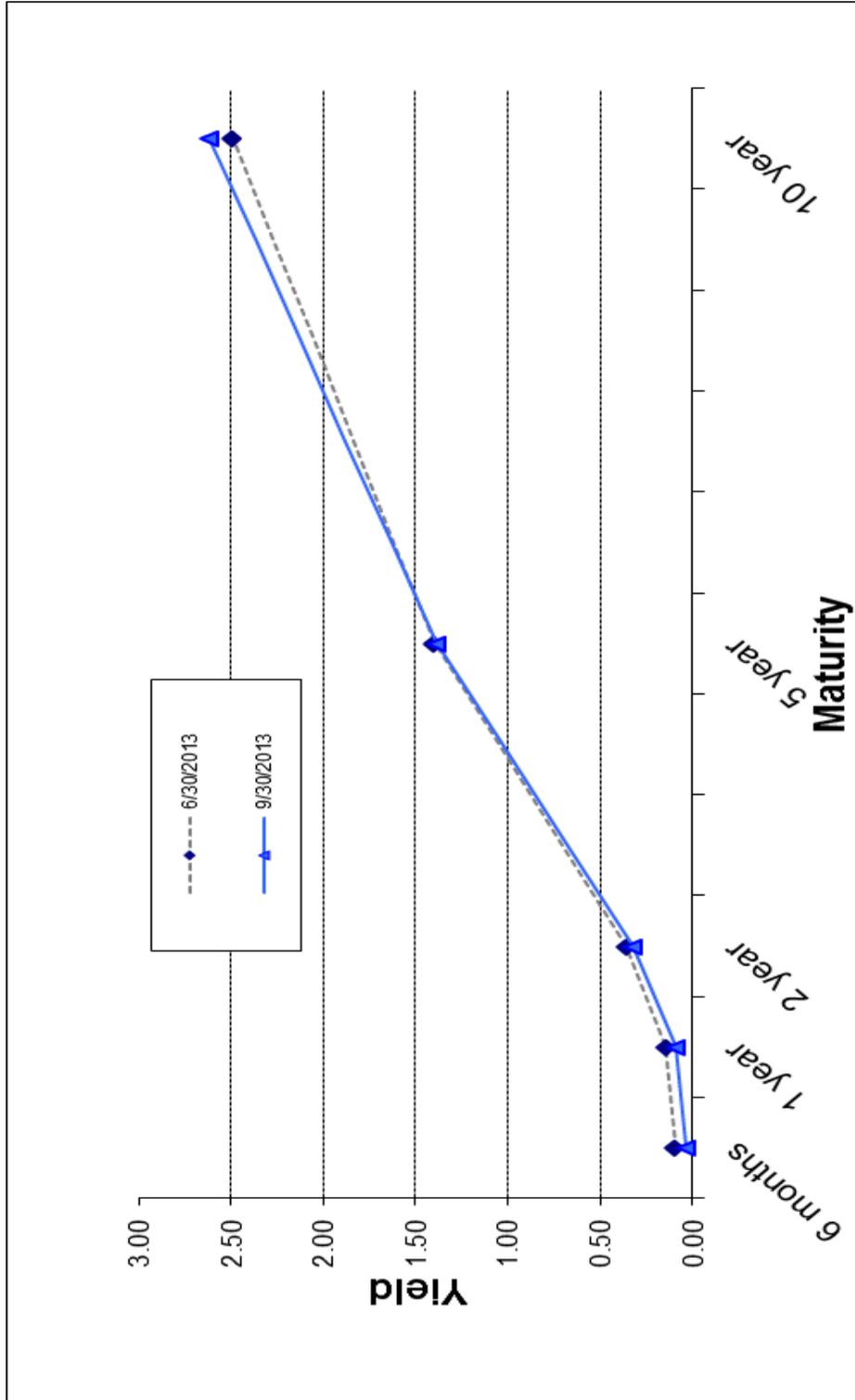
TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<b><u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</u></b>						
<b><u>INVESTMENT PORTFOLIO:</u></b>						
<b>GOVERNMENT BONDS</b>						
FHLMC	10-25-13	8,000,000	7,996,022	7,999,489	0	7,999,489
FHLMC	11-04-13	5,000,000	4,997,500	4,999,542	0	4,999,542
FHLMC	09-22-14	9,615,000	9,686,632	9,669,517	2,003	9,671,520
FHLMC	09-28-15	10,000,000	9,996,000	10,028,100	833	10,028,933
FHLMC	11-24-15	8,500,000	8,502,380	8,490,820	13,600	8,504,420
FHLMC	11-27-15	5,000,000	5,000,500	4,995,350	8,681	5,004,031
FNMA	11-27-15	7,000,000	7,005,250	6,996,990	12,153	7,009,143
FFCB	12-29-15	950,000	1,020,405	1,069,263	15,032	1,084,295
FNMA	02-26-16	4,000,000	3,999,600	3,991,840	2,080	3,993,920
FNMA	03-04-16	6,000,000	6,031,500	6,023,460	3,500	6,026,960
FHLMC	03-21-16	8,500,000	8,505,313	8,525,415	2,597	8,528,012
FNMA	03-30-16	15,000,000	15,026,145	14,963,250	417	14,963,667
HUD	08-01-17	150,000	155,582	150,776	2,010	152,785
<b>TREASURY INFLATION PROTECTED SECURITIES</b>						
Treasury Inflation Indexed Note	04-15-14	3,863,160	3,737,187	3,894,567	22,430	3,916,997
<b>TOTAL INVESTMENT FUNDS PORTFOLIO</b>		<b>91,578,160</b>	<b>91,660,014</b>	<b>91,798,379</b>	<b>85,334.96</b>	<b>91,883,714</b>

<b><u>PARATRANSIT TRUST FUND PORTFOLIO:</u></b>						
<b>GOVERNMENT BONDS</b>						
FHLMC	01-07-14	4,570,000	4,583,893	4,599,979	26,976	4,626,955
FHLMC	04-23-14	2,500,000	2,510,690	2,534,000	27,604	2,561,604
FNMA Step Up	07-28-15	5,000,000	5,299,150	5,182,700	21,111	5,203,811
FHLMC	09-28-15	5,000,000	4,998,000	5,014,050	417	5,014,467
FHLMC	03-21-16	5,500,000	5,503,438	5,516,445	1,681	5,518,126

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

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE + ACCR. INT.
<b>TREASURY INFLATION PROTECTED SECURITIES</b>						
Treasury Inflation Indexed Note	04-15-14	2,207,520	2,111,330	2,225,467	12,817	2,238,284
<b>TOTAL PARATRANSIT PORTFOLIO MANAGED BY SUNTRUST BANK/CSI GROUP</b>						
		24,777,520	25,006,500	25,072,641	90,605	25,163,246
<b>TOTAL DISTRICT PORTFOLIO MANAGED BY SUNTRUSTBANK/CSI GROUP</b>						
		116,355,680	116,666,514	116,871,020	175,940	117,046,960
<b><u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u></b>						
<b>BANK OF AMERICA CHECKING LAIF</b>						
			7,018,077	7,018,077	0	7,018,077
			25,569,280	25,569,280	5,366	25,574,646
<b>TOTAL FUNDS MANAGED BY DISTRICT STAFF</b>						
			32,587,357	32,587,357	5,366	32,592,723
<b><u>TRUST FUNDS MANAGED BY THIRD PARTY TRUSTEE:</u></b>						
<b>First American Gov't. Oblig. Cl D</b>						
		8,707,274	8,707,274	8,707,274	0	8,707,274
<b>Federal National Mortgage Associatio 03-16-2015</b>						
		2,280,825	2,258,546	2,277,250	2,135	2,279,385
<b>TOTAL FUNDS MANAGED BY THIRD PARTY TRUSTEE</b>						
		10,988,100	10,965,820	10,984,525	2,135	10,986,659
<b>TOTAL AS OF JUNE 30, 2013</b>						
			160,219,691	160,442,902	183,441	160,626,343

# SamTrans Historical Yield Curve



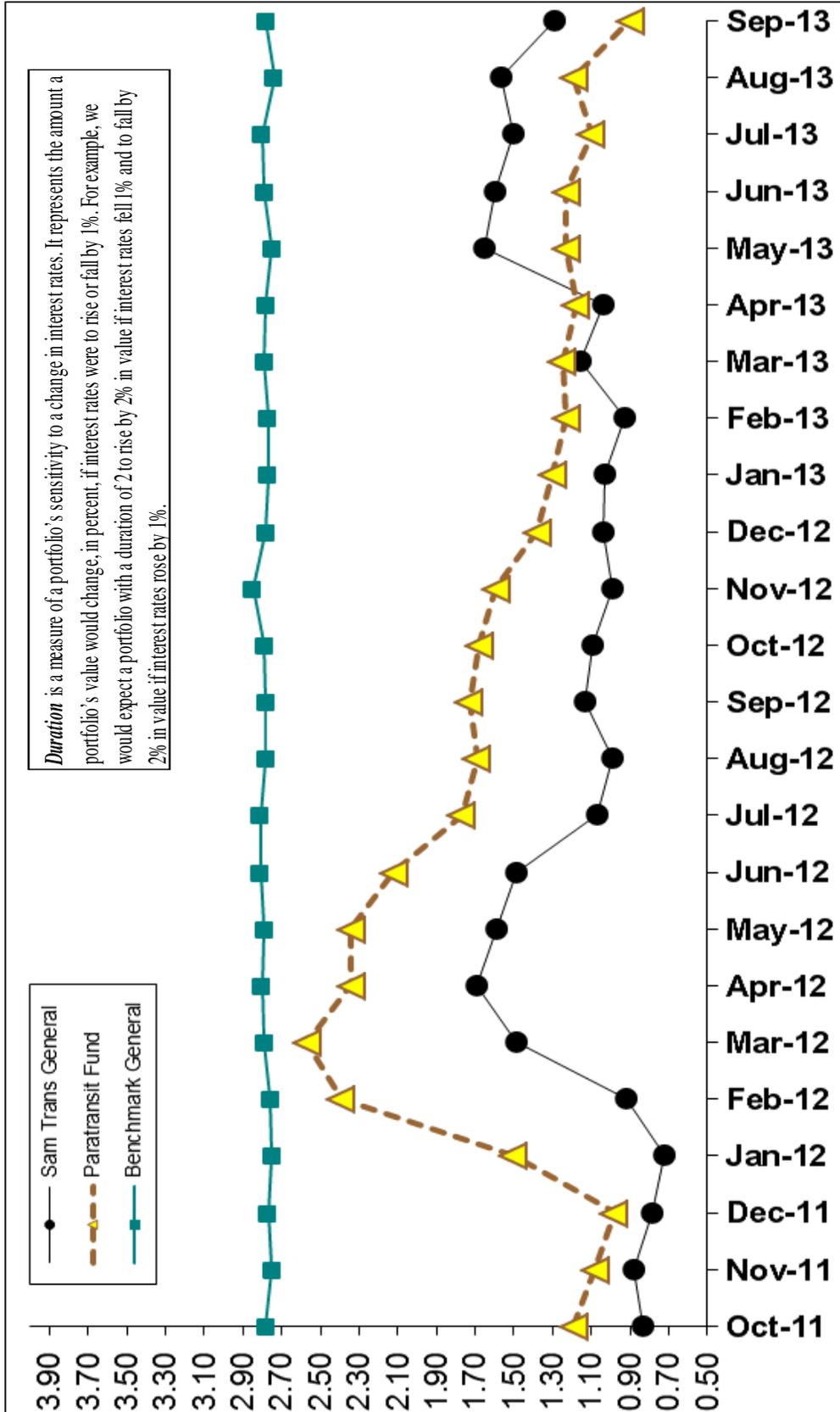
Data Source: Bloomberg

CSI Capital Management, Inc.

EXHIBIT 1

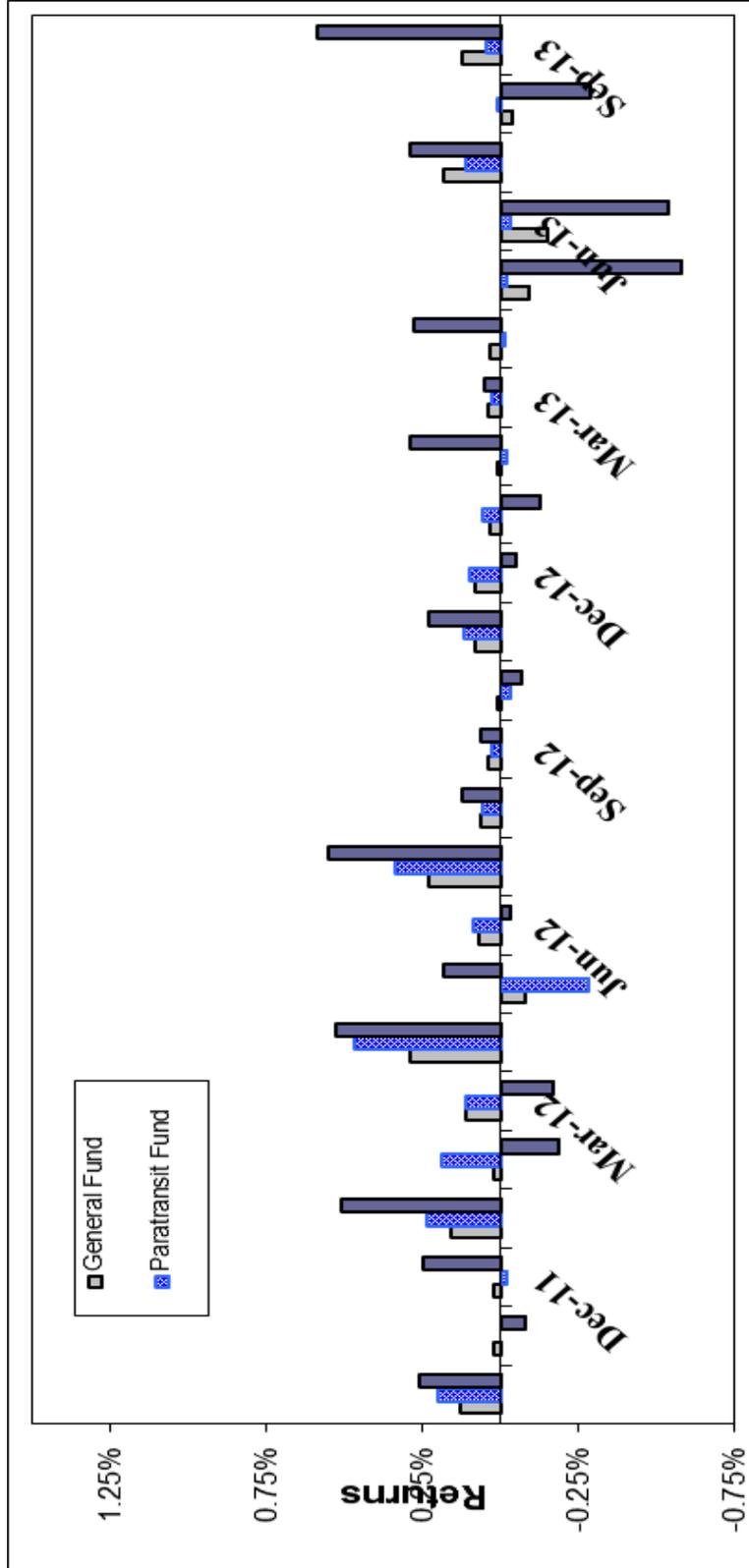
# SamTrans Duration vs. Benchmark

## EXHIBIT 2



CSI Capital Management, Inc.

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

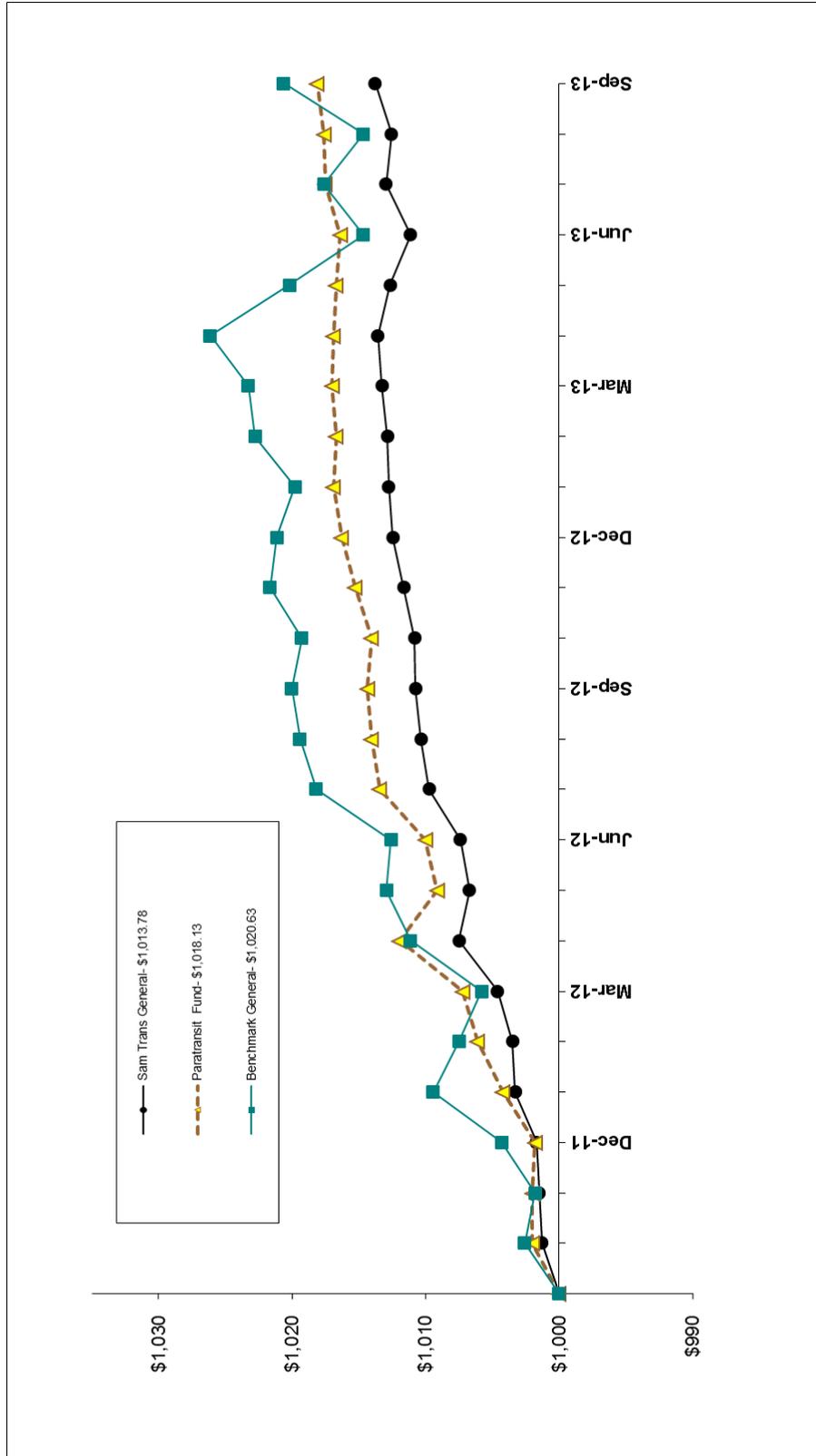


Trailing 12 Months	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Trailing 12
<b>MONTHLY PERFORMANCE DATA</b>													
SamTrans - Gen Funds	0.01%	0.08%	0.08%	0.03%	0.01%	0.04%	0.03%	-0.09%	-0.15%	0.18%	-0.04%	0.12%	0.30%
SamTrans - Paratran	-0.03%	0.12%	0.10%	0.06%	-0.02%	0.03%	-0.01%	-0.02%	-0.03%	0.11%	0.01%	0.05%	0.37%
Benchmark - Gen Fund	-0.07%	0.23%	-0.05%	-0.13%	0.29%	0.05%	0.28%	-0.58%	-0.54%	0.29%	-0.29%	0.59%	0.06%
Benchmark - Paratran	-0.27%	0.60%	-0.35%	-0.71%	0.69%	0.19%	0.73%	-1.74%	-1.42%	0.09%	-0.75%	1.19%	-1.78%

**EXHIBIT 3**

CSI Capital Management, Inc.

# SamTrans Growth of a Thousand Dollars Rolling 24 Months



CSI Capital Management, Inc.

# SamTrans Percent of Assets Held by Type

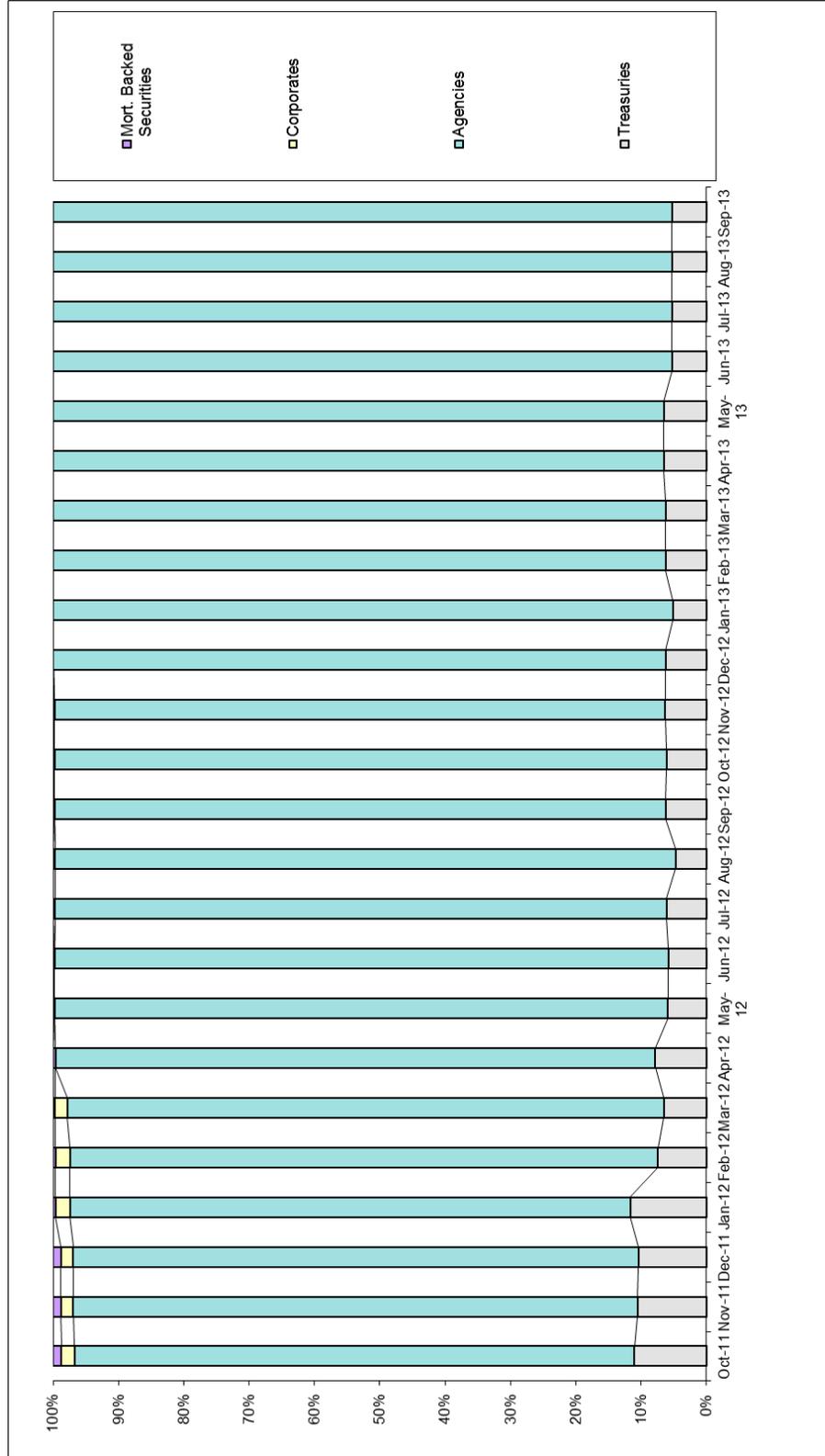


EXHIBIT 5

CSI Capital Management, Inc.



nearly one in four residents will be over the age of 65, an increase of 72 percent, and of those persons, one in five will have a physical or mental disability. The same study urged that a priority need of these older residents will be the ability to remain mobile and to obtain essential, health, welfare, social and civic services.

As County officials undertook an assessment of the essential services that would be aided by the revenues from Measure A, District staff was able to demonstrate that a significant number of those individuals who use SamTrans transit services meet the County's definition of the most needy, and that the District provides an essential mobility link for recipients of County services.

Data show the District serves the County's neediest residents, with 41 percent earning below \$25,000 per year and 21 percent being senior or disabled; 67 percent of the District's customers have no access to a car and therefore depend on the District for all of their transportation needs, including obtaining critical and recurring medical services such as dialysis and physical therapy; the District provided more than 34,378 connections to San Mateo County medical centers, hospitals and senior centers in the last six months of 2012.

The District provides in excess of 70,000 trips per year to County services and provides transit services to the rural coastal regions at a cost of more than \$2.5 million annually.

The District is required by the Americans with Disabilities Act (ADA) to provide Paratransit service to disabled passengers within three-quarters of a mile of a fixed transit route (i.e., a pre-determined bus route), an unfunded mandate that cost \$44.62 per passenger trip, or \$14.8 million in FY2013; and the District historically has exceeded the minimum Federal Paratransit service area requirements in order to provide service throughout the entire County, including to residents who live in areas distant from fixed routes.

The District provides a mobility lifeline for more than 6,800 senior and disabled riders through its Redi-wheels ADA and RediCoast non-ADA programs, with nearly 50 percent of its approximately 1,000 daily trips provided under the lifeline fare-assistance program for low-income riders.

The District faces an annual budgetary shortfall of approximately \$10 million and lacks sufficient funds to assume continuation of its current operations into the future; the Measure A funds to be provided by the County will diminish that shortfall.

Prepared By:	Mark Simon, Executive Officer, Public Affairs	650-508-6340
Project Manager:	Ladi Bhuller, Manager, Budgets	650-508-7755

RESOLUTION NO. 2013-

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

\* \* \*

**RATIFICATION OF EXECUTION OF AN AGREEMENT WITH THE COUNTY OF SAN MATEO FOR  
ALLOCATION OF \$10 MILLION TO THE SAN MATEO COUNTY TRANSIT  
DISTRICT FOR FISCAL YEARS 2014 AND 2015**

**WHEREAS**, in 2012, the voters of San Mateo County (County) approved Measure A, a half-cent sales tax increase for a 10-year period to enable the County to continue operating facilities and services that are facing growing demand and increasing costs, yet are critical for many residents, particularly older, low-income and disabled adults; and

**WHEREAS**, a significant number of SamTrans passengers meet the County's definition of those most needy and the San Mateo County Transit District (District) provides an essential mobility link for recipients of County services; and

**WHEREAS**, the District provides in excess of 70,000 trips per year to County services and provides transit services to the rural coastal regions at a cost of more than \$2.5 million annually; and

**WHEREAS**, the District provides a mobility lifeline for more than 6,800 senior and disabled riders through its Redi-wheels ADA and RediCoast non-ADA programs, with nearly 50 percent of its approximately 1,000 daily trips provided under the lifeline fare-assistance program for low-income riders; and

**WHEREAS**, the District faces an annual budgetary shortfall of approximately \$10 million and lacks sufficient funds to assume continuation of its current operations into the future, which can be significantly diminished with receipt of County Measure A funds; and

**WHEREAS**, at its October 22 meeting, the San Mateo County Board of Supervisors allocated to the District \$5 million per year in County Measure A moneys for Fiscal Years (FY) 2014 and 2015 to fund accessible services provided to the disabled, the elderly and youth, with particular emphasis on Paratransit services; and

**WHEREAS**, to obtain the funds, the General Manager/CEO or his designee was required to execute a funding agreement in advance of this November 6 meeting of the San Mateo County Transit District Board of Directors; and

**WHEREAS**, the Committee recommends that the Board of Directors approve and ratify the funding agreement executed by the Deputy CEO, on behalf of the General Manager/CEO, for receipt of County Measure A funds.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the San Mateo County Transit District ratifies execution of the funding agreement between the District and the County of San Mateo by which the County will provide \$10 million in County Measure A funds to the District for FY2014 and FY2015; and

**BE IT FURTHER RESOLVED** the Board authorizes the General Manager/CEO or his designee to take any other actions necessary to give effect to this resolution and permit the District to accept \$10 million in County Measure A funds.

Regularly passed and adopted this 6<sup>th</sup> day of November 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: April Chan  
Executive Officer, Planning and Development

SUBJECT: **AUTHORIZATION TO INCREASE PASS THROUGH FUNDS TO TWO LIFELINE  
TRANSPORTATION PROGRAM PROJECT SPONSORS**

**ACTION**

Staff proposes the Committee recommend the Board authorize the General Manager/CEO, or his designee, to:

1. Execute amendments to the Memoranda of Understanding (MOUs) with the cities of Menlo Park and Redwood City to increase funding to implement two Lifeline Transportation Program (LTP) projects in San Mateo County; and to
2. File claims with the Metropolitan Transportation Commission (MTC) to receive a total of \$72,421 in State Transit Assistance (STA) funds for the two LTP pass-through projects and to disburse the funds.

**SIGNIFICANCE**

The cities cannot accept the STA funds directly from the MTC; SamTrans is the only direct recipient and must claim and then pass through the funding for the following LTP projects:

<b>Project Sponsor</b>	<b>Project</b>	<b>STA Amount</b>
City of Menlo Park	Menlo Park Mid-day Shuttle	\$53,747
City of Redwood City	Climate Best Express On-demand Shuttle	\$18,674
<b>Total</b>		<b>\$72,421</b>

**BUDGET IMPACT**

There is no budget impact in Fiscal Year (FY) 2014. The STA funds in this action are not anticipated to be used by the project sponsors before FY2015 and, therefore, will be included in the FY2015 Operating Budget.

## **BACKGROUND**

The LTP was established by the MTC to fund both operating and capital projects that result in improved mobility for low-income residents in the San Francisco Bay Area. The program is administered by the congestion management agencies (CMAs) in each county. In San Mateo County, the program is administered by City/County Association of Governments (C/CAG). SamTrans previously entered into MOUs and filed funding applications to disburse LTP funding for the cities of Menlo Park and Redwood City. On October 10, 2013, the MTC announced revisions to the Cycle 3 STA amounts to reflect actual FY2012 and FY2013 STA revenues. This action resulted in increases to the Lifeline pass through funds for the cities of Menlo Park and Redwood City.

Prepared By: Rebecca Arthur, Senior Grants Analyst

650-508-6368

RESOLUTION NO. 2013 –

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

\* \* \*

**AUTHORIZING AMENDMENTS OF MEMORANDA OF UNDERSTANDING AND FILING CLAIMS  
TO PASS THROUGH FUNDS TO LIFELINE TRANSPORTATION PROJECT SPONSORS  
IN SAN MATEO COUNTY**

**WHEREAS**, the Lifeline Transportation Program (LTP) was established by the Metropolitan Transportation Commission (MTC) to fund operating and capital projects that result in improved mobility for low-income residents in the San Francisco Bay Area; and

**WHEREAS**, the City/County Association of Governments (C/CAG) is responsible for the administration of the LTP in San Mateo County; and

**WHEREAS**, the San Mateo County Transit District (District) Board previously authorized, pursuant to Resolution No. 2012-27, the pass-through of \$408,506 in State Transit Assistance (STA) funds for each of the LTP projects awarded to the cities of Menlo Park and Redwood City (Cities) and the execution of memoranda of understanding (MOUs) with the Cities regarding this arrangement; and

**WHEREAS**, an additional \$72,421 in STA funds is available to be passed through to the Cities for these LTP projects and the C/CAG has requested the District file claims to receive and pass through LTP funds for the city of Menlo Park in the amount of \$53,747, and for the city of Redwood City in the amount of \$18,674; and

**WHEREAS**, staff recommends the Board authorize the filing of claims for the STA pass-through funds and execution of amendments of the MOUs with the Cities to pass through the increase in STA funds to support the Cities' LTP projects.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO, or his designee, to take the following actions:

1. File claims to receive a total of \$72,421 in STA funds for the Cities' two LTP projects and to disburse the funds, and
2. Execute Amendments to the MOUs with the cities of Menlo Park and Redwood City in order to pass through increased STA funding to implement the Cities' two LTP projects, and
3. Take further actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 6<sup>th</sup> day of November, 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington                      April Chan  
Deputy CEO                                  Executive Officer, Planning & Development

SUBJECT: **AUTHORIZE ENTERING INTO A FUNDING AGREEMENT WITH CITY/COUNTY  
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY TO PROVIDE  
FUNDING FOR A COUNTY ACTIVE TRANSPORTATION COORDINATOR POSITION**

**ACTION**

Staff proposes the Committee recommend the Board authorize the General Manager/CEO, or his designee, to enter into a two-year funding agreement with the City/County Association of Governments of San Mateo County (C/CAG) to provide \$25,000 in each of Fiscal Years (FY) 2014 and 2015 to help fund a new position of Active Transportation Coordinator (also known as Bicycle and Pedestrian Coordinator) for the County of San Mateo.

**SIGNIFICANCE**

County of San Mateo, through C/CAG, is seeking to recruit a Bicycle and Pedestrian Coordinator to perform a variety of administrative and technical support functions related to the San Mateo Countywide pedestrian and bicycle programs. The coordinator would assist in planning, developing and implementing plans, programs, policies, and pedestrian and bicycle projects. Funding to support this position is being requested for FY2014 and FY2015 only. Any term extension of this position is subject to future year funding.

The County has requested San Mateo County Transit District (District) to assist with a portion of the funding needed to support this position.

**BUDGET IMPACT**

Twenty-five thousand dollars has been included in the FY2014 Operating Budget to cover the District's proposed share of the costs of the County Bicycle and Pedestrian Coordinator, and \$25,000 will be proposed for inclusion in the FY2015 Operating Budget.

**BACKGROUND**

San Mateo County has determined the need for a Bicycle and Pedestrian Coordinator to support planning and project implementation efforts. The County has reached out to its partners, C/CAG and the District, to help finance such a position for a limited term. The estimated annual cost of the Bicycle and Pedestrian Coordinator is \$160,000.

Prepared by: April Chan, Executive Officer, Planning & Development 650-508-6228

RESOLUTION NO. 2013 –

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

\* \* \*

**AUTHORIZING ENTERING INTO A FUNDING AGREEMENT WITH CITY/COUNTY  
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY TO PROVIDE FUNDING  
FOR A COUNTY ACTIVE TRANSPORTATION COORDINATOR POSITION**

**WHEREAS**, San Mateo County (County) has determined the need for a Bicycle and Pedestrian Coordinator to support countywide planning and project implementation efforts related to bicycle and pedestrian programs and projects and has sought funding assistance for such a position from City/County Association of Governments of San Mateo County (C/CAG) and San Mateo County Transit District (District); and

**WHEREAS**, the three agencies have agreed to jointly fund a full-time countywide Active Transportation Coordinator (also known as Bicycle and Pedestrian Coordinator) position on a limited term basis covering Fiscal Years (FY) 2014 and 2015; and

**WHEREAS**, the C/CAG has agreed to oversee the Bicycle and Pedestrian Coordinator position and pay 25 percent of all expenses for the position; and

**WHEREAS**, at the County's request, the District has proposed to contribute \$25,000 in each of the next two fiscal years toward this new position and this amount has been included in the San Mateo County Transit District's (District) FY2014 Operating Budget to cover a portion of the costs of the County Pedestrian and Bicycle Coordinator, and \$25,000 will be proposed for inclusion in the FY2015 Operating Budget; and

**WHEREAS**, the County is funding the remaining cost of the position, not to exceed \$160,000 over the specified term; and

**WHEREAS**, to implement this arrangement, staff recommends the Board of Directors authorizes the CEO/GM to execute an agreement with C/CAG for funding the Active Transportation Coordinator.

**NOW, THEREFORE, BE IT RESOLVED** the San Mateo County Transit District authorizes the General Manager/CEO, or his designee, to execute a two-year funding agreement with City/County Association of Governments to provide \$25,000 each in FY2014 and FY2015 to help fund a new position of Active Transportation Coordinator for San Mateo County.

Regularly passed and adopted this 6<sup>th</sup> day of November, 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: April Chan Executive Officer,  
Planning & Development Gigi Harrington  
Deputy CEO

SUBJECT: **AUTHORIZE ACCEPTANCE OF A GRANT FROM THE SILICON VALLEY  
COMMUNITY FOUNDATION IN THE AMOUNT OF \$57,000 FOR THE GRAND  
BOULEVARD INITIATIVE: EMPOWERING CIVIC DISCOURSE, AND INCREASE  
THE OPERATING BUDGET ACCORDINGLY**

**ACTION**

Staff proposes the Committee recommend Board approval of the following:

1. Authorize the General Manager/CEO to execute a funding agreement with the Silicon Valley Community Foundation (SVCF) for the proposed Grand Boulevard Initiative: Empowering Civic Discourse Project (Project) in the amount of \$57,000 and provide any other required documentation; and
2. Amend the Fiscal Year (FY) 2014 adopted Operating Budget by \$57,000 to increase the total revenues by \$57,000 and total expenses by \$57,000. This will increase the FY2014 Operating Budget to \$124,326,902.

**SIGNIFICANCE**

The SVCF grant of \$57,000 to the San Mateo County Transit District (District) for the Grand Boulevard Initiative (GBI) will support the next stage of the District's communications work by empowering GBI Task Force, Working Committee, and Community Leaders Roundtable members to engage in civic discourse with residents and the business community about how their communities can grow sustainably and inform future efforts for the GBI and local communities. The Project is a partnership of the District, Santa Clara Valley Transportation Authority, San Mateo County Health System, Santa Clara County Health Department, Greenbelt Alliance, and the Local Government Commission. The Project will utilize a professional communications firm and an economic consultant to develop training and outreach materials and conduct communications training sessions based upon the community values research and the communications messaging and platform developed under the District's FY2012 grant, "Grand Boulevard Campaign." The Project partners will participate in the development of materials and training sessions, arrange and support outreach events and conversations, and document, synthesize, and disseminate input from community and business stakeholders.

## **BUDGET IMPACT**

The grant will be added to the FY2014 Operating Budget, increasing revenue for Operating Grants by \$57,000 and increasing expenses for Professional Services by \$57,000. The FY2014 adopted Operating Budget will increase by \$57,000 for a new total revenues of \$153,123,050 and new total expenses of \$124,326,902.

## **BACKGROUND**

The SVCF is a catalyst and leader for innovative solutions to our region's most challenging problems. This is the fifth SVCF Regional Planning grant the District has been awarded to support the Grand Boulevard Initiative. SVCF Regional Planning grants target the promotion of equitable smart-growth principles in land use and transportation planning processes and their implementation. The four prior SVCF Regional Planning grants include: 1) 2009 technical assistance funding for the GBI Economic and Housing Opportunities Study Phase I; 2) 2010 funding for "Grass Tops to Grass Roots" to support advocacy and public outreach efforts to educate San Mateo County residents and business owners about the benefits of the Grand Boulevard Vision and transit-oriented development; 3) 2011 funding for "Creating the Buzz" to expand GBI-related advocacy and outreach efforts into Santa Clara County and continue efforts in San Mateo County; and 4) 2012 funding for the "Grand Boulevard Campaign" to conduct research into community values and develop a Communications Plan to define the purposes and best approaches to reach key audiences, articulate the GBI Vision, and develop a brand and messaging platforms.

Prepared By: Corinne Goodrich, Manager, Strategic Development 650-508-6369

RESOLUTION NO. 2013 –

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

\* \* \*

**AUTHORIZING A FUNDING AGREEMENT WITH THE  
SILICON VALLEY COMMUNITY FOUNDATION  
FOR \$57,000 IN REGIONAL PLANNING FUNDS  
FOR THE SUPPORT OF THE GRAND BOULEVARD INITIATIVE  
EMPOWERING CIVIC DISCOURSE PROJECT, AND INCREASING THE  
FISCAL YEAR OPERATING BUDGET BY \$57,000 TO \$124,326,902**

**WHEREAS**, the Silicon Valley Community Foundation (SVCF) awards regional planning grants to agencies and organizations to target the promotion of equitable smart-growth principles in land use and transportation planning processes and their implementation; and

**WHEREAS**, the SVCF has awarded \$57,000 to the San Mateo County Transit District (District) for the Empowering Civic Discourse Project (Project), which will support Grand Boulevard Initiative (GBI) communications work by empowering GBI Task Force, Working Committee, and Community Leaders Roundtable members to engage in civic discourse with residents and the business community about how their communities can grow sustainably through development of outreach and training materials, conducting training sessions and arranging, supporting, documenting, synthesizing and disseminating input; and

**WHEREAS**, the Project is a partnership among the District, Santa Clara Valley Transportation Authority, San Mateo County Health System, Santa Clara County Health Department, Greenbelt Alliance, and the Local Government Commission; and

**WHEREAS**, staff recommends authorization to execute a Funding Agreement with SVCF in the amount of \$57,000, which will allow the District to participate in the Project; and

**WHEREAS**, staff recommends the adopted Fiscal Year (FY) 2014 Operating Budget be amended to include the SVCF Regional Planning grant as a \$57,000 increase to total revenues (Operating Grants) and a corresponding \$57,000 increase to total expenses (Professional Services), bringing the total FY2014 Operating Budget to \$124,326,902.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO, or his designee, to execute a Funding Agreement with SVCF, and provide any other documentation as required by SVCF, to receive \$57,000 in Regional Planning grant funds for the Empowering Civic Discourse Project; and

**BE IT FURTHER RESOLVED** the District's FY2014 Operating Budget be increased by \$57,000 in expenses for Professional Services and by \$57,000 in total revenues under Operating Grants, bringing the total FY2014 Operating Budget to \$124,326,902.

Regularly passed and adopted this 6<sup>th</sup> day of November 2013 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary



BOARD OF DIRECTORS 2013

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

MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

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

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

**WEDNESDAY, NOVEMBER 6, 2013 – 2:40 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Legislative Committee Meeting of October 2, 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  
OCTOBER 2, 2013**

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

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

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

Committee Chair Jerry Deal called the meeting to order at 3:10 p.m.

**Approval of Minutes of Legislative Committee Meeting of September 4, 2013**

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

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

Federal

Mark Simon, Executive Officer, Public Affairs, said the Federal government shutdown has a significant impact on the Department of Transportation. The category that affects the San Mateo County Transit District (District) the most is the transit and rail employees. Nearly every Federal Transit Administration employee faces furloughs. All regional offices are closed and no grants are being processed. Mr. Simon said the Federal Railroad Administration is closed. He said the grants currently held up by California Public Employees' Pension Reform Act will now be held up by the government shutdown. If the shutdown lasts a long time this could affect the purchase of additional hybrid buses and funding of the San Carlos Transit Center.

State

Josh Shaw, the District's Lobbyist from Shaw/Yoder/Antwih, Inc., said Senate Bill (SB) 557 by Senator Jerry Hill has been signed by the governor and ensures \$600 million in Proposition 1A high-speed rail funds will be allocated to the Caltrain Modernization Program. Assembly Bill (AB) 797 by Assemblyman Rich Gordon has been signed by the governor and will provide a new innovative procurement tool for the Construction Manager/General Contractor method of contracting.

Mr. Shaw said SB743 by Senate President Pro-Tem Darryl Steinberg has some provisions that should have a positive impact locally including providing more flexibility for the State's Rules and Regulations on pursuing transit-oriented developments. AB8 was signed by the governor and will renew the Carl Moyer Program, which provides funds for alternative-fuel vehicles.

Committee Chair Deal thanked Mr. Shaw for an excellent job on advancing the District's interests in Sacramento.

Public Comment

Jerry Grace, San Lorenzo, said he isn't happy with the Federal shutdown.

**Adjourned:** 3:26 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Legislative Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Mark Simon  
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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

**STATE ISSUES**

Cap-and-Trade

In October, the California Air Resources Board (CARB) released an update to its Draft Climate Change Scoping Plan as required by the California Global Warming Solutions Act (Assembly Bill (AB) 32). Once final, this plan will guide the State's efforts to achieve the greenhouse gas reduction targets called for in AB 32.

The San Mateo County District has been collaborating, along with several other transit-focused agencies, as a member of the Transportation Coalition for Livable Communities to support AB 32 implementation that includes significant funding for the transportation improvements and services that will be necessary to achieve the law's greenhouse gas reduction targets.

CARB reviewed the draft plan at its October meeting where staff from the Transportation Coalition for Livable Communities testified on behalf of its members in support of the regional allocation of revenues from vehicle fuels emissions allowances, and the award of those revenues through regional competitive grant programs.

Active Transportation Program

Last month the Governor signed Senate Bill 99 and AB 101, creating the Active Transportation Program, which reflects the consolidation of various bike and pedestrian programs within Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). The goals of this nearly \$130 million program are to increase the proportion of biking and walking trips, advance the efforts of regional agencies to achieve greenhouse gas reduction goals, and enhance public health, among other things.

The California Transportation Commission is holding workgroup meetings around the state to develop guidelines for program. The meetings are open to those interested in the program, including representatives of government agencies and stakeholders with expertise in pedestrian and bicycle issues, including the Safe Routes to Schools program.

Staff will be participating in the San Jose workshop on November 13.

## **FEDERAL ISSUES**

### Appropriations

Following a 16-day government shutdown, Congress approved funding that extends Fiscal Year 2013 Federal spending through January 15, which is also the trigger date for a second round of sequestration cuts. The deal also extends the Federal government's borrowing authority through February 7 and requires the House and the Senate to create a budget conference committee to develop a budget framework by December 13.

The conference committee is scheduled to meet for the first time on October 30.

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

650-508-6388

## San Mateo County Transit District State Legislative Matrix 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 8</a> <a href="#">Perea</a> D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY CHAPTERED 9/28/2013 - Chaptered by Secretary of State - Chapter 401, Statutes of 2013.</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Existing law also creates the Air Quality Improvement Program, administered by the State Air Resources Board, to fund air quality improvement projects related to fuel and vehicle technologies.</p> <p>This bill would provide that the state board has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any supplier, as defined, to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen-fueling station. The bill would require the state board to aggregate and make available to the public, no later than June 30, 2014, and every year thereafter, the number of hydrogen-fueled vehicles that motor vehicle manufacturers project to be sold or leased over the next 3 years, as reported to the state board, and the number of hydrogen-fueled vehicles registered with the Department of Motor Vehicles through April 30. The bill would require the commission to allocate \$20 million annually, as specified, until there are at least 100 publicly available hydrogen-fueling stations in California. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen-fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state, as specified. The bill would authorize the commission to design 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 would repeal the above provisions on January 1, 2024. The bill, no later than July 1, 2014, would require the state board, in consultation with air pollution control and air quality management districts, to convene working groups to evaluate the specified policies and goals of specified programs.</p>	<p>Support</p>

**San Mateo County Transit District  
State Legislative Matrix 10/28/2013**

Bill ID/Topic	Location	Summary	Position
		<p>The bill would add intelligent transportation systems as a category of projects eligible for funding under the Alternative and Renewable Fuel and Vehicle Technology Program. The bill would require the commission and the state board, in making awards under both the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program, to provide a preference to projects with higher benefit-cost scores, as defined. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/6/2013</b></p>	
<p><a href="#">AB 25</a> <a href="#">Campos</a> D  Employment: social media.</p>	<p>SENATE DESK 9/13/2013 - In Senate. Held at Desk.</p>	<p>Existing law prohibits a private employer from requiring or requesting an employee or applicant for employment to disclose a username or password for the purpose of accessing personal social media, to access personal social media in the presence of the employer, or to divulge any personal social media. Existing law prohibits a private employer from discharging, disciplining, threatening to discharge or discipline, or otherwise retaliating against an employee or applicant for not complying with a request or demand that violates these provisions.</p> <p>This bill would apply the provisions described above to public employers, as defined. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties.</p> <p><b>Last Amended on 5/1/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 26</a> <a href="#">Bonilla</a> D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was L. &amp; I.R. on 7/8/2013)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would specify that moneys from the Greenhouse Gas Reduction Fund are public funds, as defined. The bill would require that, if moneys from the Greenhouse Gas Reduction Fund are made available to the owner or operator of a refinery to perform work to reduce greenhouse gas emissions, then all work at the refinery related to reducing greenhouse gas emissions that is not performed by the owner's or operator's own employees and that falls within an apprenticeable occupation, as defined, shall be performed by skilled journeypersons, as defined, and registered apprentices, as defined. The bill would require that moneys from the Greenhouse Gas Reduction Fund only be made available for work at a refinery if the work is related to complying with a market-based compliance mechanism to reduce greenhouse gas emissions, as specified. This bill contains other related provisions. <b>Last Amended on 6/25/2013</b></p>	
<p><a href="#">AB 37</a> <a href="#">Perea</a> D</p> <p>Unemployment insurance: reporting requirements: status of funds.</p>	<p>SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was L. &amp; I.R. on 8/14/2013)</p>	<p>Existing unemployment insurance law requires the Employment Development Department to submit to the Legislature in May and October of each year a report on the status of the Unemployment Fund and the Unemployment Compensation Disability Fund, containing actual and forecasted information on each fund, as specified.</p> <p>This bill would additionally require the department, whenever the Unemployment Fund indicates a negative balance, to include in the status report on the Unemployment Fund the estimated cost impact on employers from the changes in a specified federal tax credit and the estimated amount the state is expected to pay in interest charges on any outstanding loan to the federal government. <b>Last Amended on 8/12/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 10/28/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 101</a> Committee on Budget  Budget Act of 2013.	ASSEMBLY CHATERED 9/26/2013 - Chaptered by Secretary of State - Chapter 354, Statutes of 2013.	<p>The Budget Act of 2013 made appropriations for the support of state government for the 2013-14 fiscal year.</p> <p>This bill would amend the Budget Act of 2013 by revising items of appropriation and making other changes. This bill contains other related provisions. <b>Last Amended on 9/11/2013</b></p>	
<a href="#">AB 153</a> <a href="#">Bonilla</a> D  California Global Warming Solutions Act of 2006: offsets.	ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/15/2013)	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2015 , to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols. The bill would require the state board to adopt guidelines and incentives that prioritize the approval of specified offset protocols. The bill would require the state board to submit a specified annual report to the Legislature. <b>Last Amended on 4/8/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 10/28/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 160</a> <a href="#">Alejo D</a>  California Public Employees' Pension Reform Act of 2013: exceptions.	ASSEMBLY APPR. 5/29/2013 - Re-referred to Com. on APPR.	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act, as specified. Among other things, PEPRA prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost, as defined, for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement.</p> <p>This bill would except from PEPRA, by excepting from the definition of public retirement system, certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law if a federal agency determines there is a conflict with federal law. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/28/2013</b></p>	
<a href="#">AB 179</a> <a href="#">Bocanegra D</a>  Public transit: electronic transit fare collection systems: disclosure of personal information.	ASSEMBLY CHAPTERED 9/27/2013 - Chaptered by Secretary of State - Chapter 375, Statutes of 2013.	<p>Existing law prohibits a transportation agency from selling or providing personally identifiable information, as defined, of a person obtained through the person's participation in an electronic toll collection system or use of a toll facility that uses an electronic toll collection system. Existing law, with certain exceptions, requires a transportation agency to discard personally identifiable information within 4 1/2 years, as specified. Existing law provides various remedies in that regard.</p> <p>This bill would make these and other related provisions applicable to a transportation agency that employs an electronic transit fare collection system for payment of transit fares with respect to personally identifiable information of a person who subscribes to an electronic fare collection system. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/4/2013</b></p>	

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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 229</a> <a href="#">John A. Pérez</a> D</p> <p>Local government: infrastructure and revitalization financing districts.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)</p>	<p>Existing law authorizes the creation by a city, county, or city and county of an infrastructure financing district, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to division of taxes and 2/3 voter approval. Existing law authorizes the legislative body to, by majority vote, initiate proceedings to issue bonds for the financing of district projects by adopting a resolution, subject to specified procedures and 2/3 voter approval. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, which may not be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area. Existing law, the Polanco Redevelopment Act, authorizes a redevelopment agency to take any action that the agency determines is necessary and consistent with state and federal laws to remedy or remove a release of hazardous substances on, under, or from property within a project area, whether the agency owns that property or not, subject to specified conditions. Existing law also declares the intent of the Legislature that the areas of the district created be substantially undeveloped, and that the establishment of a district should not ordinarily lead to the removal of dwelling units.</p> <p>This bill would authorize the creation by a city, county, city and county, or joint powers authority of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. The bill would authorize the legislative body to dedicate any portion of its funds received from the Redevelopment Property Tax Trust Fund to the district, if specified criteria are met. The bill would authorize the formation of a district to finance a project or projects on a former military base, if specified conditions are met. This bill contains other related provisions. <b>Last Amended on 8/12/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 266</a> Blumenfield D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>ASSEMBLY CHAPTERED 9/28/2013 - Chaptered by Secretary of State - Chapter 405, Statutes of 2013.</p>	<p>Existing federal law authorizes, until September 30, 2017, a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs).</p> <p>This bill would extend the operation of those provisions for certain low-emission vehicles to January 1, 2019, or until Federal authorization expires, or until the Secretary of State receives that specified notice, whichever occurs first. The bill would until January 1, 2015, or until the Secretary of State receives that specified notice, authorize the department to issue a valid identifier to a vehicle that meets California's transitional zero-emission vehicle (TZEV) standard. The bill would also repeal duplicate provisions of law; delete obsolete provisions of law relating to hybrid vehicles, and make additional conforming changes. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/19/2013</b></p>	
<p><a href="#">AB 278</a> <a href="#">Gatto</a> D</p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/4/2013)</p>	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations.</p> <p>This bill would require the state board, in promulgating regulations or other policies for purposes of the carbon intensity of fuels, to consider specified sustainability factors and the state of the fuel market and technologies. The bill would require the state board, no later than December 2014, to include mechanisms and policies that favor low-carbon fuels with the highest possible sustainability based on specified factors and to encourage incentives for sustainable fuels produced without food stock or displacement of food crops. <b>Last Amended on 9/3/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 313</a> <a href="#">Frazier</a> D</p> <p>Vehicles: electronic wireless communications devices: prohibitions.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/21/2013)</p>	<p>Under existing law, a person is prohibited from driving a motor vehicle while using an electronic wireless communications device to write, send, or read a text-based communication, unless the person is using an electronic wireless communications device that is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send, or listen to a text-based communication, and it is used in that manner while driving. A violation of this provision is an infraction.</p> <p>This bill would delete the exception to that prohibition for the use, while driving, of an electronic wireless communications device that is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send, or listen to a text-based communication. The bill would make a related statement of legislative intent regarding distracted driving. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 401</a> <a href="#">Daly D</a></p> <p>Transportation: design-build: highways.</p>	<p>ASSEMBLY CHAPTERED 10/5/2013 - Chaptered by Secretary of State - Chapter 586, Statutes of 2013.</p>	<p>Existing law, until January 1, 2014, authorizes certain state and local transportation entities, if authorized by the California Transportation Commission, to use a design-build process for contracts on transportation projects, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury.</p> <p>This bill would authorize the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. The bill would authorize regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. The bill would also authorize those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. The bill would repeal these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its Internet Web site that the provisions related to the construction inspection services of these projects are invalid. The bill would provide that these design-build authorizations do not include construction inspection services for projects on or interfacing with the state highway system. The bill would require the Department of Transportation to perform construction inspection services for projects on or interfacing with the state highway system, as specified. The bill would require a transportation entity, as defined, awarding a contract for a public works project pursuant to these provisions, to reimburse the Department of Industrial Relations for costs of performing prevailing wage monitoring and enforcement of the public works project and would require moneys collected to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund. By depositing money in a continuously appropriated fund, the bill would make an appropriation. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/6/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 410</a> <a href="#">Jones-Sawyer</a> D</p> <p>Public employee health benefits: enrollment.</p>	<p>ASSEMBLY CHAPTERED 10/4/2013 - Chaptered by Secretary of State - Chapter No. 525, Statutes of 2013</p>	<p>Existing law requires the Board of Administration of the Public Employees' Retirement System (PERS) to administer the Public Employees' Medical and Hospital Care Act (PEMHCA). PEMHCA further grants the board the power to approve health benefit plans and contract with carriers offering health benefit plans. Under PEMHCA, an employee or annuitant may enroll in a health benefit plan approved or maintained by the board either as an individual or for self and family. Existing law defines annuitant for purposes of receiving postretirement health benefits pursuant to PEMHCA and generally requires that a person retire within 120 days of separation from public employment, with specified exceptions.</p> <p>This bill would permit an annuitant who reinstates from retirement under PERS for employment by the state or a contracting agency and who subsequently retires again on or after January 1, 2014, to enroll in a health benefit plan under PEMHCA for which he or she is eligible, as specified, as an annuitant of the employer from which he or she first retired, upon meeting certain conditions. In this regard, the bill would require that the person's subsequent retirement occur within 120 days after separation of employment, as specified, and that the person not be eligible for a postretirement health benefit contribution from the employer from which he or she subsequently retires or that the postretirement health benefit contribution payable by that employer be less than the contribution payable by that employer during his or her prior retirement. <b>Last Amended on 6/4/2013</b></p>	
<p><a href="#">AB 416</a> <a href="#">Gordon</a> D</p> <p>State Air Resources Board: Local Emission Reduction Program.</p>	<p>ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/1/2013)</p>	<p>Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources.</p> <p>This bill would create the Local Emission Reduction Program and would require money to be available from the General Fund, upon appropriation by the Legislature, for purposes of providing grants and other financial assistance to develop and implement greenhouse gas emissions reduction projects in the state. The bill would require the state board, in coordination with the Strategic Growth Council, to administer the program, as specified. The bill would require the implementation of the program to be contingent on the appropriation of moneys by the Legislature, as specified. <b>Last Amended on 4/4/2013</b></p>	

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<a href="#">AB 417</a> <a href="#">Frazier</a> D  Environmental quality: California Environmental Quality Act: bicycle transportation plan.	ASSEMBLY CHATERED 10/7/2013 - Chaptered by Secretary of State - Chapter 613, Statutes of 2013.	<p>The California Environmental Quality Act, known as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, known as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the lead agencies to make specified findings in an EIR.</p> <p>This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified, and would also require a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the OPR and the county clerk. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/13/2013</b></p>	
<a href="#">AB 431</a> <a href="#">Mullin</a> D  County Employees Retirement Law of 1937: federal law compliance.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was TRANS. on 9/12/2013)	<p>Federal tax law regulates pension plans generally and regulates public pension plans specifically based on their status as governmental plans, as defined. In this regard, among other things, federal law requires that accrued member retirement benefits be non-forfeitable, as specified, establish conditions for the distribution of funds to members from a retirement system, prescribe requirements for the vesting of benefits, and limit the application of pension funds for medical benefits.</p> <p>This bill would revise various provisions of CERL to explicitly conform with Federal law. In this regard, the bill would provide that a member's accrued retirement benefits are non-forfeitable, in accordance with federal law, once the member attains normal retirement age, as specified, or upon termination of, or discontinuance of contributions under, the retirement system. Upon the withdrawal of a district from a retirement system, the bill also would prohibit a refund, distribution, or transfer of contributions for other funds to an employee or district unless in compliance with prescribed Federal law. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/12/2013</b></p>	
<a href="#">AB 441</a>	ASSEMBLY 2 YEAR	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to	

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Bill ID/Topic	Location	Summary	Position
<a href="#">Patterson</a> R  High-Speed Rail Authority: contracts.	5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)	<p>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>	
<a href="#">AB 453</a> <a href="#">Mullin</a> D  Sustainable communities.	SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/12/2013)	<p>The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative measure approved by the voters at the November 7, 2006, statewide general election, makes about \$5,400,000,000 in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. Existing law establishes the Strategic Growth Council and appropriated \$500,000 from the funding provided by the initiative to the Natural Resources Agency to support the council and its activities. The council is required to manage and award grants and loans to a council of governments, metropolitan planning organization, regional transportation planning agency, city, county, or joint powers authority for the purpose of developing, adopting, and implementing a regional plan or other planning instrument to support the planning and development of sustainable communities.</p> <p>This bill would make a local agency formation commission eligible for the award of financial assistance for those planning purposes. This bill contains other related provisions and other existing laws. <b>Last Amended on 7/3/2013</b></p>	
<a href="#">AB 463</a> <a href="#">Logue</a> R  High-Speed Rail Authority: contracts.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/28/2013)	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more. The bill would also require each contractor and subcontractor, as specified, to provide this information.</p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 466</a> <a href="#">Quirk-Silva</a> D  Federal transportation funds.	ASSEMBLY CHAPTERED 10/11/2013 - Chaptered by Secretary of State - Chapter 736, Statutes of 2013.	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the federal Congestion Mitigation and Air Quality Improvement Program, as specified.</p> <p>This bill would require the department to allocate federal funds to regional agencies under the federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified.</p> <p><b>Last Amended on 8/29/2013</b></p>	Support
<a href="#">AB 481</a> <a href="#">Lowenthal</a> D  High-speed rail.	ASSEMBLY CHAPTERED 8/26/2013 - Chaptered by Secretary of State - Chapter 132, Statutes of 2013.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions and authorizations relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority. The bill would require payments for leases, sales, or other conveyances of property owned or controlled by the authority to be deposited in the High-Speed Rail Property Fund created by the bill, and would provide that the funds shall be available to the authority upon appropriation by the Legislature for specified purposes. This bill contains other existing laws. <b>Last Amended on 6/12/2013</b></p>	
<a href="#">AB 493</a> <a href="#">Daly</a> D  Toll facilities.	ASSEMBLY CHAPTERED 8/12/2013 - Chaptered by Secretary of State - Chapter 79, Statutes of 2013.	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, as specified, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), requires all toll facilities on federal-aid highways to</p>	

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		<p>implement technologies or business practices that provide for the interoperability of electronic toll collection programs no later than a specified date.</p> <p>This bill would authorize operators of toll facilities on federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after the date specified in MAP-21. The bill would limit the information that may be disclosed through participation in an interoperability program, as specified. <b>Last Amended on 4/17/2013</b></p>	

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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 528</a> <a href="#">Lowenthal</a> D</p> <p>State Rail Plan and High-Speed Rail Authority business plan.</p>	<p>ASSEMBLY CHAPTERED 9/6/2013 - Chaptered by Secretary of State - Chapter 237, Statutes of 2013.</p>	<p>Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially, and requires the department to submit the State Rail Plan to the California Transportation Commission for its advice and consent on or before October 1 of each odd-numbered year prior to submitting the State Rail Plan to the Legislature, the Governor, and other entities by the following March. Existing law requires the plan to consist of two elements, a passenger rail element and a freight rail element, and sets forth various items that are required to be included in each element. Existing law separately requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature, not later than January 1, 2012, and every two years thereafter, a business plan, that includes specified elements, and to publish, at least 60 days prior to the publication of the plan, a draft business plan for public review and comment, as specified.</p> <p>This bill would revise the items required to be included in the State Rail Plan and the business plan. The bill would require the State Rail Plan to be submitted to the commission for advice 6 months prior to submitting the final State Rail Plan to the Transportation Agency for approval, and, on or before March 1, 2017, would require the approved State Rail Plan to be submitted to the Legislature, the Governor, and other specified entities. The bill would require the state rail plan to be updated, at a minimum, every 5 years. The bill would change, from January 1 to May 1 of each even-numbered year, the date by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit the business plan to the Legislature. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/4/2013</b></p>	
<p><a href="#">AB 529</a> <a href="#">Lowenthal</a> D</p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>ASSEMBLY CHAPTERED 10/3/2013 - Chaptered by Secretary of State - Chapter 500, Statutes of 2013.</p>	<p>Existing law establishes the Biennial Inspection of Terminals Program (BIT) to ensure the safe operation of certain vehicles by a motor carrier through the inspection of these vehicles at the motor carrier's terminal by the Department of the California Highway Patrol. Existing law defines a motor carrier, for this purpose, as the registered owner of, and in some cases the lessee or person exclusively authorizing and directing the operation of, specified vehicles. Existing law requires, within 30 days of establishing a terminal, a motor carrier to schedule an inspection by submitting to the department an application for a terminal inspection accompanied by the payment of a fee the amount of which is based on the number of vehicles in a terminal or the "terminal fleet size." Existing law requires the department to inspect every terminal at least once every 25 months and defines a terminal as the location or locations designated by the motor carrier where subject vehicles and specific records are available for inspection.</p>	

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Bill ID/Topic	Location	Summary	Position
		<p>This bill would, commencing January 1, 2016, revise and recast these provisions as the Basic Inspection of Terminals (BIT) Program. The bill would, commencing January 1, 2016, authorize the department to conduct terminal inspections at any time. The bill would require the department, on or before January 1, 2016, to implement a performance-based truck terminal inspection priority system similar to that used by the Federal Motor Carrier Safety Administration that would require the department to place an inspection priority on motor carrier terminals never previously inspected by the department. The bill would require, commencing January 1, 2016, the department to create a database to include specified performance-based data and provide real-time information to the department regarding motor carrier performance, as specified. The bill would, commencing January 1, 2016, provide that the department is not required to inspect a terminal more than once every 6 years, if certain conditions apply, and provides that terminals that receive less than a satisfactory compliance rating would be subject to periodic inspections based on the severity of violations. The bill would require the Department of the California Highway Patrol, commencing January 30, 2017, and every 5 years thereafter, to report to the Department of Motor Vehicles the amount it expended for truck terminal inspections and roadside safety inspections. The bill would require the Department of Motor Vehicles to compare those expenditures to the amounts collected for carrier inspection fees, as specified, and, commencing July 1, 2017, and every 5 years thereafter, adjust the carrier inspection fee to ensure that the net revenues from the carrier inspection fee are sufficient to cover the Department of the California Highway Patrol's reasonable costs for those activities. The bill would express the intent of the Legislature in this regard. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/3/2013</b></p>	

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 541</a> <a href="#">Daly D</a></p> <p>Buses: illuminated advertising: University of California, Irvine.</p>	<p>ASSEMBLY CHAPTERED 8/26/2013 - Chaptered by Secretary of State - Chapter 133, Statutes of 2013.</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2019, the University of California, Irvine (university) to implement a pilot program similar to the program operated by the City of Santa Monica. If the university elects to implement a pilot program, the bill would require, on or before March 1, 2014, the university to determine whether the City of Santa Monica has at least 12 transit buses equipped with specified illuminated signs. The bill would permit the university to implement the pilot program only if it determines that the City of Santa Monica has less than 12 transit buses equipped, as specified. The bill would also require, if the university implements the pilot program, that the university submit a report, in collaboration with the Department of the California Highway Patrol and other officials, by July 1, 2018, on the incidence of adverse impacts, to the department and the Legislature. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/18/2013</b></p>	

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

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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 616</a> <a href="#">Bocanegra</a> D</p> <p>Local public employee organizations: dispute: factfinding panel.</p>	<p>SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/13/2013)</p>	<p>Existing law requires the governing body of a local public agency, or those boards, commissions, administrative officers, or other representatives as may be properly designated by law or by a governing body, to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law authorizes an employee organization to request that the parties' differences be submitted to a fact finding panel not sooner than 30 days or more than 45 days following the appointment or selection of a mediator pursuant to the parties' agreement to mediate or a mediation process required by a public agency's local rules. Existing law authorizes an employee organization, if the dispute was not submitted to a mediation, to request that the parties' differences be submitted to a fact finding panel not later than 30 days following the date that either party provided the other with a written notice of a declaration of impasse.</p> <p>This bill would require that request to be in writing. The bill would provide that if either party disputes that a genuine impasse, as defined, has been reached, the issue of whether an impasse exists may be submitted to the Public Employment Relations Board for resolution before the dispute is submitted to a factfinding panel, as specified. The bill would also authorize each party to select a person to serve as its member of the factfinding panel. <b>Last Amended on 6/17/2013</b></p>	
<p><a href="#">AB 662</a> <a href="#">Atkins</a> D</p> <p>Local government: redevelopment: successor agencies to redevelopment agencies.</p>	<p>ASSEMBLY VETOED 10/13/2013 - Vetoed by the Governor</p>	<p>Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to the division of taxes and voter approval requirements. Existing law prohibits an infrastructure financing district from including any portion of a redevelopment project area.</p> <p>This bill would delete that prohibition and would authorize a district to finance a project or portion of a project that is located in, or overlaps with, a redevelopment project area or former redevelopment project area, as specified. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/6/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 680</a> <a href="#">Salas</a> D  Transportation: interregional road system.	SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/1/2013)	Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and intercounty routes. This bill would include State Highway Route 43 as an eligible interregional and intercounty route.  <b>Last Amended on 3/19/2013</b>	
<a href="#">AB 690</a> <a href="#">Campos</a> D  Jobs and education financing districts: voter approval.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV. on 9/12/2013)	Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.  This bill would revise and recast the provisions governing infrastructure financing districts and instead provide for the creation of jobs and education financing districts (JEDs) without voter approval, and would make various conforming changes. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to non-taxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified. This bill contains other existing laws. <b>Last Amended on 9/11/2013</b>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 730</a> <a href="#">Alejo</a> D  Monterey-Salinas Transit District.	ASSEMBLY CHAPTERED 9/27/2013 - Chaptered by Secretary of State - Chapter 394, Statutes of 2013.	<p>Existing law creates the Monterey-Salinas Transit District to include all of the County of Monterey, with specified powers and duties relative to provision of public transit service. Existing law authorizes the district to issue bonds under the Revenue Bond Law of 1941, payable from revenues of any facility or enterprise to be acquired or constructed by the district. Under that law, issuance of revenue bonds generally requires voter approval, unless an exemption is provided.</p> <p>This bill would revise these provisions. The bill would exempt the district from the requirement to seek voter approval prior to issuing revenue bonds, and would instead authorize those bonds to be issued by a 2/3 vote of the district's board. The bill would authorize the district to pledge revenues or other moneys available to the district from any source, including a transactions and use tax, to payment of those bonds. The bill would impose a maximum amount of \$50,000,000 on revenue bonds that may be issued by the district. The bill would limit use of revenue bonds to a project or projects not located on or adjacent to the former Fort Ord, except as specified, and would require the duration of bonds issued for acquisition of equipment, defined to include vehicles, to not exceed the useful life of the equipment. The bill would make other related changes. <b>Last Amended on 9/3/2013</b></p>	
<a href="#">AB 738</a> <a href="#">Harkey</a> R  Public entity liability: bicycles.	ASSEMBLY 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/7/2013)	<p>Existing law specifies that a public entity or a public employee shall not be liable for an injury caused by the plan or design of a construction of, or an improvement to, public property in specified cases. Existing law allows public entities to establish bicycle lanes on public roads.</p> <p>This bill would provide that a public entity or an employee of a public entity acting within his or her official capacity is not be liable for an injury caused to a person riding a bicycle while traveling on a roadway, if the public entity has provided a bike lane on that roadway.</p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 749</a> <a href="#">Gorell</a> R  Public-private partnerships.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/24/2013)	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides for the Public Infrastructure Advisory Commission, an organization established by the Business, Transportation and Housing Agency, to perform various functions relative to projects identified as suitable for development and delivery under these provisions, including the review of a proposed agreement submitted to it by the department or a regional transportation agency, and to charge a fee for certain of those functions.</p> <p>This bill would extend the operation of the provisions governing public-private partnerships from January 1, 2017, to January 1, 2022. The bill would also state the intent of the Legislature for a project developed under these provisions to have specified characteristics. <b>Last Amended on 4/11/2013</b></p>	
<a href="#">AB 756</a> <a href="#">Melendez</a> R  California Environmental Quality Act: judicial review: public works projects.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 4/15/2013)	<p>The California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, referred to as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would also apply these provisions to a public works project, defined to mean an infrastructure project carried out by the city, county, special district, or state government or contracted out to a private entity by the special district or local or state government. By requiring a lead agency to use these alternative procedures in preparing and certifying the administrative record, this bill would impose a state-mandated local program. The bill would also authorize the Judicial Council to adopt Rules of Court to implement these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/11/2013</b></p>	
<a href="#">AB 792</a>	ASSEMBLY	Existing law generally provides that the legislative body of any city and any charter city may	

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Bill ID/Topic	Location	Summary	Position
<a href="#">Mullin</a> D  Utility user tax: exemption: distributed generation systems.	CHAPTERED 10/4/2013 - Chaptered by Secretary of State - Chapter 534, Statutes of 2013.	<p>make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity in the unincorporated area of the county.</p> <p>This bill would, until January 1, 2020, exempt from any utility user tax imposed by a local jurisdiction, as defined, the consumption of electricity generated by a clean energy resource, as defined, for the use of a single customer or the customer's tenants.</p> <p><b>Last Amended on 8/29/2013</b></p>	
<a href="#">AB 797</a> <a href="#">Gordon</a> D  Transit districts: contracts.	ASSEMBLY CHAPTERED 9/20/2013 - Chaptered by Secretary of State - Chapter 320, Statutes of 2013.	<p>Existing law creates the Santa Clara County Valley Transportation Authority with various powers and duties relative to transportation projects and services in the County of Santa Clara. Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the authority and the district to enter into contracts, as specified.</p> <p>This bill would authorize the authority and the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within their respective jurisdictions, subject to certain conditions and requirements. The bill would require the authority or district to reimburse the Department of Industrial Relations for certain costs of performing wage monitoring and enforcement on projects using this contracting method, and would require those funds to be used by the department for enforcement of prevailing wage requirements on those projects. <b>Last Amended on 4/15/2013</b></p>	Support

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 822</a> <a href="#">Hall D</a>  Local government retirement plans.	ASSEMBLY VETOED 10/12/2013 - Vetoed by the Governor	<p>Existing law requires local legislative bodies, before authorizing changes in public retirement plan benefits or other postemployment benefits, to secure the services of an actuary to provide a statement of the actuarial impact of the changes.</p> <p>This bill would require, whenever a local ordinance or measure qualifies for the ballot that proposes to alter, replace, or eliminate the retirement benefit plan of employees of a local government entity, whether by initiative or legislative action, the governing body of the local government entity to secure the services of an independent actuary to provide a statement, or a summary of the statement, not to exceed 500 words in length, of the actuarial impact of the proposed measure upon future annual costs of the retirement benefit plan, and to have this statement printed in the voter information portion of the sample ballot. The bill would require a specified notice regarding obtaining a copy of the measure to be printed in the voter information portion of the sample ballot, if the text of the measure is not printed on the ballot, nor in the voter information portion of the sample ballot. The requirements of the bill would apply to a city, including a charter city; a county, including a charter county; a city and county, including a charter city and county; a community college district; or a special district. This bill contains other related provisions and other existing laws. <b>Last Amended on 7/10/2013</b></p>	
<a href="#">AB 842</a> <a href="#">Donnelly R</a>  High-speed rail.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/8/2013)	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. Existing law appropriates certain amounts of federal funds and state bond funds to the authority for purposes of funding the construction of the initial segment of the high-speed rail project.</p> <p>This bill, notwithstanding any other law, would prohibit federal or state funds, including state bond funds, from being expended by the authority or any other state agency on the construction of the high-speed rail project, except as necessary to meet contractual commitments entered into before January 1, 2014. The bill would also make a statement of legislative intent.</p>	
<a href="#">AB 863</a>	ASSEMBLY 2 YEAR	Existing federal law authorizes the United States Secretary of Transportation to enter into an	

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

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 909</a> <a href="#">Gray</a> D  Metal theft and related recycling crimes.	ASSEMBLY VETOED 10/3/2013 - Vetoed by the Governor	<p>Existing law provides that any person who feloniously steals, takes, or carries away the personal property of another, or who fraudulently appropriates property that has been entrusted to him or her, is guilty of theft. Existing law also provides that a person who, being a dealer in or collector of junk, metals, or secondhand materials, buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that he or she knows or reasonably should know is ordinarily used by, or ordinarily belongs to, a railroad or other transportation, telephone, telegraph, gas, water, or electric light company or county, city, or city and county without using due diligence to ascertain that the person selling or delivering the same has a legal right to do so, is guilty of criminally receiving that property.</p> <p>This bill, on and after January 1, 2015, would require the Department of Justice to establish a Metal Theft Task Force Program to provide grants to applicant regional task forces for the purpose of providing local law enforcement and district attorneys with the tools necessary to successfully interdict the commission of metal theft and related metal recycling crimes. The bill, on and after January 1, 2015, would establish the Metal Theft Task Force Fund, to be administered by the department, and, upon appropriation by the Legislature, would make moneys in the fund available for the purposes of the program. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/3/2013</b></p>	
<a href="#">AB 935</a> <a href="#">Frazier</a> D  San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. & H. on 5/23/2013)	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.</p> <p>This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would require that one of the 3 members appointed by the Governor be a bona fide labor representative and that another member be a resident of the City and County of San Francisco selected from a list of 3 nominees provided by the San Francisco County Transportation Authority. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/25/2013</b></p>	
<a href="#">AB 953</a>	ASSEMBLY 2 YEAR	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to	

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Bill ID/Topic	Location	Summary	Position
<a href="#">Ammiano D</a> California Environmental Quality Act.	5/31/2013 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/31/2013)	<p>prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines "environment" and "significant effect on the environment" for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts.</p> <p>This bill would revise those definitions, as specified. This bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake this additional consideration, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<a href="#">AB 971 Garcia D</a> Public agency employers: paratransit providers: criminal history information.	ASSEMBLY CHAPTERED 10/1/2013 - Chaptered by Secretary of State - Chapter 458, Statutes of 2013.	<p>Existing law requires the Attorney General to furnish state summary criminal history information to a city, county, city and county, or district, or an officer or official thereof, when that information is needed in fulfilling employment, certification, or licensing duties, as specified, subject to specified restrictions as to arrests or detentions that did not result in a conviction. Other provisions of existing law authorize the Attorney General to provide summary criminal history information to specified persons or entities for specified purposes. Existing law provides a similar provision with respect to authorizing a local public entity to receive local criminal history information.</p> <p>This bill additionally would require the Attorney General to furnish, and would authorize a local criminal justice agency to furnish, summary criminal information to a specified social services paratransit agency with respect to its contracted providers, and would further make technical, non-substantive, and conforming changes. <b>Last Amended on 9/4/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1002</a> <a href="#">Bloom</a> D</p> <p>Vehicles: registration fee: sustainable communities strategies.</p>	<p>ASSEMBLY L. GOV. 4/30/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law imposes a registration fee to be paid to the Department of Motor Vehicles for the registration of every vehicle or trailer coach of a type subject to registration, except those vehicles that are expressly exempted from the payment of registration fees. Existing law, until January 1, 2016, imposes a \$3 increase on that fee, \$2 of which is to be deposited into the Alternative and Renewable Fuel and Vehicle Technology Fund and \$1 of which is to be deposited into the Enhanced Fleet Modernization Subaccount.</p> <p>This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes. This bill contains other existing laws.</p> <p><b>Last Amended on 4/23/2013</b></p>	<p>Support</p>
<p><a href="#">AB 1046</a> <a href="#">Gordon</a> D</p> <p>Department of Transportation: Innovative Delivery Team Demonstration Program.</p>	<p>SENATE 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/15/2013)</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara.</p> <p>This bill would authorize the department's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined. <b>Last Amended on 3/21/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1047</a> <a href="#">Linder R</a></p> <p>Commercial driver's licenses.</p>	<p>ASSEMBLY CHAPTERED 10/8/2013 - Chaptered by Secretary of State - Chapter 649, Statutes of 2013.</p>	<p>Existing law prohibits a person from operating a commercial motor vehicle, as defined, unless the person possesses a valid commercial driver's license of the appropriate class issued by the Department of Motor Vehicles (DMV), except as specified. Existing law imposes certain examination requirements, including a driving test, on driver's license applicants, including commercial driver's license applicants, and specifies the types of vehicles that are in each driver's license class. Existing law also specifies the conditions under which a nonresident who is not licensed in the state may drive in the state, and requires a person to obtain a license from the DMV before being employed as a commercial driver, as specified.</p> <p>This bill would authorize the DMV to impose a fee on a commercial driver's license applicant, if a driving test is administered to an applicant who is to be licensed in another state pursuant to federal law that does not exceed the reasonable cost of conducting the tests and reporting the results to the driver's state of record. The bill would delete the requirement that a commercial driver obtain a license from the DMV if the person is in possession of a valid commercial learner's permit or commercial driver's license issued by any state or foreign jurisdiction that meets federal licensing standards. The bill would, among other things, revise the definitions of commercial motor vehicle and tank vehicle for purposes of commercial motor vehicle safety requirements, and would revise the categories of vehicles that are within each license class. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/14/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1051</a> <a href="#">Bocanegra</a> D  Housing.	ASSEMBLY 2 YEAR 5/24/2013 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2013)	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to adopt a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available, upon appropriation by the Legislature.</p> <p>This bill would state findings and declarations of the Legislature relating to transportation and residential housing development, as specified. The bill would create the Sustainable Communities for All Program, which shall begin operations on January 1, 2015, to fund transit-related projects through competitive grants and loans, as specified. The Sustainable Communities for All Program would not be implemented until the Legislature appropriates funds for the program. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/8/2013</b></p>	
<a href="#">AB 1070</a> <a href="#">Frazier</a> D  California Transportation Financing Authority.	ASSEMBLY CHAPTERED 8/28/2013 - Chaptered by Secretary of State - Chapter 198, Statutes of 2013.	<p>The California Transportation Financing Authority Act creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law, subject to certain conditions, authorizes the authority to grant a request that a project sponsor, rather than the authority, be the issuer of the bonds.</p> <p>This bill would revise the act to further define the roles of the authority and an issuer of bonds under the act if the project sponsor, rather than the authority, is the issuer of bonds, and would define "issuer" in that regard. The bill would make other related changes. <b>Last Amended on 4/3/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1077</a> <a href="#">Muratsuchi</a> D</p> <p>Sales and use taxes: vehicle license fee: alternative fuel motor vehicles.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 7/3/2013 - In committee: Set, first hearing. Referred to APPR. suspense file.</p>	<p>Existing sales and use tax laws impose sales and use taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by the sales price. Existing law also provides for specific exemptions from these taxes.</p> <p>This bill would, on and after January 1, 2014, and before January 1, 2022, exempt from those taxes , that portion of the gross receipts from the sale of, and that portion of the sales price with respect to the storage, use, or other consumption of, a qualified motor vehicle, as defined, that is the greater of (1) the sum of the amount of any credit under a specified provision of the Internal Revenue Code relating to new qualified plug-in electric drive motor vehicles, and any amount received, awarded, or allowed pursuant to a state incentive program for the purchase or lease of an alternative fuel vehicle; or (2) the value of a motor vehicle that is traded in for the motor vehicle that qualifies for a credit or incentive amount under those programs, if the value of the trade-in motor vehicle is separately stated on the new motor vehicle invoice or bill of sale or similar document provided to the purchaser. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/15/2013</b></p>	
<p><a href="#">AB 1102</a> <a href="#">Allen</a> R</p> <p>South Coast Air Quality Management District: beach burning.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 8/15/2013)</p>	<p>Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin and establishes a district board to govern the district. Existing regulations of the district prohibit a person from engaging in a recreational, ceremonial, or open burning conducted in a public coastal area marked by an accumulation of sand, as specified.</p> <p>This bill would prohibit the district from enacting a rule that prohibits a person from engaging in a beach burning for a recreational, ceremonial, or open burning conducted in a public coastal area marked by an accumulation of sand. This bill contains other related provisions. <b>Last Amended on 8/14/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1181</a> <a href="#">Gray D</a>  Public employee organizations: members: paid leaves of absence.	ASSEMBLY CHATERED 9/9/2013 - Chatered by Secretary of State - Chapter 305, Statutes of 2013.	<p>The Meyers-Milias-Brown Act requires that local public agencies allow a reasonable number of local public agency employee representatives of recognized employee organizations reasonable time off without loss of compensation or other benefits when formally meeting and conferring with representatives of the public agency.</p> <p>This bill would additionally require the local public agency to give reasonable time off, without loss of compensation or other benefits, to public agency employee representatives when they are testifying or appearing as the designated representative, as defined, of the employee organization in proceedings before the Public Employment Relations Board in matters relating to a charge filed by the employee organization against the public agency or by the public agency against the employee organization, or when they are testifying or appearing as the designated representative, as defined, of the employee organization in matters before a personnel or merit commission. The bill would require the employee organization being represented to provide reasonable notification to the employer requesting a leave of absence without loss of compensation pursuant to these provisions.</p> <p><b>Last Amended on 5/16/2013</b></p>	
<a href="#">AB 1193</a> <a href="#">Ting D</a>  Bikeways.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/29/2013)	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to that law.</p> <p>This bill would prohibit the department from denying funding to a project because it is excepted pursuant to these procedures. This bill contains other existing laws. <b>Last Amended on 4/25/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1194</a> <a href="#">Ammiano</a> D  Safe Routes to School Program.	SENATE 2 YEAR 7/12/2013 - Failed Deadline pursuant to Rule 61(a)(10)(SEN). (Last location was T. & H. on 6/13/2013)	<p>Existing law creates the Safe Routes to School Program, administered by the Department of Transportation in consultation with the Department of the California Highway Patrol. Existing law requires the Department of Transportation to award grants to local government agencies based on the results of a statewide competition, under which proposals submitted for funding are rated based on various factors. Existing law provides for the program to be funded from state and federal funds, as specified.</p> <p>This bill would provide that the program may fund both construction and non-infrastructure activities, as specified. The bill would require 20% of program funds to be used for non-infrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full-time coordinator to administer the program. <b>Last Amended on 5/24/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1222</a> <a href="#">Bloom</a> D</p> <p>Public employees' retirement: collective bargaining: transit workers: transportation.</p>	<p>ASSEMBLY CHAPTERED 10/4/2013 - Chaptered by Secretary of State - Chapter 527, Statutes of 2013.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), among other things, establishes new retirement formulas for employees first employed on or after January 1, 2013, which a public employer offering a defined benefit pension plan is prohibited from exceeding, requires those employees to contribute a specified percentage of the normal cost of the defined benefit plan, and prohibits public employers from paying an employee's share of retirement contributions. PEPRA excepts certain retirement systems from its provisions.</p> <p>This bill would except from PEPRA public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or his or her designee, or until January 1, 2015, whichever is sooner. The bill would also provide that if a federal district court upholds the determination of the United States Secretary of Labor, or his or her designee, that application of PEPRA to those public employees precludes certification, those employees are excepted from PEPRA. The bill would authorize the Director of Finance to authorize a loan of up to \$26,000,000 from the Public Transportation Account in the State Transportation Fund to be made to local mass transit providers in amounts equal to federal transportation grants not received due to non-certification from the federal Department of Labor, as specified. By providing for loans in the manner specified, this bill would make an appropriation. The bill would prescribe requirements regarding the disbursement of these funds. The bill would require a local transit provider to repay the loan based on the occurrence of certain contingencies or by January 1, 2019. This bill contains other related provisions. <b>Last Amended on 9/4/2013</b></p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1290</a> <a href="#">John A. Pérez</a> D  Transportation planning.	ASSEMBLY VETOED 10/11/2013 - Vetoed by the Governor	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Existing law provides that the commission consists of 13 members, including 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation and 2 are appointed by the Legislature. In addition, 2 members of the Legislature are appointed as ex officio members without vote.</p> <p>This bill would provide for 2 additional voting members of the commission to be appointed by the Legislature. The bill would also provide for the Chairperson of the State Air Resources Board to serve as an ex officio member without vote. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/3/2013</b></p>	
<a href="#">AB 1314</a> <a href="#">Bloom</a> D  Vehicles: compressed natural gas vehicles: inspections.	ASSEMBLY 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/1/2013)	<p>Existing law authorizes the Commissioner of the California Highway Patrol to adopt and enforce regulations and standards with respect to fuel containers and fuel systems on vehicles using, among other fuels, compressed natural gas and the operation of vehicles using compressed natural gas to ensure the safety of the equipment and vehicles and of persons and property using the highways. Existing law requires all motor vehicles with compressed natural gas fuel systems used for propulsion to comply either with specified regulations or with certain federal standards.</p> <p>This bill would, notwithstanding any other law, require that a cylinder and tank bracket inspection be conducted on all motor vehicles with a compressed natural gas fuel system every 3 years by an independent qualified compressed natural gas cylinder inspector, except as provided, and that the cylinder be replaced on these vehicles before the manufacturer expiration date marked on the cylinder. The bill would require a qualified compressed natural gas cylinder inspector to report his or her findings to the Department of Motor Vehicles, as specified. The bill would prohibit any person from conducting the inspections or performing the reporting requirements described above unless the person is a qualified compressed natural gas inspector. The bill would establish requirements for the qualification and registration of qualified natural gas cylinder inspectors. This bill contains other related provisions and other existing laws. <b>Last Amended on 3/21/2013</b></p>	

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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1380</a> Committee on Public Employees, Retirement and Social Security County employees' retirement.</p>	<p>ASSEMBLY CHAPTERED 9/6/2013 - Chaptered by Secretary of State - Chapter 247, Statutes of 2013.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its pension plan or plans to comply with the act and, among other provisions, generally prohibits a public employer that offers a defined benefit plan from offering new employees defined benefit retirement formulas other than those established by the act, which, in comparison to existing formulas, generally provide reduced benefits and later ages for retirement. PEPRA prohibits the purchase of nonqualified service credit, as defined, unless the application to purchase the credit is received by the retirement system prior to January 1, 2013, and subsequently approved. PEPRA prohibits an employer from paying a new member's contribution for the normal cost of benefits in a defined plan and prohibits an enhancement of a public employee's retirement benefit adopted on or after January 1, 2013, from applying to service previously performed.</p> <p>This bill would amend various provisions of CERL to coordinate and subordinate that law with PEPRA. Generally, the bill would specify that certain provisions of CERL do not apply to members who are currently subject to PEPRA by virtue of being first employed on or after January 1, 2013. The bill would provide that provisions allowing a new formula for calculation of retirement benefits to be applied to service already performed are inoperative as of January 1, 2013, and would prohibit the purchase of nonqualified service credit, as specified. The bill would except retirement systems established under CERL from specified provisions of PEPRA concerning the calculation and adjustment of contribution rates. This bill contains other existing laws. <b>Last Amended on 6/18/2013</b></p>	
<p><a href="#">ACA 8</a> Blumenfield D Local government financing: voter approval.</p>	<p>SENATE G. &amp; F. 7/10/2013 - In committee: Hearing postponed by committee.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.</p> <p>This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/4/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1</a> <a href="#">Steinberg</a> D  Sustainable Communities Investment Authority.	SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2013)	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies.</p> <p>This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/3/2013</b></p>	Support

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 11</a> <a href="#">Pavley D</a></p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>ASSEMBLY TRANS. 9/11/2013 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law creates the enhanced fleet modernization program, administered by the Bureau of Automotive Repair in the Department of Consumer Affairs, to provide compensation for the retirement of passenger vehicles, and light-duty and medium-duty trucks that are high polluters. Existing law provides that under this program compensation for retired vehicles for a low-income motor vehicle owner, as defined, is \$1,500, and for all other motor vehicle owners, it is \$1,000. Existing law authorizes this compensation to be increased by the department based on various factors, including the emissions benefits of the vehicle's retirement.</p> <p>This bill would require the state board, in consultation with the bureau and no later than June 30, 2015, to update the guidelines for the enhanced fleet modernization program to include specified elements and to study and consider specified elements. The bill, in addition, would establish compensation for replacement vehicles for low-income vehicle owners at not less than \$2,500 and would make this compensation available to an owner in addition to the compensation for a retired vehicle. The bill also would instead authorize an increase in the compensation under these programs for either retired or replacement vehicles only for low-income motor vehicle owners as necessary to balance maximizing air quality benefits of the program while ensuring participation by low-income motor vehicle owners, as specified. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/6/2013</b></p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 13</a> <a href="#">Beall</a> D</p> <p>Public employees' retirement benefits.</p>	<p>SENATE CHAPTERED 10/4/2013 - Chaptered by Secretary of State - Chapter No. 528, Statutes of 2013</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 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 except from PEPRA certain multiemployer plans authorized under, and regulated by, specified federal law. The bill would also except from PEPRA public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on certification by the United States Secretary of Labor, or his or her designee, or until January 1, 2015, whichever is sooner. The bill would also provide that if a federal district court upholds the determination of the United States Secretary of Labor, or his or her designee, that application of PEPRA to those public employees precludes certification, those employees are excepted from PEPRA. The bill would clarify the application of PEPRA to employees who were employed prior to January 1, 2013, who have service credit in a different retirement system or who change positions for the same employer without a break in service, as specified. The bill would authorize a public retirement system to adopt regulations and resolutions in order to modify its retirement plan or plans to conform with PEPRA. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/11/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 33</a> <a href="#">Wolk</a> D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon 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 prohibit a district from financing any project or portion of a project within the boundaries of a former redevelopment agency until the successor agency to the former redevelopment agency has received a finding of completion. The bill would create a public accountability committee, as specified, to review the actions of the public financing authority. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/26/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 54</a> <a href="#">Hancock</a> D</p> <p>Hazardous materials management: stationary sources: skilled and trained workforce.</p>	<p>SENATE CHAPTERED 10/13/2013 - Chaptered by Secretary of State - Chapter 795, Statutes of 2013.</p>	<p>Existing law establishes an accidental release prevention program implemented by the Office of Emergency Services and the appropriate administering agency, as defined, in each city or county. Under existing law, stationary sources subject to this accidental release prevention program are required to prepare a risk management plan (RMP) when required under certain federal regulations or if the administering agency determines there is a significant likelihood that the use of regulated substances by a stationary source may pose a regulated substances accident risk. Under existing law, the RMP is required to be submitted to the California Environmental Protection Agency and to the administering agency. Existing law imposes criminal penalties upon a stationary source that knowingly violates requirements of the accidental release prevention program.</p> <p>This bill would require an owner or operator of a stationary source that is engaged in certain activities with regard to petroleum and with one or more covered processes that is required to prepare and submit an RMP, when contracting for the performance of construction, alteration, demolition, installation, repair, or maintenance work at the stationary source, to require that its contractors and any subcontractors use a skilled and trained workforce to perform all onsite work within an apprenticeable occupation in the building and construction trades, including skilled journeypersons paid at least a rate equivalent to the applicable prevailing hourly wage rate. The bill would not apply to oil and gas extraction operations. Because the bill would make a knowing violation of these requirements a crime, and would otherwise impose new duties upon local agencies administering the program, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/3/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 56</a> <a href="#">Roth D</a>  Local government finance: property tax revenue allocation: vehicle license fee adjustments.	SENATE APPR. 6/19/2013 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0. Page 1449.) (June 19). Re-referred to Com. on APPR.	<p>Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally provides that each jurisdiction shall be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined.</p> <p>This bill would modify these reduction and transfer provisions, for the 2013-14 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation. This bill would also modify these reduction and transfer provisions, for the 2013-14 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount for certain cities incorporating after a specified date, as provided. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/11/2013</b></p>	
<a href="#">SB 95</a> Committee on Budget and Fiscal Review  Budget Act of 2013.	SENATE VETOED 9/26/2013 - Vetoed by the Governor	<p>The Budget Act of 2013 made appropriations for the support of state government for the 2013-14 fiscal year.</p> <p>This bill would amend the Budget Act of 2013 by revising items of appropriation and making other changes. This bill contains other related provisions. <b>Last Amended on 9/6/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 99</a> Committee on Budget and Fiscal Review  Active Transportation Program.</p>	<p>SENATE CHAPTERED 9/26/2013 - Chaptered by Secretary of State - Chapter 359, Statutes of 2013.</p>	<p>Existing law establishes various transportation programs and associated funds and accounts, including the Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act, reconstitutes various federal transportation funding programs, including the former Transportation Enhancements Program, and creates the new federal Transportation Alternatives Program comprised of various former separate programs.</p> <p>This bill would create the Active Transportation Program in the Department of Transportation, to be funded in the annual Budget Act from specified federal and state transportation funds, including 100% of the available federal Transportation Alternatives Program funds and federal Recreational Trails Program funds, except as specified, \$21,000,000 of federal Highway Safety Improvement Program funds or other federal funds, a specified amount of fuel tax revenues from the Highway Users Tax Account and the State Highway Account, and from other available funds. The bill would provide for funds to be allocated to eligible projects by the California Transportation Commission, with 40% of available funds to be made available for programming by metropolitan planning organizations in urbanized areas with a population greater than 200,000, 10% for small urban and rural regions, and 50% on a statewide basis, with all awards to be made competitively, as specified. The bill would include among the authorized activities for the Active Transportation Program certain existing activities funded by the above-referenced programs and accounts. The bill would also add new authorized activities, as specified. The bill would require the commission to develop guidelines and procedures, including project selection criteria, for the program in consultation with various agencies and interested parties. The bill would require the commission to initially adopt a 2-year program of projects for the program, with subsequent 4-year programs thereafter. The bill would correspondingly eliminate the Bicycle Transportation Account, the Bikeway Account, and the Safe Routes to School Program as separate programs. The bill would require the Commission, no later than 45 days prior to adopting the initial set of final guidelines for the Active Transportation Program, to submit the draft guidelines to the Joint Legislative Budget Committee. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/3/2013</b></p>	

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State Legislative Matrix 10/28/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 110</a> <a href="#">DeSaulnier</a> D</p> <p>East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force.</p>	<p>SENATE VETOED 10/11/2013 - Vetoed by the Governor</p>	<p>Existing law identifies the San Francisco-Oakland Bay Bridge as a "toll bridge" and provides that the bridge and the approaches to it are a primary state highway. Existing law requires the Department of Transportation to permanently maintain and operate the San Francisco-Oakland Bay Bridge as a primary state highway in such a manner that the physical condition and operating efficiency thereof are of the highest character. Existing law establishes the Bay Area Toll Authority and assigns to it responsibility for the administration of all toll revenues from state-owned toll bridges. Existing law provides that the power or duty of the authority to fix the rates of toll for the San Francisco-Oakland Bay Bridge or the power and duty of the department to collect the tolls so fixed by the authority for the use of the bridge are not affected by any law providing that state highways are to be free highways.</p> <p>This bill would establish the East Span, San Francisco-Oakland Bay Bridge Safety Review Task Force in state government and require the Legislative Analyst to provide administrative support for the task force as necessary for the completion of its duties. The task force would consist of 7 members designated by the Legislative Analyst. The members of the task force would be deemed officers of the state, serve a term of one year, and receive compensation, as specified, and reimbursement for reasonable expenses. The bill would appropriate \$149,000 from the State Highway Account in the State Transportation Fund to the Legislative Analyst for purposes of paying for the compensation and expense reimbursement of the task force members. The bill would require the Bay Area Toll Authority to reimburse the State Highway Account for all funds expended for purposes of the task force. The task force would be required to assess the anticipated seismic structural performance of the East Span, as defined, of the San Francisco-Oakland Bay Bridge by conducting a series of specified reviews. The task force would be required to submit a final written report to the Legislature and the Governor that includes the results of its assessment, as specified. This bill contains other related provisions. <b>Last Amended on 8/8/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 10/28/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 142</a> <a href="#">DeSaulnier</a> D  Public transit.	SENATE CHAPTERED 10/8/2013 - Chaptered by Secretary of State - Chapter 655, Statutes of 2013.	<p>Existing law provides for creation of one or more special benefit districts within a transit district or rapid transit district relative to the issuance of bonds to be repaid through special assessments levied on property within the special benefit district, or certain zones within the special benefit district, with the proceeds of the bonds to be used for specified transit improvements. Existing law enacts similar provisions applicable to a municipal transit system owned by a city or city and county.</p> <p>This bill would repeal all of these provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/22/2013</b></p>	Support
<a href="#">SB 230</a> <a href="#">Knight</a> R  Local transportation funds: performance audits.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/21/2013)	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for this purpose. Existing law excludes certain costs from this definition, including vehicle lease costs.</p> <p>This bill would also exclude principal and interest payments on all capital projects funded with certificates of participation. The bill would also correct an obsolete cross-reference in the definition of operating costs. <b>Last Amended on 3/18/2013</b></p>	

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State Legislative Matrix 10/28/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 232</a> <a href="#">Monning</a> D  California Central Coast State Veterans Cemetery at Fort Ord Endowment Fund.	SENATE CHAPTERED 10/10/2013 - Chaptered by Secretary of State - Chapter 694, Statutes of 2013.	<p>Existing law creates the California Central Coast State Veterans Cemetery at Fort Ord Endowment Fund (Endowment Fund) in the State Treasury, and requires moneys in the Endowment Fund to be allocated, upon appropriation by the Legislature, to the Department of Veterans Affairs for the annual administrative and oversight costs of the veterans cemetery, as specified, and to generate funding through interest for the veterans cemetery. Existing law requires moneys in the Endowment Fund to be invested to generate ongoing earnings to cover the estimated annual oversight and maintenance costs associated with the veteran's cemetery, as provided. This bill would instead require any moneys to be allocated to the department for the nonreimbursable costs of design and construction and the annual operations and maintenance costs of the veteran's cemetery for the next 10 years.</p> <p>This bill would allow, but not require, moneys in the fund to be invested to generate ongoing earnings to offset the estimated annual operations and maintenance costs associated with the veteran's cemetery. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 9/6/2013</b></p>	
<a href="#">SB 408</a> <a href="#">De León</a> D  Transportation funds.	SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/28/2013)	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	

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State Legislative Matrix 10/28/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 436</a> <a href="#">Jackson</a> D</p> <p>Port Hueneme Beach shoreline protection.</p>	<p>SENATE CHAPTERED 9/28/2013 - Chaptered by Secretary of State - Chapter 416, Statutes of 2013.</p>	<p>Under existing law, the Division of Boating and Waterways has powers and duties pertaining to beach erosion control, beach stabilization, and beach repair and restoration.</p> <p>This bill would appropriate \$1,000,000 from the Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Fund to the State Coastal Conservancy for a grant to the City of Port Hueneme. The bill would require funding be allocated for emergency measures along Hueneme Beach in the City of Port Hueneme to prevent severe infrastructure damage to streets and property caused by beach erosion and flooding, thereby making an appropriation. The bill would require, if the above projects concerning emergency measures are not eligible for the bond moneys, that, \$1,000,000 from the Harbors and Watercraft Fund be allocated by either loan or grant to the City of Port Hueneme for emergency measures to prevent severe infrastructure damage to streets and property located along Hueneme Beach caused by erosion and flooding, thereby making an appropriation. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/11/2013</b></p>	
<p><a href="#">SB 469</a> <a href="#">Corbett</a> D</p> <p>Public contracts: local agencies: public transit vehicles.</p>	<p>SENATE 2 YEAR 5/10/2013 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. &amp; H. on 3/11/2013)</p>	<p>Existing law establishes various bidding requirements for local agencies entering into construction contracts.</p> <p>This bill would require a local authority awarding a procurement contract for the purchase of a public transit vehicle to give a 10 percent preference to any bidder that agrees that all vehicles to be purchased under the contract are to be manufactured within the State of California. This bill would also state that this is an issue of statewide concern.</p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 525</a> <a href="#">Galgiani D</a>  California Environmental Quality Act: exemptions.	SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/11/2013)	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would provide that a project by the San Joaquin Regional Rail Commission and the High-Speed Rail Authority to improve the existing tracks, structure, bridges, signaling systems, and associated appurtenances located on the existing railroad right-of-way used by the Altamont Commuter Express service qualifies for this exemption from CEQA.</p>	
<a href="#">SB 556</a> <a href="#">Corbett D</a>  Agency: ostensible: nongovernmental entities.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)	<p>Existing law specifies the authority of agents in dealing with 3rd persons. Existing law states when an agency is ostensible for purposes of determining the authority of an agent. Existing law prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer.</p> <p>This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services relating to public health or safety for a public entity from displaying on a vehicle or uniform a logo, as defined, that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure, as specified. <b>Last Amended on 9/4/2013</b></p>	Oppose

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State Legislative Matrix 10/28/2013**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 557</a> <a href="#">Hill D</a> High-speed rail.	SENATE CHAPTERED 9/6/2013 - Chaptered by Secretary of State - Chapter 216, Statutes of 2013.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9,950,000,000 in general obligation bonds for high-speed rail development and other related purposes. Existing law appropriates specified funds from the High-Speed Passenger Train Bond Fund and from federal funds for high-speed rail and connecting rail projects.</p> <p>This bill would add detail to provisions governing the expenditure of certain of those appropriated funds. The bill would specify that of the \$1,100,000,000 appropriated for early high-speed rail improvement projects in the Budget Act of 2012, \$600,000,000 and \$500,000,000 shall be allocated solely for purposes of specified memoranda of understanding approved by the High-Speed Rail Authority for the Metropolitan Transportation Commission region and the southern California region, respectively. The bill would limit fund transfer authority between certain appropriations to temporary transfers for account management purposes. The bill would restrict use of certain appropriated funds, to the extent they are allocated to the San Francisco-San Jose segment of the high-speed rail system, to implement a rail system in that segment that primarily consists of a 2-track blended system to be used jointly by high-speed trains and Caltrain commuter trains, with the system to be contained substantially within the existing Caltrain right of way. These provisions would be effective until a specified time, and would be inoperative thereafter. This bill contains other related provisions. <b>Last Amended on 5/2/2013</b></p>	Support

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 613</a> <a href="#">DeSaulnier</a> D  Bay Area Toll Authority.	SENATE CHAPTERED 10/5/2013 - Chaptered by Secretary of State - Chapter 603, Statutes of 2013.	Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to do all acts necessary or convenient for the exercise of its powers and the financing of projects, including the authorization to acquire, construct, manage, maintain, lease, or operate any public facility or improvements and to invest any money not required for immediate necessities as the authority deems advisable. This bill would prohibit the authority from purchasing or otherwise acquiring office space and office facilities in addition to the office space and office facilities located at 390 Main Street in San Francisco. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/26/2013</b>	

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

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 628</a> <a href="#">Beall</a> D  Infrastructure financing: transit priority projects.	SENATE DESK 8/19/2013 - Withdrawn from engrossing and enrolling. Ordered held at the Desk.	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution. Under existing law, a transit priority project that meets specified criteria is designated as a sustainable communities project, and is thus exempt from certain environmental review requirements.</p> <p>This bill would eliminate the requirement of voter approval for the creation of an infrastructure financing district, the issuance of bonds, and the establishment or change of the appropriations limit with respect to a transit priority project. The bill would require a city or county that uses infrastructure financing district bonds to finance its transit priority project to use at least 25% of the associated property tax increment revenues for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing available in the district and occupied by persons and families of moderate-, low-, very low, and extremely low income. The bill would require the district to implement these affordable housing provisions in accordance with specified provisions of the Community Redevelopment Law, to the extent not inconsistent with the provisions governing infrastructure financing districts. The bill would require the adoption of an ordinance that would require the replacement of designated low-income dwelling units, upon their removal from the district, within 2 years of their displacement. The bill would set forth the findings and declarations of the Legislature, and the intent of the Legislature that the development of transit priority projects be environmentally conscious and sustainable, and that related construction meet or exceed the requirements of the California Green Building Standards Code. <b>Last Amended on 8/5/2013</b></p>	Support
<a href="#">SB 633</a> <a href="#">Pavley</a> D  CEQA.	ASSEMBLY 2 YEAR 8/30/2013 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR.	The California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report, referred to as an EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to	

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Bill ID/Topic	Location	Summary	Position
	on 8/6/2013)	<p>prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prescribes certain requirements for the review of draft EIRs, as specified. CEQA prohibits a lead agency or responsible agency from requiring a subsequent or supplemental EIR when an EIR has been prepared for a project pursuant to its provisions, unless one or more of specified events occurs, including, among other things, that new information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the office to review the guidelines once every 2 years and recommend proposed changes or amendments to the guidelines to the secretary. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and to exempt those classes of projects from CEQA. These are referred to as categorical exemptions.</p> <p>This bill would, for purposes of the new information exception to the prohibition on requiring a subsequent or supplemental EIR, specify that the exception applies if new information that becomes available was not known and could not have been known by the lead agency or any responsible agency at the time the EIR was certified as complete. The bill would authorize the office, by July 1, 2015, to draft and transmit to the secretary revisions to the guidelines to include as a categorical exemption projects involving minor temporary uses of land and public gatherings that have been determined not to have a significant effect on the environment. The bill would require the secretary, if the Office of Planning and Research transmits the revisions to the secretary, to certify and adopt the proposed revisions to the guidelines by January 1, 2016. Because a lead agency would be required to determine whether a project would fall within this categorical exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/6/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 648</a> <a href="#">Corbett</a> D  Electronic cigarettes: restriction of use and advertising.	ASSEMBLY 2 YEAR 8/16/2013 - Failed Deadline pursuant to Rule 61(a)(10)(ASM). (Last location was G.O. on 8/5/2013)	Existing law defines an electronic cigarette as a device that can provide an inhalable dose of nicotine by delivering an inhalable solution. Existing law, to the extent not preempted by federal law, makes it unlawful for a person to sell or otherwise furnish an electronic cigarette to a person under 18 years of age. This bill would extend the above-referenced restrictions and prohibitions against the smoking of tobacco products to include electronic cigarettes. By including electronic cigarettes within the restricted and prohibited activity, this bill would change the definition of a crime with respect to certain facilities, thereby creating a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/5/2013</b>	
<a href="#">SB 731</a> <a href="#">Steinberg</a> D  Environment: California Environmental Quality Act.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV. on 9/11/2013)	<p>The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Planning and Research to develop and prepare, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA by public agencies. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. CEQA establishes time periods within which a person is required to bring a judicial action or proceeding to challenge a public agency's action taken pursuant to CEQA.</p> <p>This bill would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the office to prepare and submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation impacts of projects within transit priority areas. The bill would require the office, on or before July 1, 2015, to prepare, develop, and transmit to the secretary</p>	

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Bill ID/Topic	Location	Summary	Position
		<p>recommended proposed changes or amendments to the guidelines establishing criteria for a lead agency to assess the need for translating specified notices into non-English languages and requirements for the posting of those notices in non-English languages. Because the bill would require the development of guidelines that would require a lead agency to translate notices into non-English languages and to post those translated notices, this bill would impose a state-mandated local program. The bill would require the office to produce a report on economic displacement and would require the office to publicly circulate a draft of the report. The bill would require the lead agency, in making specified findings, to make those findings available to the public at least 10 days prior to the adoption of the findings and to provide specified notice of the availability of the findings for public review. Because the bill would require the lead agency to make the draft finding available for public review and to provide specified notices to the public, this bill would impose a state-mandated local program. The bill would require the lead agency, at the request of a project applicant for specified projects, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. The bill would authorize the tolling of the time period in which a person is required to bring a judicial action or proceeding challenging a public agency's action taken pursuant to CEQA through a tolling agreement that does not exceed 4 years. The bill would authorize the extension of the tolling agreement. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/9/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 743</a> <a href="#">Steinberg</a> D</p> <p>Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects, and entertainment and sports center in the City of Sacramento.</p>	<p>SENATE CHAPTERED 9/27/2013 - Chaptered by Secretary of State - Chapter 386, Statutes of 2013.</p>	<p>The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 requires a party bringing an action or proceeding alleging that a lead agency's approval of a project certified by the Governor as an environmental leadership development project is in violation of the California Environmental Quality Act to file the action or proceeding with the Court of Appeal with geographic jurisdiction over the project and requires the Court of Appeal to issue its decision within 175 days of the filing of the petition. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 requires the lead agency to concurrently prepare the record of proceeding for the leadership project with the review and consideration of the project. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 provides that the above provision does not apply to a project for which a lead agency fails to certify an environmental impact report on or before June 1, 2014. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 is repealed by its own terms on January 1, 2015.</p> <p>This bill would instead require the Judicial Council, on or before July 1, 2014, to adopt a rule of court to establish procedures applicable to actions or proceedings seeking judicial review of a public agency's action in certifying the environmental impact report and in granting project approval that requires the actions or proceedings, including any appeals therefrom, be resolved, within 270 days of the certification of the record of proceedings. The bill would extend the operation of the judicial review procedures unless the lead agency fails to certify an environmental impact report for an environmental leadership project on or before January 1, 2016. The bill would provide that the above provisions do not apply to a project if the Governor does not certify the project as an environmental leadership development project prior to January 1, 2016. Because this bill would extend the time period for which a lead agency would be required to concurrently prepare the record of proceeding with the review and consideration of the environmental leadership development projects, this bill would impose a state-mandated local program. The bill would require the lead agency, within 10 days of the Governor's certification, to issue, at the applicant's expense, a specified public notice, thereby imposing a state-mandated local program. The bill would repeal the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 on January 1, 2017. This bill contains other related provisions and other existing laws. <b>Last Amended on 9/12/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
<a href="#">SB 751</a> <a href="#">Yee D</a>  Meetings: publication of action taken.	SENATE CHATERED 9/6/2013 - Chaptered by Secretary of State - Chapter 257, Statutes of 2013.	<p>The Ralph M. Brown Act requires all meetings of the legislative body of a local agency, as defined, to be open and public and prohibits the legislative body from taking action by secret ballot, whether preliminary or final.</p> <p>This bill would additionally require the legislative body of a local agency to publicly report any action taken and the vote or abstention on that action of each member present for the action, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/17/2013</b></p>	
<a href="#">SB 787</a> <a href="#">Berryhill R</a>  Environmental quality: the Sustainable Environmental Protection Act.	SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 5/1/2013)	<p>The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would enact the Sustainable Environmental Protection Act and would specify the environmental review required pursuant to CEQA for projects related to specified environmental topical areas. For a judicial action or proceeding filed challenging an action taken by a lead agency on the ground of noncompliance with CEQA, the bill would prohibit a cause of action that (1) relates any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document if: (A) the environmental document discloses compliance with applicable environmental law, (B) the project conforms with the use designation, density, or building intensity in an applicable plan, as defined, and (C) the project approval incorporates applicable mitigation requirements into the environmental document. The bill would provide that the Sustainable Environmental Protection Act only applies if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to the mitigation monitoring and reporting program. This bill contains other related provisions and other existing laws. <b>Last Amended on 4/18/2013</b></p>	

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Bill ID/Topic	Location	Summary	Position
	SENATE CHAPTERED 10/3/2013 - Chaptered by Secretary of State - Chapter 523, Statutes of 2013.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would define the term "highway" for these purposes. This bill contains other related provisions and other existing laws. <b>Last Amended on 8/14/2013</b></p>	
<a href="#">SB 791</a> <a href="#">Wyland</a> R  Motor vehicle fuel tax: rate adjustment.	SENATE T. & H. 4/29/2013 - Set, first hearing. Hearing canceled at the request of author.	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. Existing law requires the State Board of Equalization to annually adjust the excise tax rate for the state's next fiscal year so that the revenues from the sales and use tax exemption and motor vehicle fuel excise tax increase are revenue neutral.</p> <p>This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel, and instead would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. The rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease, as provided. This bill would further state that the rate may increase upon a further act by the Legislature. This bill contains other related provisions. <b>Last Amended on 4/4/2013</b></p>	Oppose

## San Mateo County Transit District State Legislative Matrix 10/28/2013

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

## San Mateo County Transit District State Legislative Matrix 10/28/2013

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 798</a> <a href="#">De León</a> D</p> <p>California Green Infrastructure Bank Act.</p>	<p>SENATE 2 YEAR 5/3/2013 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was G. &amp; F. on 3/11/2013)</p>	<p>The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans and provide other assistance to public and private entities for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes.</p> <p>This bill would enact the California Green Infrastructure Bank Act (act). The bill would establish the California Green Infrastructure Bank (bank) as a public corporation and would make it responsible for administering the act. The bill would make the bank under the direction of an executive director to be appointed by the Governor subject to Senate confirmation. Under the bill, the bank would be governed and its corporate power exercised by a board of directors consisting of 5 members, including 3 members appointed by the Governor subject to Senate confirmation and the Senate Committee on Rules and the Speaker of the Assembly would each appoint one member. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SCA 4</a> <a href="#">Liu</a> D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes. <b>Last Amended on 8/28/2013</b></p>	Support

## San Mateo County Transit District State Legislative Matrix 10/28/2013

Bill ID/Topic	Location	Summary	Position
<a href="#">SCA 6</a> <a href="#">DeSaulnier</a> D  Initiative measures: funding source.	SENATE THIRD READING 5/24/2013 - Read second time. Ordered to third reading.	<p>The California Constitution provides that the electors may propose statutes or amendments to the state Constitution through the initiative process by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution and is certified to have been signed by a certain number of electors.</p> <p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale, or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.</p>	
<a href="#">SCA 8</a> <a href="#">Corbett</a> D  Transportation projects: special taxes: voter approval.	SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, non-substantive changes. <b>Last Amended on 5/21/2013</b></p>	Support

**San Mateo County Transit District  
State Legislative Matrix 10/28/2013**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SCA 9</a> <a href="#">Corbett</a> D</p> <p>Local government: economic development: special taxes: voter approval.</p>	<p>SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, non-substantive changes. <b>Last Amended on 5/21/2013</b></p>	
<p><a href="#">SCA 11</a> <a href="#">Hancock</a> D</p> <p>Local government: special taxes: voter approval.</p>	<p>SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property.</p> <p>This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, non-substantive changes. <b>Last Amended on 5/21/2013</b></p>	Support



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

### BOARD OF DIRECTORS

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

WEDNESDAY, NOVEMBER 6, 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 October 2, 2013
  - b. Acceptance of Statement of Revenues and Expenses for June 2013
  - c. Acceptance of Statement of Revenues and Expenses for September 2013
  - d. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended September 30, 2013
3. **PUBLIC COMMENT**  
Public comment by each individual speaker shall be limited to one minute
4. **REPORT OF THE CHAIR**
5. **REPORT OF THE GENERAL MANAGER/CEO**
6. **INTRODUCTION OF PROPOSED ACTION TO AMEND THE RULES OF PROCEDURE OF THE BOARD OF DIRECTORS TO CHANGE THE REGULAR MEETING**
7. **COMMUNITY RELATIONS COMMITTEE**  
SUBJECTS DISCUSSED
  - a. Accessibility Update
  - b. PCC Update
  - c. Citizens Advisory Committee Liaison Report
  - d. Mobility Management Report – Facilities – State of Good Repair
  - e. Multimodal Ridership Report – September 2013

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

**8. FINANCE COMMITTEE**

RESOLUTIONS

- a. Authorize Ratification of a Funding Agreement with the County of San Mateo for the Allocation of \$10 Million to the San Mateo County Transit District for Fiscal Years 2014 and 2015
- b. Authorize Amending the Memoranda of Understanding with the Cities of Menlo Park and Redwood City to Increase Funding in the Amount of \$72,421 to Implement Two Lifeline Transportation Programs and Authorize Filing Claims with the Metropolitan Transportation Commission to Receive the State Transit Assistance Funds
- c. Authorize Approval of Funding Agreement with the City/County Association of Governments of San Mateo County to Provide \$25,000 in Funding for a San Mateo County Pedestrian and Bicycle Coordinator
- d. Authorize Acceptance of a Grant from the Silicon Valley Community Foundation in the Amount of \$57,000 for the Grand Boulevard Initiative: Empowering Civic Discourse and Authorize Increasing the Fiscal Year 2014 Operating Budget to a New Total of \$124,326,902

**9. LEGISLATIVE COMMITTEE**

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

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

**11. BOARD MEMBER REQUESTS/COMMENTS**

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

**13. GENERAL COUNSEL PROPOSAL**

- a. Closed Session: Public Employee Performance Evaluation and Associated Negotiations – Pursuant to Government Code Sections 54957 and 54957.6: General Manager/CEO and Attorney

**ADJOURNMENT**

## **INFORMATION FOR THE PUBLIC**

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

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

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

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

### **Location of Meeting**

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

### **Public Comment**

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

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

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

### **Availability of Public Records**

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

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

Draft

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

**MINUTES OF BOARD OF DIRECTORS MEETING  
OCTOBER 2, 2013**

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

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

Chair Carole Groom called the meeting to order at 3:30 p.m.

**CONSENT CALENDAR**

- a. Approval of Minutes of Board of Directors Meeting of September 4, 2013
- b. Acceptance of Statement of Revenues and Expenses for August 2013

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

**PUBLIC COMMENT**

Jerry Grace, San Lorenzo, said First Lady Michelle Obama will be at the Fairmont Hotel this week. He hopes there will not be a Bay Area Rapid Transit strike.

**REPORT OF CHAIR**

No report

**ADOPTION OF REVISED CODIFIED TARIFF, ADOPTION OF FINDINGS FOR A STATUTORY EXEMPTION UNDER CEQA, AND APPROVAL OF ASSOCIATED TITLE VI EQUITY ANALYSIS**

Rita Haskin, Executive Officer, Customer Service and Marketing, said staff is asking the Board adopt the revised Codified Tariff, adopt findings necessary for application of a statutory exemption under the California Environmental Quality Act (CEQA), and approve the Title VI Equity Analysis. Changes to the tariff would be effective January 1, 2014.

A motion (Gee/Tissier) to adopt the revised Codified Tariff, findings for a statutory exemption under CEQA and approval of associated Title VI Equity Analysis was approved unanimously by roll call.

**REPORT OF THE GENERAL MANAGER/CEO**

General Manager/CEO Michael Scanlon reported:

- Investment in human capital continued with 2,400 hours of training in August.
- South Base bus operators went from April 1 to July 24, 115 days, without a single preventable accident.
- Fixed-route service averaged 32,000 miles between service calls and Red-Wheels averaged 73,000 miles between service calls.

- Staff is working on Runbook 113 that will include the final phase of the SamTrans Service Plan.
- There will be an operator transition for SamCoast on the Coastside from Pescadero Foundation to MV Transportation effective November 1.
- Caltrain's 150<sup>th</sup> Anniversary celebration is coming up and there will be two events to celebrate this milestone. The first event will be on October 19 at the Menlo Park Caltrain Station from 11 a.m. to 3 p.m.
- Thanked the Board for their support during the recent accusations by former employees that led to an NBC-11 investigative report. The finance team is outstanding and of the highest ethics and very qualified. There is a self-identified labor group calling for a news conference in front of the building next week to denounce management.
- Thanked the San Mateo County Board of Supervisors for the allocation of \$10 million over two years of Measure A from their budget to support the San Mateo County Transit District's (District) paratransit service.
- The District won a first place AdWheel award for the *Peninsula Moves Blog* at the recent American Public Transportation Association annual meeting. Jeremy Lipps, Social Media Officer, was congratulated for his work on this piece.
- The Reading File contains a Take One for the CAC recruitment and the fall edition of the *Transit Fun Guide*.
- Marianne Mannia passed away on September 19. She was a true champion for persons with disabilities and former chair of Paratransit Coordinating Council (PCC) and asked the Board to adjourn the meeting in her memory.

#### Public Comment

Jerry Grace, San Lorenzo, said he saw the NBC-11 investigative report. He heard there was a fire in the middle of a Caltrain. Chuck Harvey, Deputy CEO, said there was an incident on a train with a brake issue that caused smoke.

Director Adrienne Tissier asked about the recent fire in Burlingame alongside the tracks. Mr. Scanlon said there was no damage to the trains, but it did cause long service delays.

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

##### **MOTION**

- a. Proclamation Designating October as "Disabilities Awareness Month"

A motion (Lloyd/Tissier) to designate October as "Disabilities Awareness Month" was approved unanimously.

##### **SUBJECTS DISCUSSED**

- b. Accessibility Update
- c. PCC Update
- d. Citizens Advisory Committee (CAC) Liaison Report
- e. Mobility Management Report – Fixed-Route Bus Service – First Hybrid Bus
- f. Multimodal Ridership Report – August 2013

**FINANCE COMMITTEE – S. Harris**

**RESOLUTIONS**

- a. Authorize Award of Contract to Action Towing for Heavy-Duty Towing Services for a Total Estimated Amount of \$162,425 for a Five-Year Term
- b. Authorize Award of Contract to Universal Building Services and Supply Company to Provide Janitorial Services for a Total Not-to-Exceed Cost of \$1,376,836 for a Three-Year Base Term
- c. Authorize Award of Contracts to ICF Jones & Stokes, Inc., HDR Engineering, Inc., and The Louis Berger Group, Inc. to Provide On-Call Environmental Planning, Permitting and Support Services in the Estimated Aggregate Not-to-Exceed Amount of \$1 Million for a Three-Year Term
- d. Authorize Award of Contracts to CDM Smith, Inc., HDR Engineering, Inc., HNTB Corporation, and STANTEC Consulting Services, Inc. to Provide On-Call Transportation Planning and Support Services in the Estimated Aggregate Not-to-Exceed Amount of \$4,270,000 for a Three-Year Term

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

**LEGISLATIVE COMMITTEE – J. Deal**

**SUBJECT DISCUSSED**

- a. State and Federal Legislative Update

**WRITTEN COMMUNICATIONS**

No discussion.

**BOARD MEMBER REQUESTS/COMMENTS**

Director Kersteen-Tucker said she was looking at the recent *Transit Fun Guide* and said there are two farmers markets in Half Moon Bay and only one is listed. The other is on Saturday at Shoreline Station in Half Moon Bay.

**GENERAL COUNSEL PROPOSAL**

No report

**DATE AND TIME OF NEXT MEETING** –November 6, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

Director Tissier said she would like to adjourn today's meeting in memory of Marianne Mannia, who passed away on Thursday, September 19. Director Tissier said even though nursing was Ms. Mannia's passion she moved her passion to education and opened Laurel Lane Preschool in San Carlos. Ms. Mannia was a Senior Senator representing San Mateo County on the California Senior Legislature, Board President of the Ombudsmen Services of San Mateo County, Chairperson of the PCC, and trusted advisor for Sequoia Hospital's community program.

Meeting adjourned at 3:56 p.m. in memory of Ms. Mannia.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Martha A. Martinez  
District Secretary

SUBJECT: **INTRODUCTION OF PROPOSED ACTION TO AMEND THE RULES OF  
PROCEDURE OF THE BOARD OF DIRECTORS TO CHANGE THE REGULAR  
MEETING**

**ACTION**

In accordance with the process set forth in Section 19, *Amendments to Rules*, in the Rules of Procedure of the Board of Directors, the General Manager/CEO and staff introduce a proposal to amend Section 4 to establish the regular meetings of the Board of Directors and Standing Committees of the Board to the first Wednesday of the month and requests the Board to direct that this proposed amendment to the Board's Rules of Procedure be calendared for the December 4, 2013 Board meeting for final action.

**SIGNIFICANCE**

The General Manager/CEO and staff recommend that the Board and Standing Committee regular meetings be scheduled on the first Wednesday of each month on a permanent basis. Having operated in this manner since 2013, staff has found value and efficiencies in having the SamTrans Board and Standing Committees meet the same week as the other two transit board meetings that are managed by the District.

The change in the regular meeting day of the Board and Standing Committees requires the amendment of Section 4, *Regular Meetings*, of the Rules of Procedure of the Board of Directors, as shown:

“Except as otherwise determined by the Board, regular meetings of the Board and the Standing Committees of the Board shall be held on the ~~second~~first Wednesday of every month commencing at 2:00 p.m. at the District's Administrative Headquarters located at 1250 San Carlos Avenue, San Carlos, California. Meetings of the full Board will take place directly following the noticed Committee meetings.”

In order to amend the Rules of Procedure, Section 19 requires the introduction of the change to the Board at a meeting prior to the one at which the Board approves it.

**BUDGET IMPACT**

There is no budget impact.

**BACKGROUND**

The regular meeting change from the second Wednesday to the first Wednesday was first modified by the Board in February 2013, commencing in April 2013 through December 2013, to allow for the continued participation of the Chair on the SamTrans board due to her conflict with the California Coastal Commission's monthly meetings, which also met on the second Wednesday of the month.

Prepared By: Martha A. Martinez, District Secretary

650-508-6242