



BOARD OF DIRECTORS 2013

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BOARD OF DIRECTORS

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

WEDNESDAY, APRIL 3, 2013 – 2:00 p.m.

1. PLEDGE OF ALLEGIANCE
2. CALL TO ORDER/ROLL CALL
3. PUBLIC HEARING FOR THE DRAFT FINAL SAMTRANS SERVICE PLAN AND ACCOMPANYING CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ENVIRONMENTAL DOCUMENT AND DRAFT INITIAL STUDY/NEGATIVE DECLARATION (IS/ND)
4. ADJOURN TO COMMITTEE MEETINGS

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

INFORMATION TO THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: April Chan
Executive Officer

SUBJECT: **PUBLIC HEARING REGARDING THE DRAFT FINAL SAMTRANS SERVICE PLAN**

ACTION

On March 13, 2013, the Board approved holding a public hearing on April 3, 2013 to receive and consider comments on the [draft final SamTrans Service Plan \(SSP\)](#) and accompanying [California Environmental Quality Act \(CEQA\) environmental document](#), a [Draft Initial Study/Negative Declaration \(IS/ND\)](#).

SIGNIFICANCE

The public hearing will allow the San Mateo County Transit District to receive input from customers about the proposed service changes and CEQA environmental clearance. After the conclusion of the 30-day public comment period, staff will present the proposed final SSP and IS/ND for adoption at the Board's May 1, 2013 meeting. Staff will also present the Board with an equity analysis of potential effects of the final SSP on minority and low-income populations for discussion prior to adoption of the SSP at the May 1, 2013 meeting.

BUDGET IMPACT

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

BACKGROUND

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

Prepared by: Douglas Kim, Director of Planning

650-508-6278

SamTrans Service Plan

Date: April 3, 2013

The SamTrans Service Plan (SSP) recommendations are the result of in-depth research, including the identification and assessment of market segments within San Mateo County; service evaluation, substantial public outreach that included numerous public meetings and opportunities for stakeholder input; and service scenario development.

RECOMMENDATIONS

The SSP recommendations are grouped into themes:

Improve El Camino Real Service

Based on an analysis of the performance of the north-south spine of the San Mateo County transit network, improving service and frequency along the El Camino Corridor is a priority. By consolidating Routes 390 and 391, a simpler, more reliable service will be provided. This will result in 15-minute frequency between Palo Alto and Daly City. The weekend routes were consolidated in August 2012, resulting in improved service reliability for customers and ridership growth.

Routes improved include: 390, 391

Create an Enhanced Core Market Bus Network

Based on research demonstrating strong levels of bus ridership activity and opportunities for ridership growth, improved weekday service is recommended in the core market areas of Daly City, South San Francisco, Redwood City and East Palo Alto to at least a 15-minute service and to improve east-west connectivity to El Camino Real.

Routes enhanced include: 120, 130, 281, 296*

Modify Services

Based on analysis of current service and areas for possible efficiencies, it is recommended to improve service performance by modifying routes where possible. A route recommended for modification falls into one of three categories:

1) Consolidate Services

Duplicative and overlapping routes reduce route efficiency. Duplicative services are consolidated into a single route to reduce overlapping routes and to simplify the system for customers.

2) Modify Route Alignments and/or Frequency

A route's alignment is modified to address issues such as creating a more direct route, shortening a route to capture higher ridership areas and reducing duplication with other routes.

A route's frequency is modified to reflect higher ridership time periods; lower ridership time period and new ridership market opportunities.

3) Modify San Francisco Service

Currently four SamTrans routes (Routes KX, 292, 391 and 397) serve downtown San Francisco. Other transit options, including Caltrain, BART, and Muni, compete effectively with many of the SamTrans bus routes. A major reduction of SamTrans service into downtown San Francisco on Routes KX and 391 is proposed to allow for the reallocation of resources towards stronger performing services within San Mateo County.

Routes modified include: 14, 17, 58, 72, 110, 118, 122, 132, 133, 140, 141, 250, 251, 252, 260, 262, 270, 271, 274, 275, 281, 294, 295, KX [should these be listed under the San Francisco heading or is it more appropriate to list them under #2?]*

Discontinue Services

Based on an analysis of current ridership patterns and route structures, it is recommended to discontinue three routes that duplicate other SamTrans routes or have both low ridership and low productivity. The majority of riders on discontinued routes have other transit options available.

Routes discontinued include: 123, 280, 359*

Introduce Alternative Service Pilot Program

Based on market and customer usage research, it is recommended to introduce two pilot projects to test an alternative model with a flexible, demand-response service. The proposed pilot areas are San Carlos and Pacifica. The alternative service options offer SamTrans a new opportunity to investigate how to better match service to markets where traditional fixed-route service is not as effective. The new service types can be more flexible and responsive to community needs.

It is anticipated that the implementation of the SamTrans Service Plan recommendations will result in an overall net increase in ridership with healthy increases expected on El Camino Real routes, in the core market areas, and on the routes that are being modified.

*Note: *Changes to Routes 280 and 281 are contingent upon coordination with the City of East Palo Alto's shuttle service*

Public outreach was conducted for the Draft Plan in fall 2012. This Draft Final Plan reflects revisions based on that public input. A Title VI analysis will be completed to ensure that the recommendations do not disproportionately affect disadvantaged and minority communities.

Implementation of the route recommendations is anticipated for late 2013 to early 2014.

ADDITIONAL INFORMATION

A final draft of the SamTrans Service Plan may be viewed online at www.samtrans.com/ssp or by visiting SamTrans Administrative Office weekdays between 8 a.m. and 5 p.m.

Comments on the plan are due by April 15. The public may offer comments on these proposals at the April 3, 2013 Public Hearing or by:

- e-mail: ssp@samtrans.com
- U.S. Postal Service: SamTrans, c/o District Secretary, P.O. Box 3006, San Carlos, CA 94070-1306
- Phone: 1-800-660-4287 - By TTY: 650-508-6448 (hearing impaired)



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AGENDA

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

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

WEDNESDAY, APRIL 3, 2013 – 2:20 p.m.
or immediately following the public hearing

ACTION

1. Approval of Minutes of Community Relations Committee Meeting of March 13, 2013
2. Recommend Appointment of Citizens Advisory Committee Members

INFORMATIONAL

3. Accessibility Update – Bill Welch
4. PCC Update - Mike Levinson
5. Citizens Advisory Committee Liaison Report - Peter Ratto
6. Multimodal Ridership Report – January 2013

Committee Members: Rose Guilbault, Art Lloyd, Karyl Matsumoto

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING
COMMITTEE OF THE WHOLE
MARCH 13, 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. 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 2:07 p.m.

Approval of Minutes of Community Relations Committee (CRC) Meeting of February 13, 2013

The Committee approved the minutes (Lloyd/Gee).

Accessibility Update – Tina Dubost

Accessibility Coordinator Tina Dubost said Redi-Wheels comment cards were recently reprinted and are on all Redi-Wheels buses.

Director Karyl Matsumoto asked what is the difference between Redi-Wheels and RediCoast. Ms. Dubost said RediCoast serves the Coastsides of San Mateo County and Redi-Wheels serves the bayside of San Mateo County and Pacifica.

Paratransit Coordinating Council (PCC) Update – Mike Levinson

PCC Chair Mike Levinson reported:

- A very large percentage of Redi-Wheels fares come from the taxpayers.
- The PCC responded to the Federal Moving Ahead for Progress in the 21st Century (MAP-21) Coordinated Plan with three basic suggestions: same-day service, use of foreign language service and inter-county travel.

Citizens Advisory Committee (CAC) Liaison Report - Peter Ratto

CAC Chair Peter Ratto reported on the March 6 meeting:

- Received the following presentations:
 - Title VI from Planner, Michael Eshleman
 - Triennial Survey from Market Research Specialist, Christiane Kwok
 - Consumer report process from Manager, Customer Service, Rona Rios
- The April 3 meeting has been moved to March 27 in order to receive the presentation on the SamTrans Service Plan prior to the April 3 public hearing.
- The CAC will discuss, at their March 27 meeting, whether there is a need to move the CAC meetings up one week for the remainder of 2013.
- CAC recruitment closed on March 1 and only five applications were received. Two members were termed out and could not reapply, Lisa Chow decided not

to reapply, Daniel Cruz just submitted his resignation and prior to the recruitment there were two vacancies. This means the CAC will not be at its full membership for 2013.

Director Matsumoto thanked Mr. Ratto for writing the commentary in the *San Jose Mercury News*.

Multimodal Ridership Report – January 2013

Deputy CEO Chuck Harvey said bus ridership was 39,620, a decrease of 2.2 percent.

Mr. Harvey said over the last two years bus ridership has gone down 10 percent. Ridership losses were on local routes and there is a large decline on the San Francisco portion of Route 391. Average weekday ridership on Routes 390/391/292/KX is nearly 15,000 and less than 300 rides on Route 391 go into San Francisco. Last month Route 391 had 255 morning peak alightings in San Francisco and only 90 boarding in San Francisco in the afternoon.

Mr. Harvey said January total bus ridership was 1,022,200, an increase 0.5 percent and year to date January total ridership was 26,198,047, an increase of 7 percent. In January 2010 total ridership was 22.3 million compared to 26.1 million for January 2013. This shows the system is carrying more rides in total than it did two years ago, but the system has been losing riders.

Public Comment

Jerry Grace, San Pablo, asked how many people stopped driving across the Dumbarton Bridge and started using transit. General Manager/CEO Michael Scanlon said staff does not have this data. Mr. Harvey said there is a seismic retrofit being done at night on the Dumbarton Bridge and service has been increased and another route added on the Dumbarton Express to drive more ridership.

Adjourned: 2:21 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 February 12 PCC meeting and January 14 SAAC meeting are attached.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No additional information.

Prepared By: Tina Dubost, Accessibility Coordinator 650-508-6247
Project Manager: Bill Welch, Manager, Accessible Transit Services 650-508-6475

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL**

**MEETING MINUTES
February 12, 2013**

ATTENDANCE

Members Present: Mike Levinson, Chair; Stephanie Hill, AI-Com Chair; Michal Settles, Vice-Chair; Aki Eejima, Consumer; Judy Garcia, Consumer; Diane Griffith, Consumer; Barbara Kalt, Rosener House; Nancy Keegan, SC Adult Day Services; Sammi Riley, Consumer; Maureen Dunn, Senior Focus; Dan Mensing, Consumer; Myria Barnes-Jackson, DOR; Bill Welch, SamTrans; Maxine Eastman, Consumer.

Absentees: Dale Edwards, Consumer; Allan Newlands, COD; and Marshall Loring, MTC; Marie Violet, Sequoia Hospital.

Guests: Paul Lee, SamTrans; Elly Colwell, SamTrans; Tina Dubost, SamTrans; Shayla Walsh, CID; Linda Rhine, Nelson/Nygaard; Erin Swartz, PCC Staff.

(Total Attendance: 21) Quorum--Yes.

WELCOME/INTRODUCTION

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

APPROVAL OF DECEMBER PCC MINUTES

Mike asked for a vote of approval for the January minutes. Dan moved to accept the minutes and Diane G. seconded. The January minutes were approved with Myria abstaining.

COMMITTEE REPORTS

A. ADVOCACY-LEGISLATIVE COMMITTEE (AL-COM)

Stephanie reported that there are no updates to share since the last AI-Com Meeting was held in January. In response to Dan's question about this committee, Mike explained that it is an open meeting where service issues are discussed; members of the public are provided an opportunity to make comments about the service and any pertinent legislation at the local, regional and federal level are reviewed.

The next AI-Com meeting is scheduled for Tuesday, April 2, 2013 at 1:00 p.m. in the SamTrans Auditorium.

B. GRANT/BUDGET REVIEW

Barbara reported that the 5310 grant review process is underway and a workshop at MTC was held on January 22, 2013 to assist agencies interested in submitting an application. Applications are due on March 11, 2013. Barbara will follow up with

Betty Burr of The Get Up and Go Program who had expressed interest in applying for the grant.

C. EDUCATION COMMITTEE

Maureen announced that the next Education Committee Meeting would be held at 3:45 p.m. on March 12, 2013 in the SamTrans Auditorium, following the PCC Meeting. She said that the Education Committee will be discussing the details about the changing direction in the outreach strategy. The emphasis will be on the presentations PCC members will be making to agencies/organizations that have an interest in paratransit services.

The outreach materials Linda and Erin are developing will be ready by February 20, 2013 for review at the next Education Committee Meeting.

D. EXECUTIVE COMMITTEE

Mike reported that the last Executive Committee Meeting was a conference call on January 29, 2013. Several items were presented, beginning with Shayla Walsh's application which was discussed and strongly endorsed. Second, the MV Appreciation Party was postponed indefinitely. Long-term plans will be discussed for future events. Third, the Redi-Wheels Comment Cards were reviewed and discussed. Last, revisions to the Consumer Corps Form were finalized. Mike moved and Nancy seconded the motion to approve the application of Shayla Walsh to the PCC.

Approval of the Consumer Corps Form: Linda

Linda reported that the letter was updated to include specific information about whether ticket books were included with the correspondence. The title of the letter included RediCoast, to recognize Coastside riders as well. Maureen clarified that the phrase "8 forms in one quarter" should be included in the letter, so that Consumer Corps members are reminded how many forms need to be completed.

Question #10 was revised to ask a rider if the vehicle they were picked up in was Redi-Wheels, RediCoast or a taxicab. Riders wishing to make comments are directed to complete a Redi-Wheels Comment Card. Maureen asked for discussion about the wording of Question #12, comparing the meaning of "needs" and "expectations." Bill suggested using the three terms "satisfactory," "met expectations," and "exceeded expectations." Nancy and Diane asked to review the current phrasing of Question #12, "Was assistance by the driver sufficient to meet your needs?" The responses, "Above the needs," "Met the needs," and "fell short of the needs" will be added, to follow Question #12.

Dan added that the current Consumer Corps form does not ask if the time of the pick-up was sufficient for the rider's need to get to their destination on time. After considerable discussion, the PCC agreed that it may be valuable information to know but the CC form may not be the right place to collect this data. Redi-Wheels riders are encouraged to work with the reservationists to set optimal pick-up and drop-off times, in addition to using Comment Cards to file comments, complaints, and compliments for service-related matters. After reviewing the Consumer Corps form further, Mike noted that the reservationists work with riders to set a pick-up time that will work with the drop-

off time in order to get to a scheduled appointment. Aki clarified the objective of questions #3-#6 is to track whether the pick-up/drop-off was on time. Nancy and Linda added that there has been a lot of thoughtful discussion put into updated changes for the form and the letter.

Consumer Corps Report: Linda

From the Consumer Corps Quarterly Report (Oct.-Dec. 2012), Linda reported that 285 forms were submitted. Questions from the form and the corresponding responses were listed. Linda pointed out that 14% of the time, riders waited over 20 minutes. Linda reminded the PCC that the updated report developed for use with the new Consumer Corps form would provide a narrative review of trends in the data provided by the Consumer Corps members. Consumer Corps members reported slightly lower rates of seeing Comment Cards in vehicles. 88% of the Consumer Corps members reported that assistance by the driver was sufficient to meet their needs. Stephanie asked if imminent arrival calls might be added to the form in the future when they are implemented, just like the night before calls. Aki asked about data for Question #7 on the Consumer Corps Quarterly Report that shows the total does not add up to 100 percent. It was noted that errors in reporting from Consumer Corps members sometimes creates unclear answers for reporting purposes.

Michal asked Bill and Tina about a recent study in the news that compared traffic patterns in the Bay Area and Los Angeles. Michal questioned what impact traffic might have on service for Sam Trans riders and requested future discussion on this topic.

SAM TRANS/REDI-WHEELS REPORT

A. Operational Report: Bill and Tina

Tina shared a revised draft of the Redi-Wheels Comment Card. Michal noted that she would like to follow-up with Cara about how RediCoast Customer Comment Cards are processed by the Coastside Transportation Committee, even though the next Coastside meeting is not until April. There is some confusion about the process because Michal said she has never been informed of RediCoast Customer Comment Card processing and it has not come before the Committee during her tenure. Tina will follow up on the process and procedures for RediCoast, as well. Elly reported that most comments about RediCoast come through the 1-800 number, rather than via RediCoast Comment Cards. The PCC will set aside time to discuss this topic further at the March PCC Meeting.

Maureen asked about the use of the word "card" instead of referring to it as a "form." Tina verified that the new cards would be printed on yellow cardstock. Mike asked to change the wording of the first line of the comment card to eliminate the word "trip" and use the phrase, "Redi-Wheels wants to provide you with good service." Myria noted that "appreciate" in the top line should be moved to the second line, so the word is not hyphenated. Erin suggested removing the phrase "to request a newsletter" from the bottom of the form. Shayla asked about alternative Comment Card formats, like Braille, for visually impaired riders. Mike reported that the form is available online at

the PCC website and through the 1-800 number for visually impaired riders. Bill reported that SamTrans materials are also available in alternative languages, upon request.

Bill reported that the 98% success rate for night before calls was achieved in January, which exceeded the performance standard of 95%. Bill also reported that the estimated time of arrival (ETA) needs to be more accurate before SamTrans can implement the imminent arrival calls. A new version of Trapeze will be adopted in 5-6 months. IVR calls are likely to start in the fall of 2013. The standard for IVR calls is 90% within 5-15 minutes of the given pick-up time. This standard was discussed at the ERC and will be confirmed again at the March ERC meeting.

Bill reported that SamTrans is moving forward with the purchase of two more cutaway buses, using the 5310 grant award. SamTrans is reviewing the design specs and will be calling a meeting of the Bus Review Committee to ensure that the buses will be consistent in design to those already in use and be ready to go into service by summer 2013.

Bill thanked Tina for her coverage during his absence.

B. Performance Summary: Tina

Tina reported that the statistics for Dec. 2011 and Dec. 2012 were very similar. Total ridership is down 1% and the average weekday numbers are the same. On-Time Performance (OTP) is at 92% and there has been increase in compliments.

C. Customer Comments: Elly

Elly reported that the total comments decreased from November to December 2012. Comment Cards have increased although policy-related comments have decreased. The average response time has risen above the 7 day response time. Lynn was not available to explain the cause of this change. It was suggested that an emphasis on OTP may have impacted response time. In January, there was a turn-around in the length of response time and it is back within the standard.

Elly reported that "Reservation System" is the category for collecting complaints related to IVR and "Service Request" is the category for collecting comments related to IVR.

Safety Report: Lynn

In Lynn's absence, Tina presented her report to the PCC. Tina reported that there were 6 total accidents in January, with two preventable accidents included in that number. No injuries resulted from the accidents. Myria asked Elly about the rise in "Driver Conduct" complaints. Elly confirmed that complaints were slightly higher.

Mike asked about the best way to make complaints regarding poor communication from taxi dispatch to Redi-Wheels taxi providers. Elly reported that this type of information is forwarded to Serra Cab electronically, although the taxi driver does not receive information about the passenger's disability or the pick-up points. Elly also clarified that the Driver Conduct category covers all Redi-Wheels drivers and Taxi drivers and offered to follow up on suggestions from the PCC in March about making complaints of this type.

LIAISON REPORTS

A. MTC REPORT

Marshall absent, no report.

B. AGENCY

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

C. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal reported that the next Meeting would be on April 17, 2013. Michal will report next month on RediCoast Comment Cards.

D. EFFICIENCY REVIEW COMMITTEE (ERC)

Aki reported that there were 286 paratransit applicants for January, which is the highest number in the last year. Aki confirmed that there is no fare increase planned. The ERC discussed revisions for the new Comment Cards and IVR.

E. COMMISSION ON AGING (COA) REPORT

No report.

F. COMMISSION ON DISABILITY (COD) REPORT

No report.

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

Shayla thanked the PCC for approving her application to the PCC. Shayla also reported that CID just completed the two-day Advocacy Summit. A new Northern California campaign action plan was developed with presentations by many well-known advocates from California and across the United States. Mike participated in the summit and commented that it was organized very well. Mike thanked Shayla for assistance with his transportation after the event.

Three "Know Your Rights" trainings will be offered by CID on Feb. 22, May 29, and June 17. Barbara asked to have a flyer circulated to the PCC, once the location for the trainings has been determined. Maisoon at CID is offering Peer Counseling training for interested people.

H. DEPARTMENT OF REHABILITATION

The Department of Rehab is celebrating its 50-year anniversary. Myria will send details of the celebration to Erin to circulate to the PCC members.

OTHER BUSINESS

Diane reported that Redi-Wheels and SamTrans would be included in the DREDF study of ADA services throughout the country. Several agencies will be surveyed as part of the Disability Rights Education & Defense Fund (DREDF) study, as well. Diane reported that her experience with IVR has been unsuccessful recently.

Tina reported on Adopt-A-Senior Month offered by the Silicon Valley Association of Realtors and shared that more info could be obtained at www.silvar.org (408) 200-0100.

Linda reported that comments are due by March 8th for the Draft Regional Coordinated Plan issued by the MTC. Comments can be forwarded to Linda and she will send them to the MTC.

Thanks to Maxine for the candy.

The next PCC Meeting is going to be Tuesday, March 12, 2013 at 1:30 p.m.

MEETING ADJOURNED: 3:30 p.m.

SAMTRANS ACCESSIBILITY ADVISORY COMMITTEE

MEETING SUMMARY – January 14, 2013

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

ABSENT: None

GUEST: None

SAMTRANS STAFF: Richard Lesser

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

The minutes for the 11/5/12 meeting were approved.

Fixed Route Bus and Caltrain

A. Recent Bus Stop Accessibility Enhancements

Richard Lesser addressed the topic. Many sidewalks are too narrow or otherwise fall short of preferred wheelchair accessibility standards for bus stops. The ADA understands these limitations, and also exempts many stops that pre-date ADA legislation.

Bus stop amenities, such as shelters and benches, can improve the usability of bus stops by seniors and people with disabilities. Requests for benches and shelters that are received from consumers, usually through Customer Service, are referred to SamTrans Data Technician

Amy O'Campo, who reviews the bus stop in question to determine whether there is space to install them. She will detail these procedures in more depth at a future Committee meeting. "Simme-Seats" are sometimes an option when there is insufficient space for a bench. These are fold-out seats attached to a pole, taking up less space than a bench. There are about nine current SamTrans stops with Simme-Seats.

Many bus stop issues, such as curb cuts, red curbs for no parking, and other sidewalk and street conditions, are under the jurisdiction and maintenance of cities and municipalities. Requests for improvements in those areas should be referred to municipal Public Works.

Jim Engvall said it is hard for him to get his wheelchair into some of the old shelters. He was encouraged to file a report about any such specific shelter. SamTrans' newer shelters, which are more open, are provided and maintained through a contract with an advertising company that selects high visibility locations for their installation.

V. Paratransit Update

In Tina Dubost's absence, Richard Lesser presented her update. Redi-Wheels has been making good progress improving on-time performance problems caused by software and procedural shortfalls, striving for 90% on-time performance. That goal is in reach, at 93.2% for the first seven days in January. The eligibility contractor continues to refer clients for travel training. In response to a question about someone with temporary need for transportation due to a health issue, it may take up to 21 days to receive an eligibility determination after the applicant's in-person assessment, so advance planning and knowledge of other available resources are recommended.

Redi-Wheels has changed the pick-up location at Serramonte Mall to the food court at the northwest area near Crunch Gym, near both a bench and a phone.

Redi-Wheels ride reminder calls the night before the trip are near 100%.

VI. Citizens Advisory Committee Update

Tom Collette will retire in March after serving for nine years. The CAC meeting for the first of the month was canceled. The SamTrans Service Plan has scheduled public meetings to discuss compliance with newly revised Federal Title VI regulations that protect minority and low-income populations from disproportionate loss of services.

VII. Valley Transportation Authority Committee of Transportation Accessibility Update

The next VTA meeting will be this coming Wednesday, so Cam Acker will report on it at the next SAAC meeting.

VIII. Announcements and Other Business

The Committee seeks six more members. Doris Maez will contact Donald Jacobberger about joining.

IX. Set Date for Next Meeting

The next meeting will be on Monday, March 4th, 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: **MULTIMODAL RIDERSHIP REPORT – FEBRUARY 2013**

ACTION

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

SIGNIFICANCE

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

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

AVERAGE WEEKDAY RIDERSHIP – FEBRUARY 2013 COMPARED TO FEBRUARY 2012

Total District Modes – 100,641, an increase of 4.4 percent.

Bus – 41,690, a decrease of 2.2 percent.

Paratransit – 1,047, an increase of 1.6 percent.

Caltrain – 48,030, an increase of 11.8 percent.

Caltrain Shuttles – 7,720, a decrease of 4.6 percent.

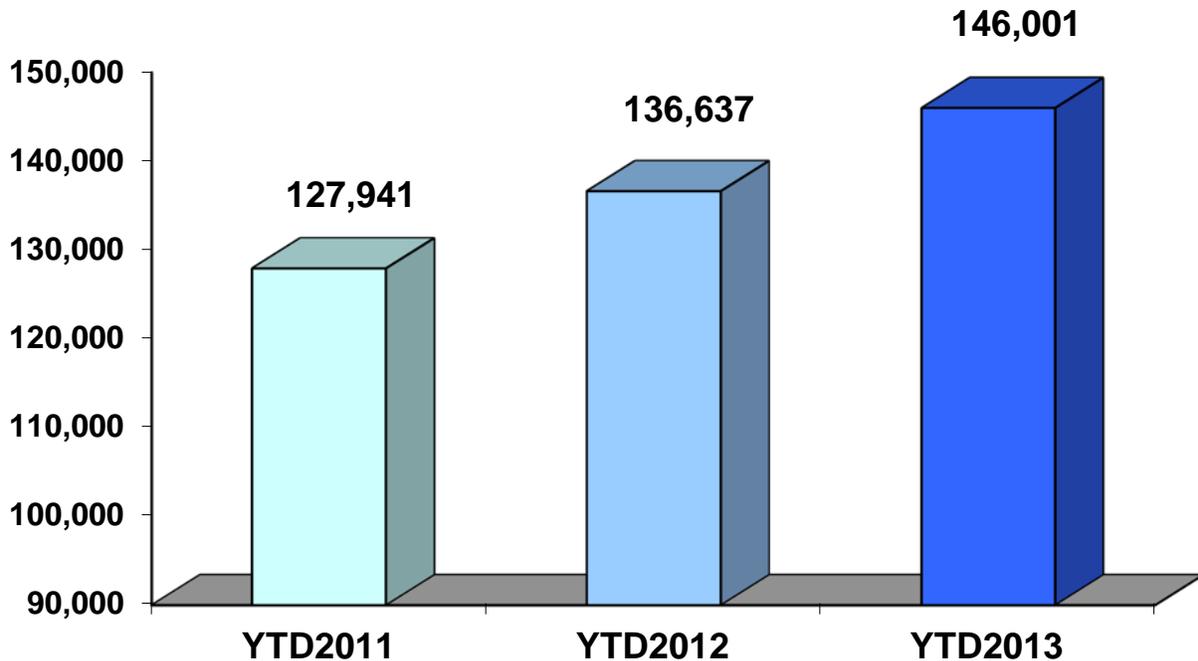
BART Shuttles – 2,154, an increase of 23.7 percent.

Table A
Average Weekday Ridership

February 2013				<u>FY2012/FY2013</u>
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	44,050	42,620	41,690	-2.2%
Paratransit	1,054	1,031	1,047	1.6%
Caltrain	37,070	42,960	48,030	11.8%
Caltrain Shuttle	5,425	8,093	7,720	-4.6%
BART Shuttle	2,022	1,741	2,154	23.7%
Total	89,621	96,445	100,641	4.4%
BART Extension (No Daly City)	36,588	40,948	44,365	8.3%
Grand Total	126,209	137,393	145,006	5.5%

Year to Date				<u>FY2012/FY2013</u>
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	42,370	42,140	40,870	-3.0%
Paratransit	1,073	1,054	1,047	-0.6%
Caltrain	39,210	42,790	47,870	11.9%
Caltrain Shuttle	5,227	7,052	8,182	16.0%
BART Shuttle	2,035	1,801	2,172	20.6%
Total	89,916	94,836	100,141	5.6%
BART Extension (No Daly City)	38,025	41,800	45,860	9.7%
Grand Total	127,941	136,637	146,001	6.9%

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 February for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – FEBRUARY 2013 COMPARED TO FEBRUARY 2012

All District Modes – 2,412,074, an increase of 2.4 percent.

Bus – 1,023,380, a decrease of 1.6 percent.

Paratransit – 23,655, a decrease of 2.7 percent.

Caltrain – 1,166,990, an increase of 7.2 percent.

Caltrain Shuttles – 154,962, a decrease of 6.6 percent.

BART Shuttles – 43,087, an increase of 18.3 percent.

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

All District Modes – 20,345,297, an increase of 5.6 percent.

Bus – 8,267,070, a decrease of 2.5 percent.

Paratransit – 201,765, a decrease of 0.5 percent.

Caltrain – 10,126,790, an increase of 11.3 percent.

Caltrain Shuttles – 1,389,024, an increase of 16.5 percent.

BART Shuttles – 360,648, an increase of 18.1 percent.

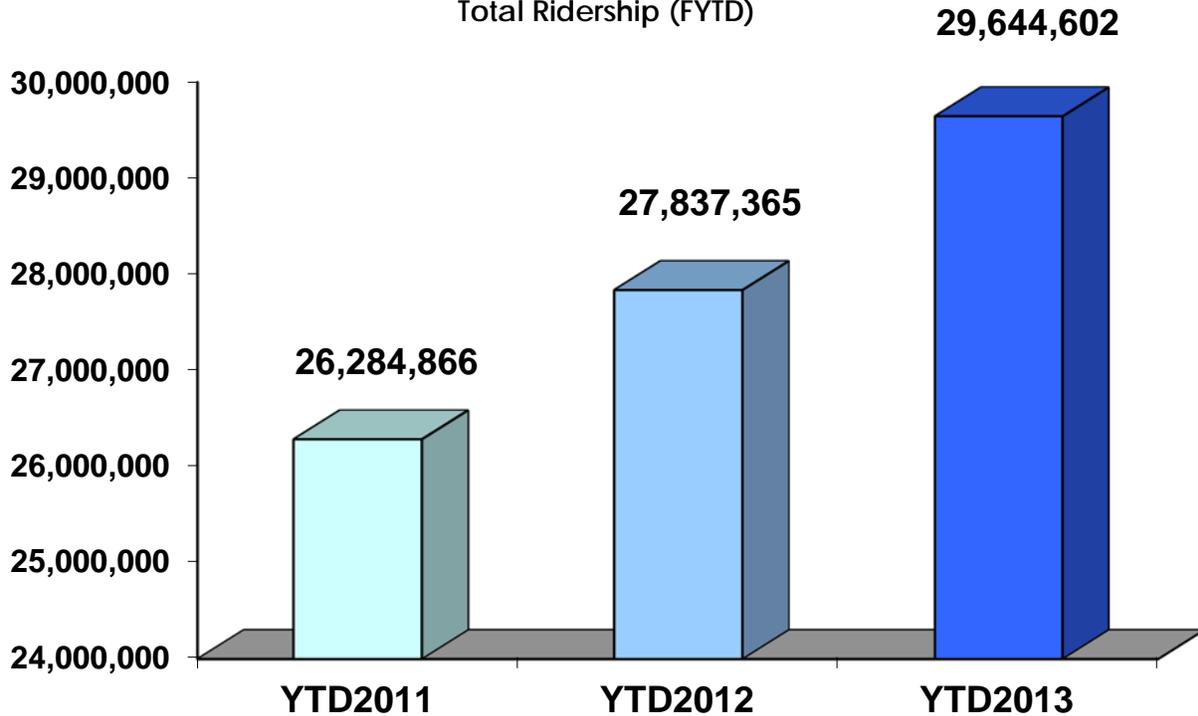
**Table B
Total Ridership**

February 2013			FY2012/FY2013	
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	1,042,320	1,039,730	1,023,380	-1.6%
Paratransit	23,653	24,317	23,655	-2.7%
Caltrain	907,720	1,088,160	1,166,990	7.2%
Caltrain Shuttle	108,784	165,933	154,962	-6.6%
BART Shuttle	40,306	36,409	43,087	18.3%
Total	2,122,783	2,354,549	2,412,074	2.4%
BART Extension (No Daly City)	852,003	1,002,774	1,034,471	3.2%
Grand Total	2,974,786	3,357,323	3,446,545	2.7%

<u>Weekdays per Month</u>	20	21	20
----------------------------------	----	----	----

Year to Date			FY2012/FY2013	
<u>Mode</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>%Change</u>
Bus	8,850,520	8,477,470	8,267,070	-2.5%
Paratransit	208,479	202,730	201,765	-0.5%
Caltrain	8,217,310	9,097,900	10,126,790	11.3%
Caltrain Shuttle	872,125	1,192,031	1,389,024	16.5%
BART Shuttle	331,944	305,320	360,648	18.1%
Total	18,480,378	19,275,451	20,345,297	5.6%
BART Extension (No Daly City)	7,804,488	8,561,914	9,299,305	8.6%
Grand Total	26,284,866	27,837,365	29,644,602	6.5%

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – February 2013

Family Resource Fair – SamTrans participated in the Family Resource Fair sponsored by the Health Plan of San Mateo County and *The Daily Journal*. The fair, held at the Hillsdale Shopping Center, provided an opportunity for families to learn about resources offered by agencies throughout the county. SamTrans staffed a table and provided information on the Summer Youth Pass, Clipper and destinations served by SamTrans. An ad ran in *The Daily Journal* eight times and the newspaper also included a SamTrans web banner on its site.

Connecting with Customers – The SamTrans *Connecting with Customers* team headed to the Daly City BART Station in February to greet SamTrans customers during the evening commute. The team, which included staff fluent in Tagalog, thanked customers for riding SamTrans and gave them a token of our appreciation (wristbands and pass holders). The employees also answered customers' questions and provided information about upcoming events served by the bus. *Connecting with Customers* began in September and runs monthly through May. Locations already visited include East Palo Alto, Redwood City, Hillsdale Shopping Center (San Mateo), Pacifica and Serramonte Center (Daly City). Information about the events is distributed via social media, SamTrans publications and is available online (www.samtrans.com/customers).

Route ECR – The six-month promotion for weekend Route ECR concluded this month. The campaign began in September and included a mailing to more than 44,000 households along the route's service area of Daly City to Palo Alto. The campaign also used newspaper ads, exterior bus ads, bus shelter ads, social media and a news release to let county residents and visitors know about the improved service. Ridership has been increasing on the route.

Partnerships – SamTrans Marketing staff works with a number of event organizers to co-promote events that will generate bus ridership and also provide added value for current SamTrans customers. Partnerships in February included Disney On Ice presents Dare To Dream and the Bay Area Travel & Adventure Show. The events are generally promoted in the *Transit Fun Guide* brochure, through social media, news releases and web postings. The promoters also included SamTrans in their promotional materials and offered a discount (\$2 for Disney on Ice and \$5 for the travel and adventure show).

Prepared by:

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

650-508-6248
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

AGENDA
FINANCE COMMITTEE
COMMITTEE OF THE WHOLE

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

WEDNESDAY, APRIL 3, 2013 – 2:40 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of February 13, 2013
2. Acceptance of Statement of Revenues and Expenses for February 2013
3. Authorize Reaffirmation of the Investment Policies and Annual Reauthorization to Invest Monies with the Local Agency Investment Fund
4. Authorize Revision of the Fuel Hedging Policy to Conform to Dodd-Frank, Award of Contract to Orrick, Herrington & Sutcliffe LLP to Serve as Special Counsel for Not-to-Exceed Fee of \$125,000, Approve the Fiscal Year 2014 Fuel Hedging Program and Authorize Execution of Documents and Payment Premium for Commodity Price Cap for the Fiscal Year 2014 Fuel Hedging Program

INFORMATIONAL

5. Assessment of the Fiscal Year 2013 Fuel Hedging Program

Committee Members: Shirley Harris, Jerry Deal, Adrienne Tissier

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
FEBRUARY 13, 2013**

Committee Members Present: J. Gee (Committee Chair), Z. Kersteen-Tucker, A. Tissier

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

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 Jeff Gee called the meeting to order at 2:41 p.m.

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

The Committee approved the minutes (Matsumoto/Lloyd).

Acceptance of Statement of Revenues and Expenses for December 2012

Deputy CEO Gigi Harrington said six months into the year, revenue is on target and expenses are \$4.4 million better than budget. Last week and year to date fuel is \$3.14 per gallon. The San Mateo County Transit District (District) received from the fuel hedge \$26,000 in January and year to date \$182,000.

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

Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended December 31, 2012

Bill Osher, CSI Group SunTrust said the portfolio is doing just fine earning 1 percent a year. It is safe from a credit perspective and a rising interest rate perspective. Over the last few months, the benchmark has had negative total returns and the portfolio had positive returns. The interest rate risk in the portfolio is consistent with owning a one-year Treasury note. Mr. Osher said going forward the key to the portfolio is whether interest rates rise and how quickly.

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

Authorize the Execution of a Memorandum of Understanding (MOU) with the County of San Mateo to Access the County's Trunked Radio System and Maintenance of the District's Radio Equipment for Ten years at a Total Estimated Cost of \$3,388,010

Deputy CEO Chuck Harvey said this is to enter into an MOU with the County of San Mateo to access its 700 megahertz trunk radio system. SamTrans has its own radio system on its own frequencies and by law those frequencies are going to be obsolete over the next couple of years and the system has reached the end of its useful life. This

action is Phase One of several phases. Subsequent phases will include buying radios for the buses. The project will be funded through the capital program and Phase One is fully funded.

Director Carole Groom asked if she and Director Adrienne Tissier are allowed to vote on this item. Legal Counsel David Miller said yes.

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

Comprehensive Annual Financial Report for the Fiscal Year Ending June 30, 2012

Ms. Harrington said the auditors gave a clean report.

Adjourned: 2:49 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
FEBRUARY 28, 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 February 2013 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 13) are **worse** than revised budget by \$101,316 or 0.1 percent. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$256,954 or 2.1 percent and *Local TDA and STA* (page 1, line 2) are **worse** than budget by \$83,837 or 0.3 percent offset by *Investment Interest* (page 1, line 8) which is \$46,985 or 3.9 percent **better** than budget and *Other Interest, Rent, & Other Income* (page 1, line 10) are **better** than budget by \$192,490 or 5 percent.

Expenses: *Total Expenses* (page 4, line 73) are \$6,548,552 or 7.4 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$5,586,037 or 8.4 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$800,979 or 8.2 percent and *Total Multimodal* (page 4, line 71) is **better** than budget by \$161,536 or 1.3 percent.

BUDGET IMPACT

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

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

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

% OF YEAR ELAPSED: 66.7%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	1,448,739	11,767,139	11,698,246	11,955,200	97.9	17,932,800	17,932,800	65.2
2 Local TDA and STA Funds	3,164,740	35,622,157	25,490,778	25,574,615	99.7	35,492,900	38,361,930	66.4
3 State/Federal Operating Grants	637,016	409,244	4,158,540	4,158,540	100.0	10,724,485	8,730,068	47.6
4 Measure A and AB434 Funds	704,120	6,170,103	5,971,485	5,971,485	100.0	8,354,400	8,714,400	68.5
5 Subtotal - Operating Revenues	5,954,616	53,968,643	47,319,049	47,659,840	99.3	72,504,585	73,739,198	64.2
Other Revenue Sources								
7 District 1/2 Cent Sales Tax	5,482,646	42,403,806	46,682,014	46,682,014	100.0	65,000,000	68,000,000	68.7
8 Investment Interest	80,296	1,124,869	1,267,098	1,220,113	103.9	1,243,920	1,657,300	76.5
9 Pass through to Other Agencies	7,724	181,790	20,687	20,687	100.0	467,959	536,959	3.9
10 Other Interest, Rent & Other Income	539,962	3,158,433	4,051,094	3,858,604	105.0	6,023,708	6,023,708	67.3
11 Other Sources	550,423	4,070,379	6,309,262	6,309,262	100.0	8,800,000	8,560,000	73.7
12 Subtotal - Other Revenues	6,661,051	50,939,276	58,330,155	58,090,680	100.4	81,535,587	84,777,967	68.8
13 Total Revenues	12,615,667	104,907,919	105,649,204	105,750,520	99.9	154,040,172	158,517,165	66.6
14 Capital Assistance	383,881	1,470,858	3,105,877	3,105,877	100.0	32,297,067	56,708,875	A 5.5
15 Reserves Programmed for Capital	325,415	5,319,164	3,489,673	3,489,673	100.0	525,780	13,321,254	A 26.2
16 Total Revenues - All Sources	13,324,963	111,697,941	112,244,754	112,346,070	99.9	186,863,019	228,547,294	49.1
USES OF FUNDS								
Operations								
20 Motor Bus	7,202,516	61,539,373	61,023,690	66,609,727	91.6	99,740,708	100,006,689	61.0
21 A. D. A. Programs	1,125,045	8,700,935	8,985,634	9,786,613	91.8	14,477,220	14,477,220	62.1
22 Caltrain	989,037	7,760,414	10,043,852	10,043,852	100.0	14,000,000	14,000,000	71.7
23 Other Multimodal Programs	242,806	2,693,416	1,849,804	2,011,340	92.0	3,015,460	3,015,460	61.3
24 Subtotal - Operating Costs	9,559,405	80,694,138	81,902,980	88,451,532	92.6	131,233,388	131,499,369	62.3
Other Uses of Funds								
26 Pass through to Other Agencies	7,725	181,790	20,687	20,687	100.0	467,959	541,532	3.8
27 Transfer Out to Debt Service	2,037,787	16,299,992	16,302,295	16,302,295	100.0	24,453,463	24,453,463	66.7
28 Fiscal Agent Fees	2,375	12,738	18,593	18,593	100.0	29,600	29,600	62.8
29 Land Transfer Interest Expense	0	0	0	0	0	66,570	66,570	0.0
30 Subtotal - Other Uses	2,047,887	16,494,520	16,341,575	16,341,575	100.0	25,017,592	25,091,165	65.1
31 Capital Programs	784,370	7,505,324	7,186,740	7,186,740	100.0	41,172,847	81,085,910	A 8.9
32 Total Uses of Funds	12,391,662	104,693,982	105,431,294	111,979,847	94.2	197,423,827	237,676,444	44.4
33 NET SURPLUS / (DEFICIT)	933,301	7,003,960	6,813,459	366,223	1860.5	(10,560,808)	(9,129,149)	(74.6)

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

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

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

% OF YEAR ELAPSED: **66.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,381,692	11,245,929	11,173,430	11,424,667	97.8	17,137,000	17,137,000	65.2
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,623,853	30,569,366	21,163,680	21,247,517	99.6	29,121,548	31,871,276	66.4
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	367,979	2,939,325	2,943,835	2,943,835	100.0	4,415,758	4,415,758	66.7
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	581,068	409,244	3,795,016	3,795,016	100.0	9,725,142	7,730,725	49.1
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	1,839,982	13,672,529	18,169,212	23,791,413	76.4	34,646,868	33,915,118	53.6
10 Accessibility Fixed Route	79,829	731,434	684,491	662,709	103.3	994,064	994,064	68.9
11 TOTAL 1/2 CENT SALES TAX	1,919,811	14,403,963	18,853,703	24,454,122	77.1	35,640,932	34,909,182	54.0
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	43,576	53,092	968,143	929,008	104.2	966,720	1,209,140	80.1
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	0	384	42	210	20.0	360	360	11.7
16 Rental Income	89,258	702,735	713,407	701,840	101.6	1,052,760	1,052,760	67.8
17 Advertising Income	55,417	519,528	576,449	443,333	130.0	665,000	665,000	87.6
18 Other Income	139,863	695,808	835,985	670,179	124.7	1,015,488	1,015,488	82.3
19 TOTAL OTHER REVENUES	284,537	1,918,454	2,125,883	1,815,562	117.1	2,733,608	2,733,608	77.8
20								
21 TOTAL MOTOR BUS	7,202,516	61,539,373	61,023,690	66,609,727	91.6	99,740,708	100,006,689	61.0
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	67,047	521,211	524,816	530,533	98.9	795,800	795,800	65.9
25 Local TDA 4.5 Redi-Wheels	131,918	1,608,821	1,055,343	1,055,343	100.0	1,463,713	1,583,015	66.7
26 Local STA - Paratransit	40,990	504,645	327,920	327,920	100.0	491,881	491,881	0.0
27 Operating Grants	55,949	0	363,524	363,524	100.0	999,343	999,343	36.4
28 Sales Tax - District ADA Programs	369,248	3,202,598	2,892,657	3,598,613	80.4	4,986,373	4,614,071	62.7
29 Sales Tax - Paratransit Suppl. Coastsides	100,339	892,583	830,220	908,607	91.4	1,362,910	1,362,910	0.0
30 Interest Income - Paratransit Fund	33,998	272,226	273,858	284,778	96.2	277,200	410,200	66.8
31 Measure A Redi-Wheels	219,307	1,698,851	1,867,295	1,867,295	100.0	2,600,000	2,720,000	68.7
32 Measure M Paratransit	106,250	0	850,000	850,000	100.0	1,500,000	1,500,000	56.7
33 TOTAL ADA PROGRAMS	1,125,045	8,700,935	8,985,634	9,786,613	91.8	14,477,220	14,477,220	62.1
34								
35 MULTIMODAL TRANSIT PROGRAMS:								
36 Sales Tax - Caltrain	0	292,333	0	0	0.0	0	0	0.0
37 Other Sources - Caltrain	550,424	4,070,379	6,309,262	6,309,262	100.0	8,800,000	8,560,000	73.7
38 Transfer from TA for Caltrain	438,613	3,397,702	3,734,590	3,734,590	100.0	5,200,000	5,440,000	68.7
39 TA Funded SM/Caltrain Shuttles	0	722,216	0	0	0.0	0	0	0.0
40 Employer Share SM/Caltrain Shuttles	0	207,901	0	0	0.0	0	0	0.0
41 AB434 Funds - SamTrans Shuttle	46,200	351,333	369,600	369,600	100.0	554,400	554,400	66.7
42 Employer SamTrans Shuttle Funds	149,175	1,032,077	1,075,211	1,193,042	90.1	1,790,100	1,790,100	60.1
43 Sales Tax - SamTrans Shuttle Program	29,182	215,155	231,022	224,084	103.1	334,040	334,040	69.2
44 Sales Tax - Gen. Operating Asst.	18,250	164,733	173,972	224,613	77.5	336,920	336,920	51.6
45								
46 TOTAL MULTIMODAL	1,231,843	10,453,830	11,893,656	12,055,192	98.7	17,015,460	17,015,460	69.9
47								
48 TOTAL REVENUES	9,559,405	80,694,138	81,902,980	88,451,532	92.6	131,233,388	131,499,369	62.3

% 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 2013
FEBRUARY 2013**

% OF YEAR ELAPSED: **66.7%**

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	3,615,160	33,013,079	31,809,191	33,360,679	95.3	50,244,115	49,959,770	63.7
2								
3 Services:								
4 Board of Directors	4,351	33,319	28,667	35,333	81.1	52,900	52,900	54.2
5 Contracted Vehicle Maintenance	41,943	523,972	313,244	527,419	59.4	791,128	791,128	39.6
6 Property Maintenance	72,263	788,424	734,604	838,333	87.6	1,258,500	1,258,500	58.4
7 Professional Services	203,809	2,089,722	1,924,572	3,259,806	59.0	4,777,013	5,006,583	38.4
8 Technical Services	381,452	2,621,527	2,870,458	3,344,063	85.8	4,829,402	5,138,571	55.9
9 Other Services	189,842	237,797	517,036	851,377	60.7	1,277,066	1,277,066	40.5
10								
11 Materials & Supply:								
12 Fuel & Lubricants	400,084	3,648,428	3,566,084	4,367,657	81.6	6,551,477	6,551,477	54.4
13 Bus Parts & Materials	147,282	951,836	1,262,619	1,181,028	106.9	1,758,740	1,758,740	71.8
14 Uniforms & Driver Expense	17,061	243,775	233,912	312,207	74.9	400,970	397,670	58.8
15 Timetables & Tickets	1,807	67,987	87,769	114,533	76.6	171,800	171,800	51.1
16 Office Supplies / Printing	12,728	141,500	150,975	228,653	66.0	342,137	342,137	44.1
17 Other Materials & Supply	8,638	87,922	79,416	104,833	75.8	156,500	156,500	50.7
18								
19 Utilities:								
20 Telephone	31,113	204,868	233,232	387,000	60.3	580,500	580,500	40.2
21 Other Utilities	65,756	665,876	655,379	654,400	100.1	981,600	981,600	66.8
22 Insurance Costs	221,029	1,662,649	1,762,489	1,764,054	99.9	2,647,000	2,647,000	66.6
23 Workers' Compensation	278,777	2,081,633	2,130,771	2,131,373	100.0	3,197,060	3,197,060	66.6
24 Taxes & License Fees	37,252	320,309	319,803	382,549	83.6	573,823	573,823	55.7
25 Fixed Route Accessibility	79,829	731,434	684,491	662,709	103.3	994,064	994,064	68.9
26 Leases & Rentals	9,121	71,354	74,020	80,733	91.7	119,800	119,800	61.8
27 Promotional & Legal Advertising	27,623	52,766	112,513	159,000	70.8	238,500	238,500	47.2
28 Training & Business Travel	20,253	84,139	93,654	113,486	82.5	164,050	167,650	55.9
29 Dues & Membership	8,414	56,246	58,406	58,840	99.3	87,200	87,200	67.0
30 Postage & Other	2,396	38,692	29,275	234,440	12.5	349,003	360,290	8.1
31								
32 Total District Operated Buses	5,877,983	50,419,257	49,732,580	55,154,506	90.2	82,544,348	82,810,329	60.1
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,154,415	9,738,508	9,861,294	10,039,547	98.2	15,059,320	15,059,320	65.5
36 Other Related Costs	19,807	219,230	224,108	232,067	96.6	361,600	361,600	62.0
37 Insurance Costs	53,029	432,919	417,242	436,648	95.6	655,000	655,000	63.7
38 Coastside Services	58,627	427,222	459,145	431,347	106.4	647,020	647,020	71.0
39 Redi Coast Non-ADA	15,256	149,268	153,613	146,467	104.9	219,700	219,700	69.9
40 Other Related Costs	5,243	17,746	27,743	31,360	88.5	47,040	47,040	59.0
41 La Honda - Pescadero	4,463	34,975	35,000	35,000	100.0	52,500	52,500	66.7
42 SamCoast - Pescadero	8,366	90,666	90,351	93,333	96.8	140,000	140,000	64.5
43 Other Related Cost - SamCoast	5,329	9,582	22,615	9,453	239.2	14,180	14,180	159.5
44 Total Contracted Bus Service	1,324,534	11,120,116	11,291,111	11,455,221	98.6	17,196,360	17,196,360	65.7
45								
46 TOTAL MOTOR BUS	7,202,516	61,539,373	61,023,690	66,609,727	91.6	99,740,708	100,006,689	61.0

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

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

% OF YEAR ELAPSED: **66.7%**

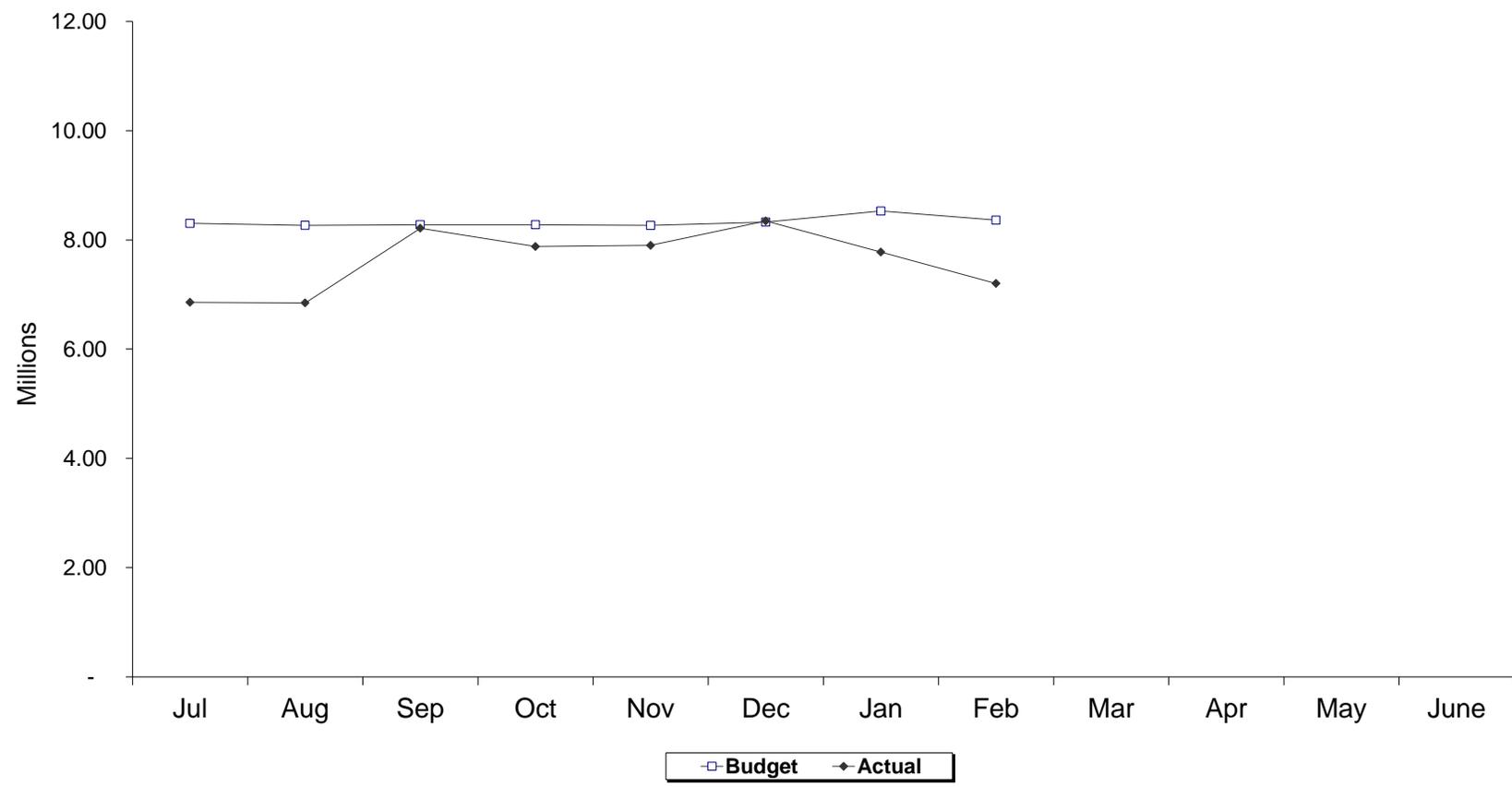
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	445,136	3,407,723	3,728,261	4,114,300	90.6	6,964,200	5,907,200	63.1
Other Related Costs	233,034	1,416,352	1,652,079	1,885,014	87.6	2,826,395	2,826,395	58.5
Sedan Service	247,632	1,941,508	1,932,174	1,932,627	100.0	1,779,190	2,836,190	68.1
ADA Accessibility Support	58,819	501,516	504,925	602,738	83.8	1,029,525	1,029,525	49.0
Coastside ADA Support	100,339	892,583	830,220	908,607	91.4	1,362,910	1,362,910	60.9
Insurance Costs	40,085	541,253	337,974	343,328	98.4	515,000	515,000	65.6
TOTAL ADA PROGRAMS	1,125,045	8,700,935	8,985,634	9,786,613	91.8	14,477,220	14,477,220	62.1
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	989,037	7,760,414	10,043,852	10,043,852	100.0	14,000,000	14,000,000	71.7
Total Caltrain Service	989,037	7,760,414	10,043,852	10,043,852	100.0	14,000,000	14,000,000	71.7
OTHER SUPPORT								
Dumbarton Express Service	12,123	83,022	98,297	105,213	93.4	157,820	157,820	62.3
SamTrans Shuttle Service	224,557	1,598,566	1,675,832	1,786,727	93.8	2,678,540	2,678,540	62.6
SM/Caltrain Shuttles	0	930,117	0	0	0.0	0	0	0.0
Maintenance Multimodal Facilities	6,127	81,712	75,675	119,400	63.4	179,100	179,100	42.3
Total Other Support	242,806	2,693,416	1,849,804	2,011,340	92.0	3,015,460	3,015,460	61.3
TOTAL MULTI-MODAL PROGRAMS	1,231,843	10,453,830	11,893,656	12,055,192	98.7	17,015,460	17,015,460	69.9
TOTAL EXPENSES	9,559,405	80,694,138	81,902,980	88,451,532	92.6	131,233,388	131,499,369	62.3

% 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

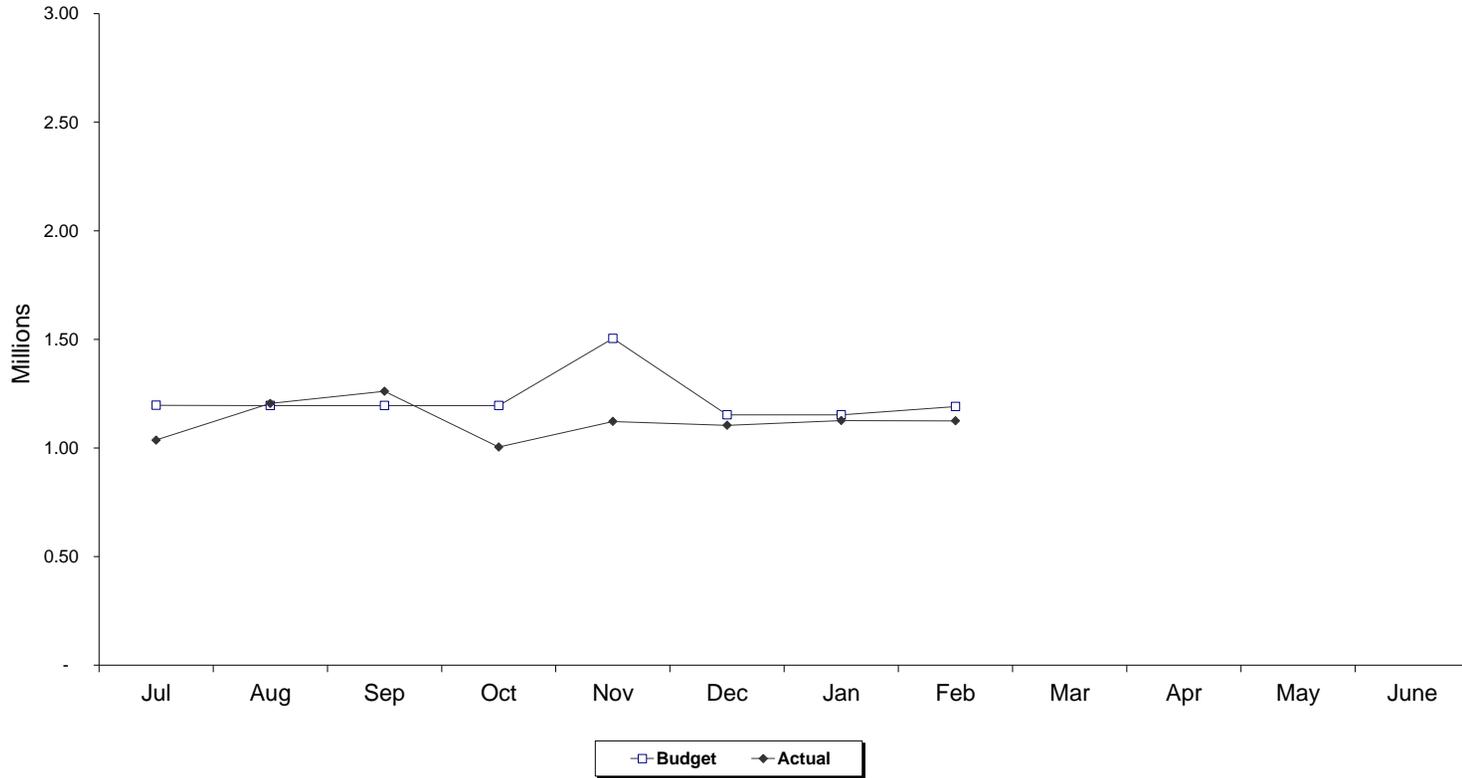
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2013



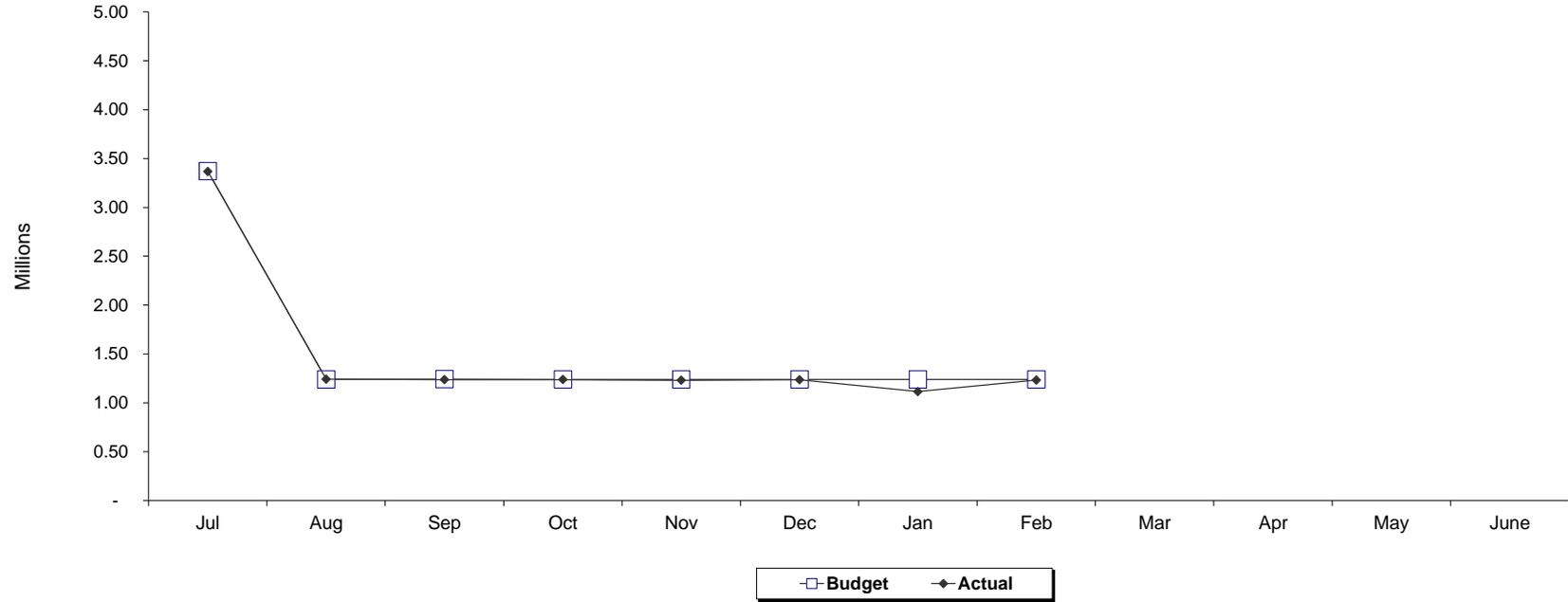
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	8,304,164	8,267,551	8,278,032	8,276,987	8,264,467	8,327,061	8,528,890	8,362,574				
Actual	6,857,423	6,845,903	8,215,844	7,877,960	7,899,417	8,346,451	7,778,175	7,202,516				
CUMULATIVE EXPENSES												
Budget	8,304,164	16,571,715	24,849,748	33,126,734	41,391,201	49,718,263	58,247,153	66,609,727				
Actual	6,857,423	13,703,327	21,919,171	29,797,131	37,696,548	46,042,999	53,821,174	61,023,690				
Variance - F(U)	1,446,741	2,868,389	2,930,577	3,329,603	3,694,653	3,675,264	4,425,979	5,586,037				
Variance %	17.42%	17.31%	11.79%	10.05%	8.93%	7.39%	7.60%	8.39%				

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



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,197,315	1,195,900	1,195,900	1,195,900	1,504,900	1,152,900	1,152,900	1,190,900				
Actual	1,036,402	1,205,261	1,261,026	1,004,278	1,122,648	1,104,711	1,126,262	1,125,045				
CUMULATIVE EXPENSES												
Budget	1,197,315	2,393,215	3,589,115	4,785,014	6,289,914	7,442,814	8,595,714	9,786,613				
Actual	1,036,402	2,241,663	3,502,690	4,506,968	5,629,615	6,734,326	7,860,588	8,985,634				
Variance - F(U)	160,913	151,551	86,425	278,047	660,299	708,488	735,125	800,980				
Variance %	13.44%	6.33%	2.41%	5.81%	10.50%	9.52%	8.55%	8.18%				

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



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	3,371,623	1,240,067	1,243,167	1,240,067	1,240,067	1,240,067	1,240,067	1,240,067				
Actual	3,367,131	1,240,911	1,235,923	1,237,375	1,230,788	1,235,232	1,114,453	1,231,843				
CUMULATIVE EXPENSES												
Budget	3,371,623	4,611,690	5,854,857	7,094,924	8,334,991	9,575,058	10,815,125	12,055,192				
Actual	3,367,131	4,608,042	5,843,965	7,081,339	8,312,127	9,547,359	10,661,813	11,893,656				
Variance - F(U)	4,492	3,648	10,892	13,585	22,864	27,699	153,312	161,536				
Variance %	0.13%	0.08%	0.19%	0.19%	0.27%	0.29%	1.42%	1.34%				

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

February 28, 2013

DESCRIPTION	TOTAL INVESTMENT 02-28-13	INTEREST RECEIVABLE 01-31-13	INTEREST EARNED 02-28-13	INTEREST RECEIVED 02-28-13	ADJ.	INTEREST RECEIVABLE 02-28-13
RESERVE FOR CAPITAL PROJ	150,943.50	5,931.00	988.50	5,931.00	0.00	988.50
LAIF -- CAPITAL PROJ	7,956,001.45	2,026.40	1,745.52	0.00	0.00	3,771.92
REIMB SECURITIES -- L76R	81,938,663.94	335,518.65	88,356.64	0.00	(79.31)	423,795.98
LAIF -- REIMB FUNDS L76R	32,535,519.01	5,861.32	6,114.09	0.00	0.00	11,975.41
PARATRANSIT FUNDS	26,276,703.92	69,190.14	35,946.51	0.00	(136.83)	104,999.82
LAIF -- PARATRANSIT	632,389.15	143.82	138.74	0.00	0.00	282.56
BANK OF AMERICA	549,729.39	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves						
Held by Trustee:	12,995,217.48	2,846.24	711.56	47.85	47.85	3,557.80
	<u>163,035,167.84</u>	<u>421,517.57</u>	<u>134,001.56</u>	<u>5,978.85</u>	<u>(168.29)</u>	<u>549,371.99</u>

FEBRUARY 2013 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 02/28/13	133,833.27
Add:	
CEO Interest	2,000.00
Less:	
Commissions	(8,024.28)
Capital Gain(Loss)	(47,483.70)
Total Interest & Capital Gain(Loss)	<u>80,325.29</u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,110,832.50
Add:	
CEO Interest	13,000.00
Less:	
Commissions	(64,423.65)
Capital Gain(Loss)	207,759.91
Total Interest & Capital Gain(Loss)	<u>1,267,168.76</u>
Balance Per Ledger as of 02/28/13	
Interest Acct. 409100	41.95
Interest Acct. 409102	5,733.89
Interest Acct. 409101	1,053,633.01
Gain(Loss) Acct. 405210	207,759.91
	<u>1,267,168.76</u>

SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R
February 28, 2013

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	INTEREST	INTEREST	ADJ.	INTEREST	PAR
			PURCHASE PRICE	ADJUSTED 06-30-12	VALUE 02-28-13					REC'VBLE 01-31-13	EARNED 02-28-13	RECEIVED 02-28-13		REC'VBLE 02-28-13	VALUE
<u>GOVERNMENT BONDS</u>															
FHLB	3133XES91	6-12-07	8,317,029.00	8,744,035.00	8,507,990.00	03-08-13	5.000%	1,180.5556	30	168,819.44	35,416.67			204,236.11	8,500,000
FHLMC	3134G2WG3	2-15-12	9,686,631.75	9,683,651.10	9,688,554.75	09-22-14	0.750%	200.3125	30	25,840.31	6,009.38			31,849.69	9,615,000
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,052,200.00	10,050,700.00	09-28-15	0.750%	208.3333	30	25,625.00	6,250.00			31,875.00	10,000,000
FNMA	3136G0EJ6	5-03-12	4,998,437.50	5,009,700.00	5,004,450.00	10-30-15	0.750%	104.1667	30	9,479.17	3,125.00			12,604.17	5,000,000
FHLMC	3134G3UV0	5-23-12	5,000,000.00	5,001,550.00	5,005,100.00	11-23-15	0.750%	104.1667	30	7,083.33	3,125.00			10,208.33	5,000,000
FHLMC	3135G0LM3	5-25-12	9,997,000.00	9,998,600.00	10,010,200.00	11-24-15	0.750%	208.3333	30	13,958.33	6,250.00			20,208.33	10,000,000
FHLMC	3134G3Y20	12-28-12	5,000,500.00	5,006,300.00	5,004,400.00	11-27-15	0.500%	69.4444	30	4,444.44	2,083.33		0.01	6,527.78	5,000,000
FNMA	3135G0RX3	12-07-12	7,005,250.00	7,006,930.00	7,003,500.00	11-27-15	0.500%	97.2222	30	6,222.22	2,916.67			9,138.89	7,000,000
FED. FARM CREDIT BK	31331HSL7	5-11-07	1,020,404.50	1,128,923.00	1,101,705.50	12-29-15	6.125%	161.6319	30	5,172.22	4,848.96			10,021.18	950,000
FHLMC	3134G3SE1	03-21-12	8,505,312.50	8,545,475.00	8,555,250.00	03-21-16	1.000%	236.1111	30	30,694.44	7,083.33		0.01	37,777.78	8,500,000
FNMA	3135G0KA0	5-3-12	8,084,744.20	8,094,980.40	8,069,833.20	04-26-16	1.125%	251.8750	30	23,928.13	7,556.25			31,484.38	8,060,000
															95.34%
<u>TREASURY INFLATION PROTECTED SECURITIES</u>															
TREAS INFLATION INDEX	912828KM1	01-21-10	3,737,186.68	3,928,130.97	3,936,980.49	04-15-14	1.250%	131.8589	28	14,251.62	3,692.05		(79.33)	17,864.34	3,797,535
															4.66%
LAIF			32,535,519.01	32,535,519.01	32,535,519.01					5,861.32	6,114.09			11,975.41	32,535,519
TOTAL LAIF			32,535,519.01	32,535,519.01	32,535,519.01										
TOTAL A/C 121100 & 112010			81,348,496.13	82,200,475.47	81,938,663.94										
TOTAL			<u>81,348,496.13</u>	<u>82,200,475.47</u>	<u>81,938,663.94</u>					<u>335,518.65</u>	<u>88,356.64</u>	<u>0.00</u>	<u>(79.31)</u>	<u>423,795.98</u>	<u>81,422,536</u>

**SAN MATEO COUNTY TRANSIT DISTRICT
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES
February 28, 2013**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-12	MARKET VALUE 02-28-13	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 01-31-13	INTEREST EARNED 02-28-13	INTEREST RECEIVED 02-28-13	ADJ.	INTEREST REC'VBLE 02-28-13	PAR VALUE
GOVERNMENT BONDS															
HOUSING URBAN DEVEL	911759EB0	12-23-08	155,581.50	150,844.50	150,943.50	08-01-17	7.908%	32.9500	30	5,931.00	988.50	5,931.00		988.50	150,000
LAIF			7,956,001.45	7,956,001.45	7,956,001.45					2,026.40	1,745.52			3,771.92	7,956,001
MATURED/CALLED CALLED															
TOTAL LAIF			7,956,001.45	7,956,001.45	7,956,001.45										
TOTAL A/C 121100 & 112010			155,581.50	150,844.50	150,943.50										
TOTAL			155,581.50	150,844.50	150,943.50					5,931.00	988.50	5,931.00	0.00	988.50	150,000

14-Mar-13

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
February 28, 2013**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-12	MARKET VALUE 02-28-13	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 01-31-13	INTEREST EARNED 02-28-13	INTEREST RECEIVED 02-28-13	ADJ.	INTEREST REC'VBLE 02-28-13	PAR VALUE
<u>GOVERNMENT BONDS</u>															
FHLM	3137EABX6	1-30-09	5,015,200.00	5,166,550.00	5,099,350.00	01-07-14	2.500%	347.2222	30	8,333.33	10,416.67			18,750.00	5,000,000
FHLM	3137EACB3	3-26-10	2,510,690.00	2,597,375.00	2,565,925.00	04-23-14	2.500%	173.6111	30	17,013.89	5,208.33			22,222.22	2,500,000
FNMA	31398AU34	2-15-12	5,299,150.00	5,276,000.00	5,238,200.00	07-28-15	2.375%	329.8611	30	989.58	9,895.83	0.01		10,885.42	5,000,000
FHMLC	3134G3SD3	03-28-12	4,998,000.00	5,026,100.00	5,025,350.00	09-28-15	0.750%	104.1667	30	12,812.50	3,125.00			15,937.50	5,000,000
FHMLC	3134G3SE1	03-21-12	5,503,437.50	5,529,425.00	5,535,750.00	03-21-16	1.000%	152.7778	30	19,861.11	4,583.33			24,444.44	5,500,000 82.17%
<u>TREASURY INFLATION PROTECTED SECURITIES</u>															
TREAS INFLATION INDEX	912828KM1	03-26-10	2,639,162.36	2,805,807.83	2,812,128.92	04-15-14	1.288%	97.0481	28	10,179.73	2,717.35		(136.84)	12,760.24	2,712,525 17.83%
LAIF			632,389.15	632,389.15	632,389.15					143.82	138.74			282.56	632,389
TOTAL LAIF			632,389.15	632,389.15	632,389.15										
TOTAL A/C 122010			25,965,639.86	26,401,257.83	26,276,703.92										
TOTAL			25,965,639.86	26,401,257.83	26,276,703.92					69,190.14	35,946.51	0.00	(136.83)	104,999.82	25,712,526

25-Mar-13

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

3/11/13 11:53 AM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2012:						FINAL
1st Quarter	15,680,000	15,680,000	1st Quarter	17,041,202	1,361,202	17,041,202
2nd Quarter	16,615,300	16,615,300	2nd Quarter	18,020,403	1,405,103	18,020,403
3rd Quarter	14,665,300	14,665,300	3rd Quarter	16,475,872	1,810,572	16,475,872
4th Quarter	16,039,400	21,540,400	4th Quarter	17,832,709	429,109	17,832,709
FY2012 Total	63,000,000	68,501,000	FY2012 Total	69,370,185	5,005,985	69,370,185
FY2013						
Jul. 12		4,360,900	Sep. 12	4,902,300	541,400	4,902,300
Aug. 12		4,360,900	Oct. 12	5,241,900	881,000	5,241,900
Sep. 12		5,810,000	Nov. 12	6,536,400	726,400	6,536,400
1st Qtr. Adjustment		1,650,000	Dec. 12	2,174,982	524,982	2,174,982
3 Months Total		16,181,800		18,855,582	2,673,782	18,855,582
Oct. 12		4,507,000	Dec. 12	5,197,300	690,300	5,197,300
Nov. 12		4,507,000	Jan. 13	5,197,300	690,300	5,197,300
Dec. 12		6,330,000	Feb. 13	6,897,000	567,000	6,897,000
2nd Qtr. Adjustment		1,740,000	Mar. 13		(1,540,461)	199,539
6 Months Total		33,265,800		36,147,182	3,080,922	36,346,722
Jan. 13		5,142,000	Mar. 13			5,142,000
Feb. 13		5,142,000	Apr. 13			5,142,000
Mar. 13		5,880,800	May 13			5,880,800
3rd Qtr. Adjustment		1,617,400	Jun. 13		(1,540,461)	76,939
9 Months Total		51,048,000		36,147,182	1,540,461	52,588,461
Apr. 13		4,642,000	Jun. 13			4,642,000
May 13		4,642,000	Jul. 13			4,642,000
Jun. 13		5,923,000	Aug. 13			5,923,000
4th Qtr. Adjustment		1,745,000	Sep. 13		(1,540,461)	204,539
FY2013 Total		68,000,000	FY2013 Total	36,147,182	0	68,000,000
		18,855,582	1st Quarter			
		17,491,139	2nd Quarter			
		10,335,293	3rd Quarter			
			4th Quarter			
		<u>46,682,014</u>	YTD Actual Per Statement of Revenues & Expenses			

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **REAFFIRM THE DISTRICT INVESTMENT POLICY, THE PARATRANSIT TRUST FUND INVESTMENT POLICY, AND REAUTHORIZE INVESTMENT OF MONIES WITH THE LOCAL AGENCY INVESTMENT FUND**

ACTION

Staff proposes the Committee recommend Board:

- Reaffirm the San Mateo County Transit District (District) Statement of Investment Policy, and the Paratransit Trust Fund (Paratransit) Statement of Investment Policy (Investment Policies). These Investment Policies provide guidelines for the investment of District and Paratransit funds and include delegations of authority to invest such funds.
- Reauthorize the investment of District monies in the Local Agency Investment Fund (LAIF).

SIGNIFICANCE

The District's General Manager/CEO or his designee serves as the District's trustee for purposes of placing investments pursuant to the Investment Policies. The Board of Directors, in accordance with *California Government Code Section 53646(a)*, may review the Investment Policies and also reauthorize the included delegations of authority on an annual basis at a public meeting.

Staff, in conjunction with legal counsel, has reviewed the attached Investment Policies and no changes are recommended to the current Investment Policies.

BUDGET IMPACT

The reaffirmation of the Investment Policies will have no impact on the District's capital or operating budgets.

BACKGROUND

The District originally adopted its Statement of Investment Policy in October 1985 and has, from time to time, amended this policy. Most recently, in April 2012, the District amended the policy with two minor revisions.

- (1) To clarify an allowable investment provision.
- (2) To update the reference in one citation.

In addition, the District adopted a separate Statement of Investment Policy for the Paratransit Trust Fund in March 2009. This Policy was adopted to manage funds transferred to the District from the San Mateo County Transportation Authority after the expiration of the Original Measure A.

The Board of Directors, in compliance with LAIF requirements, must adopt a separate resolution authorizing monies to be invested in LAIF.

Prepared by: Lori Snow, Treasury Manager

650-508-6425

EXHIBIT A

October, 1985
Revised October, 1986
Revised October, 1987
Revised October, 1988
Revised October, 1989
Reaffirmed October, 1990
Revised October, 1991
Reaffirmed October, 1992

Revised October, 1993
Revised November, 1994
Reaffirmed October, 1995
Revised March, 1996
Revised September, 1997
Reaffirmed October, 1998
Reaffirmed October, 1999
Reaffirmed October, 2000

Reaffirmed October, 2001
Reaffirmed December, 2002
Revised December, 2003
Reaffirmed December, 2004
Reaffirmed October, 2005
Reaffirmed November, 2006
Amended November 2007
Reaffirmed December 2008

Amended March 2009
Reaffirmed March 2010
Amended April 2011
Amended April 2012

SAN MATEO COUNTY TRANSIT DISTRICT

STATEMENT OF INVESTMENT POLICY

PURPOSE

This Statement of Investment Policy (Investment Policy) provides guidelines for the prudent investment and cash management of the San Mateo County Transit District's (District) funds.

OBJECTIVE

The District's cash management system is designed to monitor and forecast accurately, expenditures and revenues, thus enabling the District to invest funds to the fullest extent possible. Idle funds of the District shall be invested in accordance with sound treasury management and in accordance with the provisions of *California Government Code Section 53600 et seq.* and this Policy.

Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital, as well as the probable income to be derived. The standard of prudence to be used by investment officials shall be applied in the context of managing an overall portfolio. District officials shall act in accordance with written procedures and the Investment Policy and should report deviations from expectations in a timely fashion and take appropriate action to control adverse developments.

The District's primary objective with respect to its invested funds is to safeguard the principal of the funds; the second objective is to meet the liquidity needs of the District; and the third objective is to achieve a return on its invested funds. In evaluating the market rate of return, the specific goal is to out perform the following composite benchmark:

- 40 percent BofA Merrill Lynch 1 - 3 year Treasury Index
- 10 percent BofA Merrill Lynch 1 - 3 year High Grade Corporate Bond Index
- 40 percent BofA Merrill Lynch 3 - 5 year Treasury Index
- 10 percent BofA Merrill Lynch 3 - 5 year High Grade Corporate Bond Index

POLICY

At all times, the District shall invest its funds in accordance with the rules and restrictions established by the law of the State of California (*Government Code Section 53600 et seq.*). In addition, the District shall conduct its investments under the "prudent investor standard": "When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency." (*California Government Code Section 53600.3*).

The General Manager/ CEO or his designee of the District shall serve as the District's trustee for purposes of placing investments pursuant to this Investment Policy. The Board of Directors may review and specifically reauthorize this delegation of authority on an annual basis. The Investment Policy may be reviewed annually by the District's Board of Directors at a public meeting. (*California Government Code Section 53646(a)*).

1. **Criteria for Selecting Investments.** Criteria for selecting investments and the order of priority are:
 - a. **Safety.** The safety and risk associated with an investment refer to the potential loss of principal, interest or a combination of these amounts. The District shall operate only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section 2, Diversification, Section 6, Allowable Investment Instruments and Section 7, Local Agency Investment Fund, are deemed to constitute safe investments within the meaning of this Investment Policy.
 - b. **Liquidity.** An adequate percentage of the portfolio, in the approximate amount of six months operating expenses, should be maintained in liquid short-term investments which can convert to cash if necessary to meet disbursement requirements. For purposes of this Investment Policy, fixed income securities maturing in one year or more are considered investment term and fixed income securities maturing in less than one year are considered short-term cash equivalents. All funds available for investment shall be directed to the managers of the District's investment portfolio.
 - c. **Return on Investment.** The District's investment portfolio shall be designed with the objective of attaining the safety and liquidity objectives first, and then attaining a market rate of return throughout the budgetary and economic cycles, consistent with the portfolio's benchmark as described in the section entitled "Objective" (see above). This benchmark takes into account the District's investment risk constraints and the cash

flow characteristics of the portfolio.

2. **Diversification.** The District will limit its investments to the safest types of securities which include those backed by the U.S. Government or its agencies, those which have federal insurance on principal by the Federal Deposit Insurance Corporation (FDIC), or those having collateral backing of the invested principal as defined by this Investment Policy and/or the California Codes, and medium term notes as defined by *California Government Code Section 53601(k)*. Only first mortgages or government securities may be used for collateral on District deposits.

Collateral is defined in this Policy to mean property (as securities) pledged by a borrower to protect the interest of the lender. For purposes of this Investment Policy, the following investments are considered to have collateral backing: Certificates of Deposit protected by either the FDIC or pledged securities in conformance with California Codes and this Investment Policy; Bankers' Acceptances (protected by an irrevocable time draft or bill of exchange) whereby the accepting bank incurs an irrevocable primary obligation thus guaranteeing payment on the draft or bill. A secondary obligation rests with the issuing company; Commercial Paper (protected by an unsecured promissory note from the issuer who must be rated A-1/P-1/F-1 or better) thereby guaranteeing that the earning power and/or liquidity had been established to fulfill the obligation to pay; and, asset backed securities which are rated AAA by both Moody's Investor Service and Standard & Poor's.

The portfolio should consist of a mix of various types of securities, issuers, and durations from among the allowable investment instruments described in Sections 5, 6, 7 and 8.

3. **Safekeeping and Custody.** All security transactions, including collateral for repurchase agreements, will be executed on a Delivery versus Pay Basis (DVP). The assets of the District shall be held in safekeeping by the District's safekeeping agent, or secured through third party custody and safekeeping procedures. A due bill or other substitutions will not be acceptable.
4. **Maturity of Investments.** The remaining maturity of a callable security shall be determined by its actual final stated maturity. The maturity of asset backed securities shall be considered the estimated maturity date of the tranche. Investments may be made in securities exceeding 5 years but with a remaining life of no more than 11 years, no more than 25 percent of the portfolio shall be invested in securities with a remaining life of 5 to 11 years, and the weighted average maturity of the portfolio shall not exceed 5 years. The policy of maintaining a maximum dollar weighted maturity of 5 years leaves open the flexibility to take advantage of interest rate fluctuations as well as yield curve differences to maximize the return on investment as well as coinciding with the

expected use of the funds. The imposed maximum dollar weighted 5 year average maturity also limits the market risk to levels comparable to an intermediate income fund.

5. **Deposit of Funds.** As far as possible, all money belonging to or in the custody of the District including money paid to the District to pay the principal, interest or penalties of bonds, shall be deposited for safekeeping in state or national banks, savings associations or federal associations, credit unions or federally insured industrial loan companies in California (as defined by *California Government Code Section 53630*). Pursuant to *California Government Code Sections 53635, 53637 and 53638*, the money shall be deposited in any authorized depository with the objective of realizing maximum return, consistent with prudent financial management.

The District's funds may also be invested in the instruments set forth below and in Sections 6, 7 and 8 of this Investment Policy:

- a. **Time Deposits with Banks.** The District may invest in time deposits. In so doing, the following rules will be followed subject to the applicable statutory requirements:
 - (1) No more than 5 percent of the total portfolio will be placed in any one financial institution.
 - (2) The issuing bank must carry a short term rating of at least A-1/P-1/F-I whose long-term rating is A or better by two of the three nationally recognized rating services (Standard & Poor's, Moody's Investor Service and Fitch's Ratings).
 - (3) Prior to placing each deposit, the General Manager/CEO or his designee will survey the market in order to determine which stable financial institution offers the highest rate of interest.
 - b. **U.S. Treasury Obligations.** The investment of District funds in U.S. Treasury obligations may be undertaken in lieu of time deposits. Guaranteed by the U.S. Government, treasury obligations are considered one of the safest instruments, but the yield generally is lower than that of time deposits.
6. **Allowable Investment Instruments.** The District may also invest in any investment instrument as authorized by the *California Government Code*, as it may be amended from time to time, and subject to any conditions set forth in the *California Government Code* (with particular attention to the restrictions described in section 53601). These investment instruments may include:

- a. United States Treasury notes, bonds, bills or certificates of indebtedness, or those for which the faith and credit of the United States Government are pledged for the timely payment of principal and interest.
 - b. Obligations issued by banks for cooperatives, federal land banks, federal intermediate credit banks, federal home loan banks or obligations, participations or other instruments of or issued by, a federal agency or a United States government-sponsored enterprise.
 - c. Bills of exchange or time drafts drawn on and accepted by a commercial bank, otherwise known as banker's acceptances, which are eligible for purchase by the Federal Reserve System.
 - d. Commercial paper of "prime" quality of the highest ranking or of the highest letter and numerical rating as provided for by Moody's Investors Service, Standard & Poor's, or Fitch's Ratings.
 - e. Negotiable certificates of deposits issued by a nationally or state-chartered bank or a state or federal association (as defined by *California Financial Code Section 5102*) or by a state-licensed branch of a foreign bank.
 - f. Investments in repurchase agreements or reverse repurchase agreements of any securities authorized by this section.
 - g. Medium-term notes/corporate bonds of a maximum of five years' maturity issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States.
 - h. Shares of beneficial interest issued by diversified management companies investing in the securities and obligations as authorized by subdivisions (a) to (g), inclusive, of this section.
 - i. Any mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate or consumer receivable-backed bond of a maximum of five years maturity.
 - j. Other securities having first mortgages or government securities as collateral backing of the invested principal as defined by this Policy and/or the California Government Code,.
7. **Local Agency Investment Fund**. The Board of Directors also authorizes the District to invest in the Local Agency Investment Fund (LAIF) pursuant to

California Government Code Section 16429.1.

8. **Investment Trust of California.** The Board of Directors also authorizes the District to invest in the Investment Trust of California (*CalTRUST*).
9. **Portfolio Transactions.** The District's investment advisors are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Investment advisors are to obtain three independent bids from SEC licensed brokerage institutions, licensed by the state as a broker-dealer, as defined in *California Government Code Section 53601.05*, or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank, prior to the execution of each portfolio transaction. The investment advisors, at their sole discretion and authority, will choose which broker dealers or brokerage firms from which to solicit bids and final selection is to be made based on the best interests of the District. Investment advisors may incur realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time subject, however, to the prior approval of the General Manager/CEO or his designee.
10. **Prohibited Investments.** The District shall not invest any funds in inverse floaters, range notes or mortgage derived interest-only strips. The District shall not invest any funds in any security that could result in zero interest accrual if held to maturity; however, the District may hold this prohibited instrument until its maturity date. The limitation does not apply to investments in shares of beneficial interest issued by diversified management companies as set forth in *California Government Code Section 53601.6*.

REPORTING

On a monthly basis the Investment Manager shall submit an investment report which provides a market review, the Manager's outlook for the market and strategy for investing District funds. The report will also compare the portfolio against the benchmark established by this policy in terms of duration and yield.

Quarterly, the General Manager/CEO shall submit an investment report to the Board of Directors within 30 days of the end of the quarter. The report shall 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 District;
2. Description of any of the District's funds, investments or programs that are under the management of contracted parties, including lending programs;

3. For all securities held by the District or under management by any outside party that is not a local agency, the State of California Local Agency Investment Funds or the Investment Trust of California, a current market value as of the date of the report and the source of this valuation;
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 District 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.

If the District places all of its investments in the LAIF, FDIC-insured accounts in a bank or savings and loan association or county investment pool (or any combination of these three), the General Manager/CEO can simply submit, on at least a quarterly basis, the most recent statements from these institutions to meet the requirements of items 1-3 above, with a supplemental report addressing items 4 and 5 above. (*California Government Code Section 53646(b)-(e)*).

March 2009
Reaffirmed March 2010
Amended April 2011
Reaffirmed April 2012

EXHIBIT B

SAN MATEO COUNTY TRANSIT DISTRICT

Statement of Investment Policy for the Investment of the Paratransit Trust Fund

I. PURPOSE

This Policy sets forth the investment guidelines for the prudent management of the Paratransit Trust Fund of the San Mateo County Transit District, ("District"). It is the goal of this Policy to establish investment objectives in accordance with the provisions of the *California Government Code, Section 53600 et seq.* (hereafter "*Code*"), and investment guidelines, to ensure that the funds under its purview are prudently invested to preserve capital, provide necessary liquidity, and to achieve a market-average rate of return over an economic cycle consistent with the District's goals of preserving principal and minimizing the risk of diminishing the principal.

Investments may only be made as authorized by this Investment Policy, and subsequent revisions. This Statement of Investment Policy may be reviewed annually by the District's Board of Directors at a public meeting. Irrespective of these policy provisions, should the provisions of the *Code* be, or become, more restrictive than those contained herein, then such provisions will be considered immediately incorporated into this Statement of Investment Policy.

II. OBJECTIVES

The District shall invest the Paratransit Trust Fund while striving to limit undue risk. When assessing potential risk, both the assets and liabilities of the District shall be taken into consideration. These funds shall be invested in accordance with sound treasury management practices and in accordance with the *Code* and this Policy.

When investing, reinvesting, purchasing, acquiring, selling, and managing the District's Paratransit Trust Fund:

1. The primary objective shall be to safeguard the principal of the funds under its control. The District shall invest only in those investments that are considered safe. Investments in instruments and with institutions permitted under Section VI, Investment Guidelines, are deemed to constitute safe investments within the meaning of this policy.

2. The secondary objective shall be to meet the liquidity needs of the Paratransit Trust Fund. It is important that the portfolio contain investments for which there is an active secondary market, and which offer the flexibility to be easily sold at any time with minimal risk of loss of either the principal or interest based upon then prevailing rates.
3. The third objective shall be to achieve a return on the Paratransit Trust Fund portfolio. The District's investment portfolio shall be designed with the objective of attaining the safety and liquidity of principal first, and then attaining a market average rate of return over an economic cycle consistent with the portfolio's benchmark, as described in Section V.

III. PRUDENCE

Members of the Board of Directors of the District, the General Manager/CEO or his designee, as well as any other person authorized to make investment decisions on behalf of the District, are Trustees and therefore fiduciaries, subject to the Prudent Investor Standard. When investing, reinvesting, purchasing, acquiring, selling, and managing the District's funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, such that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal, minimize the risk of diminishing the funding increment, and to maintain the liquidity needs of the District. (*California Government Code, Section 53600.3*) The Prudent Investor Standard shall be applied in the context of managing the Paratransit Trust Fund.

IV. DELEGATION OF AUTHORITY

Authorization to manage the District's investment program is derived from the Board of Directors. Management's responsibility for the investments of the Paratransit Trust Fund is hereby delegated to the General Manager/CEO or his designee. No person may engage in an investment transaction, except as provided under the terms of this Investment Policy Statement and the procedures established by the General Manager/CEO or his designee. This authorization may be renewed annually.

V. BENCHMARKS

In order to establish a basis for evaluating investment results, the District shall establish the following customized Fixed Income Security Benchmark for its Paratransit Trust Fund:

- 50% BofA Merrill Lynch 3 - 5 Year Treasury Index
- 30% BofA Merrill Lynch 5 - 7 Year Treasury Index
- 20% BofA Merrill Lynch 7 - 10 Year Treasury Index

This benchmark takes into consideration the primary objectives of: capital preservation and liquidity; the requirements of the *Code*; the term structure of the District's stipulated

Paratransit funding obligations as prescribed by Measure “A” passed in 1988; and the reinvestment rate risks associated with shorter benchmarks, to allow the District to invest its Paratransit Trust Fund to the fullest extent possible. The benchmark may be reviewed annually.

VI. INVESTMENT GUIDELINES

A. Investments are to be made only in high quality securities or instruments, as permitted by the *Code* and subject to the limitations of this Investment Policy.

B. Eligible securities for investment shall be limited to:

1. U.S. Treasury Securities and Obligations of U.S. Agencies or government sponsored enterprises:

Definition: **U.S. Treasury Securities:**

United States Treasury notes, bonds, strips, bills or certificates of indebtedness, or obligations for which the full faith and credit of the United States Government are pledged, for the timely payment of principal and interest.

Obligations Of U.S. Agencies or government sponsored enterprises:

Debt instruments issued by a federal agency carrying a high credit rating because it is government sponsored.

2. Or the District may invest all or a portion of its investments as described in Section II.2 of this Policy, up to the state mandated maximum in the Local Agency Investment Fund (LAIF) pursuant to *California Government Code, Section 16429.1*.

C. The District shall not invest any funds in any securities not specifically authorized by this policy, or in inverse floaters, range notes or interest only strips that are derived from a pool of mortgages. Additionally, no funds may be invested in any security that could result in zero rate of return if held to maturity.

D. Portfolio Transactions:

Managers of the District's investment portfolio are expected to seek best execution for all portfolio transactions. Best execution relates to the expected realized price net of commissions and is not necessarily synonymous with the lowest commission rate. Managers may incur realized capital losses in order to minimize the decrease in real purchasing power of the assets over an indefinite period of time subject, however, to the prior approval of the General Manager/CEO or his designee

E. Diversification and Maturity Guidelines:

<u>Type of Investment</u>	<u>Maximum % of Portfolio</u>	<u>Maximum % of One Issuer</u>	<u>Maximum Maturity</u>
U. S. Securities	100	100	15 Years
Obligations of U. S. Agencies or government sponsored enterprises	100	100	15 Years
Local Agency Investment Fund(LAIF)	Up to the Current Limit		

E. Interest earned on the District’s investments for the Paratransit Trust Fund are to be placed in the District’s general bank account or pool of investments with LAIF and become governed by the District’s investment policy for the Investment of General Funds.

VII. REPORTING

At least on a quarterly basis, the General Manager/ CEO shall render a report to the Board of Directors. The report shall include the following information:

1. A portfolio appraisal including the type of investment, issuer, date of maturity, par and dollar amount invested on all securities, investments, and moneys held by the District, and shall additionally include a description of the District’s funds, investments, or program, including lending programs, that are under management of any outside parties.
2. The current market value, as of the date of the report, of all investments, as well as the source of this same valuation.
3. A statement of compliance of the portfolio to this investment policy statement, or the manner in which the portfolio is not in compliance.

For investments in LAIF, a bank, or a savings and loan association, the most recent statement(s) received by the District from these institutions may suffice in lieu of the requirements above.

VIII. SAFEKEEPING AND DELIVERY OF SECURITIES

All transactions shall be executed on a Deliver versus Payment basis, (DVP). Free deliveries, a due bill or other substitution will not be acceptable.

To protect against potential fraud or embezzlement, the assets of the District shall be held in safekeeping, or secured through third-party custody pursuant to the limitations set forth in the *Government code, Section 53608*. These procedures will be annually reviewed by an external auditor. All investments are to be held in the name of the District.

IX. DEFINITION OF TERMS

Investment Instruments:

- **U.S. Treasuries** - Obligations of the U.S. Government including: Treasury Bills – 3 month, 6 month, and 1 year securities issued and traded at a discount; Treasury Notes and Bonds – interest-bearing instruments issued with maturities of 2 to 30 years; Treasury Strips – U.S. Treasury securities that have been separated into their component parts of principal and interest payments, and recorded as such in the federal Reserve book-entry record-keeping system.
- **Obligations of U.S. Agencies** - Obligations of U.S. Agencies are debt instruments issued by a federal agency carrying a high credit rating because it is government sponsored.
- **Broker** – A broker brings buyers and sellers together for a commission paid by the initiator of the transaction, or by both sides; he does not position. In the money market, brokers are active in markets in which banks buy and sell money, and in inter-dealer markets.
- **Collateral** – Securities, evidence of deposit or other property which a borrower pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposits of public moneys.
- **Coupon** – (A) The annual rate of interest that a bond's issuer promises to pay the bondholder on the bond's face value; (B) a certificate attached to a bond evidencing interest due on a payment date.
- **Dealer** – A dealer, as opposed to a broker, acts as a principal in all transactions, buying and selling for his own account.
- **Debenture** – A bond secured only by the general credit of the issuer.
- **Delivery versus Payment (DVP)** – There are two methods of delivery of securities; delivery versus payment and delivery versus receipt (also called free). Delivery versus payment is delivery of securities with an exchange of money for the securities. Delivery versus receipt is delivery of securities with an exchange of a signed receipt for the securities.
- **Discount** – The difference between the cost price of a security, and its value at maturity when quoted at lower than face value. A security selling below original offering price shortly after sale also is considered to be at a discount.
- **Discount Securities** – Non-interest bearing money market instruments that are issued at a discount and redeemed at maturity for full face value, e.g., U.S. Treasury Bills.
- **Diversification** – Dividing investment funds among a variety of securities offering independent returns.

- **Local Agency Investment Fund (LAIF)** – The aggregate of all funds from political subdivisions of the State of California, that are placed in the custody of the State Treasurer for investment and reinvestment.
- **Market Value** – The price at which a security is trading and could presumably be purchased or sold.
- **Maturity** – The date upon which the principal or stated value of an investment becomes due and payable.
- **Portfolio** – Collection of securities held by an investor.
- **Prudent Person Rule** – An investment standard. In some states, the law requires that a fiduciary, such as a trustee, may invest money only in a list of securities selected by the state, the so-called legal list. In other states, the trustee may invest in a security if it is one, which would be bought by a prudent person of discretion and intelligence who is seeking a reasonable income and preservation of capital.
- **Primary Dealer** – A group of government securities dealers that submit daily reports of market activity, positions, and monthly financial statements of the Federal Reserve Bank of New York, and are subject to its informal oversight. Primary Dealers include Securities and Exchange Commission (SEC) registered securities broker-dealers, banks, and a few unregulated firms.
- **Qualified Public Depositories** – A financial institution which does not claim exemption from the payment of any sales or compensating use, or ad valorem taxes under the laws of this state, which has segregated for the benefit of the Commission eligible collateral having a value of not less than its maximum liability, and which has been approved by the Public Deposit protection Commission to hold public deposits.
- **Rate of Return** – The yield obtainable on a security, based on its purchase price or its current market price. This may be the amortized yield to maturity on a bond, or the current income.
- **Safekeeping** – A service to customers rendered by banks for a fee, whereby securities and valuables of all types and descriptions are held in the bank's vaults for protection.
- **Secondary Market** – A market made for the purchase and sale of outstanding issues following the initial distribution.
- **Securities & Exchange Commission** – Agency created by Congress to protect investors in securities transactions by administering securities legislation.
- **Uniform Net Capital Rule** – Securities and Exchange Commission requires that member firms as well as non-member broker-dealers in securities maintain a maximum ratio of indebtedness to liquid capital of 15 to 1; also called Net Capital Rule and Net Capital Ratio. Indebtedness covers all money owed to a firm, including margin loans, and commitments to purchase securities, which is one reason new public issues are spread

among members of underwriting syndicates. Liquid Capital includes cash and assets easily converted into cash.

- **Yield** – The rate of annual income return on an investment, expressed as a percentage. (A) Income Yield is obtained by dividing the current dollar income by the current market price for the security. (B) Net Yield or Yield to Maturity is the current income yield minus any premium above par, or plus any discount from par in purchase price, with the adjustment spread over the period from the date of purchase to the date of maturity of the bond.

RESOLUTION NO. 2013 –

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

**AFFIRMING THE STATEMENT OF INVESTMENT POLICY
FOR THE SAN MATEO COUNTY TRANSIT DISTRICT AND AFFIRMING THE STATEMENT OF
INVESTMENT POLICY FOR THE PARATRANSIT TRUST FUND**

WHEREAS, in accordance with applicable State law, the San Mateo County Transit District (District) is required to adopt an investment policy; and

WHEREAS, in October 1985, pursuant to Resolution No. 1985-67, the District adopted a Statement of Investment Policy for the San Mateo County Transit District; and

WHEREAS, in April 2012, pursuant to Resolution No. 2012-10, the District amended the Statement of Investment Policy for the San Mateo County Transit District to clarify an allowable investment provision and to update one citation; and

WHEREAS, in March 2009, the District adopted a Statement of Investment Policy for the Paratransit Trust Fund to manage funds transferred to the District from the San Mateo County Transportation Authority after the expiration of the Original Measure A; and

WHEREAS, the General Manager/CEO has presented the Statement of Investment Policy for District funds and Statement of Investment Policy for the Paratransit Trust Fund to the Board of Directors for approval; and

WHEREAS, the District may annually render a statement of said investment policies to the Board of Directors for review and approval pursuant to Section 53646 of the State of California Government Code; and

WHEREAS, staff recommends the affirmation of the aforementioned Statement of Investment Policy for the San Mateo County Transit District, affirmation of the Statement of Investment Policy for the Paratransit Trust Fund, and the appointment of the General Manager/CEO (or his designee) as trustee for purposes of placing investments pursuant to the aforementioned policies.

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District approves and adopts the Statement of Investment Policies attached hereto as EXHIBITS A and B, incorporated by this reference, and hereby appoints its General Manager/CEO (or his designee) as the trustee for purposes of placing investments pursuant to said policies.

Regularly passed and adopted this 3rd day of April 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

RESOLUTION NO. 2013 –

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

**AUTHORIZING INVESTMENT OF SAN MATEO COUNTY TRANSIT MONIES IN
LOCAL AGENCY INVESTMENT FUND**

WHEREAS, pursuant to Government Code Section 16429.1, a Local Agency Investment Fund was created in the State Treasury for the deposit of local agency monies for purposes of investment by the State Treasurer; and

WHEREAS, staff hereby recommends that the deposit and withdrawal of money in the Local Agency Investment Fund in accordance with the provisions of Government Code Section 16429.1 for the purposes of investment as stated therein is in the best interests of the San Mateo County Transit District.

NOW THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District does hereby authorize the deposit and withdrawal of San Mateo County Transit District monies in the Local Agency Investment Fund in the State Treasury in accordance with the provisions of Government code Section 16429.1 for the purpose of investment as stated therein; and

BE IT FURTHER RESOLVED that the General Manager/CEO (or his designee) shall be authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund.

Regularly passed and adopted this 3rd day of April 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **ADOPT THE REVISED FUEL HEDGING POLICY TO CONFORM TO DODD-FRANK, AUTHORIZE ACTIONS NECESSARY IN CONNECTION WITH DODD-FRANK, INCLUDING EXECUTION OF DOCUMENTS, AND AUTHORIZE AWARD OF CONTRACT TO ORRICK, HERRINGTON & SUTCLIFFE LLP**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Adopt the attached revised Fuel Hedging Policy; and
2. Authorize actions necessary in connection with Dodd-Frank (DF), including adherence to the Dodd-Frank Protocol and filing and/or execution and delivery of such documents as are necessary in connection with Dodd-Frank; and
3. Authorize appointment of Orrick, Herrington & Sutcliffe LLP (Orrick) to serve as special counsel to the San Mateo County Transit District (District) in connection with the Fiscal Year (FY) 2014 Fuel Hedging Program (Program). Fees for special counsel are not to exceed \$125,000, and are to be allocated to the District and the Peninsula Corridor Joint Powers Board (JPB) based upon proportional shares.

SIGNIFICANCE

Certain provisions of various legislation and regulations, commonly referred to as Dodd-Frank (Dodd-Frank), enacted in response to the financial markets crisis of 2008, apply to fuel hedging transactions, such as commodity price caps authorized by the Fuel Hedging Policy (Policy), adopted by the Board in March 2010 and most recently revised in May 2012. The attached revised Policy includes the changes necessary to adhere to a documentation protocol (DF Protocol) developed by the International Swaps and Derivatives Associations, Inc. (ISDA) to address the Dodd-Frank requirements. Providers of commodity price caps meeting the qualifications specified in the Policy will require that the District adhere to the DF Protocol as a condition for bidding with respect to the FY2014 Program.

Documentation relating to the Dodd-Frank Protocol includes (i) an adherence letter (Adherence Letter), (ii) the ISDA DF Protocol Agreement (DF Protocol Agreement), (iii) the ISDA DF Supplement (DF Supplement), and (iv) the ISDA DF Protocol Questionnaire and the DF Protocol Questionnaire Answer Sheet (DF Protocol Questionnaire). The

documents listed above require Board approval prior to execution and/or filing by the General Manager/CEO or Deputy CEO, Finance and Administration.

The Adherence Letter provides the mechanism by which parties to fuel hedging transactions agree to adhere to the DF Protocol.

The DF Protocol Agreement establishes an agreed upon process for supplementing the various ISDA agreements that govern the terms and conditions of transactions between parties which agree to adhere to the DF Protocol (each, an adhering party).

The DF Supplement sets forth certain standardized representations, acknowledgements, notifications and agreements that each adhering party may elect to incorporate into the fuel hedging documentation between them.

The DF Protocol Questionnaire operates as the mechanism through which each adhering parties provides for the exchange of information regarding the representations, acknowledgements, notifications and agreements elected by such adhering party pursuant to the DF Supplement.

As staff and the District's Program advisor move through the process of taking the actions necessary in connection with Dodd-Frank and selecting a counterparty for the FY2014 Program, special counsel is necessary to ensure proper review and execution and/or filing of the necessary documents. Orrick served as counsel on the fuel hedge transactions entered into for the past four fiscal years as well as bond counsel on the District's 2005 and 2009 debt refinancings and brings a strong understanding of the District's history and requirements.

Staff expects to return to the Board in May 2013 to obtain approval of the documents for the FY2014 Program. Staff also expects to return to the Board at the first meeting subsequent to bidding with a report on the results of the bid for the FY2014 Program and to return to the Board next year with an assessment of the FY2014 Program.

BUDGET IMPACT

Orrick will be providing services to both the District and the JPB. The total cost of Orrick's services will not exceed \$125,000 and are to be allocated to the District and the JPB based upon proportional shares.

BACKGROUND

To comply with the Dodd-Frank provisions applicable to them, providers of commodity price caps will require that the District adhere to the DF Protocol as a condition for bidding. Revision of the Fuel Hedging Policy and authorization of execution and/or delivery of documents required will enable the District to adhere to the DF Protocol and implement a fuel hedging program for FY2014.

Prepared By: Aandy Ly, Senior Financial Analyst

650-508-6376

San Mateo County Transit District Fuel Hedging Policy

Revised: April 3, 2013

Goal: The primary goal for the District's fuel hedging program is to reduce volatility in the fuel budget.

Mechanism: There are several mechanisms available to hedge fuel in the market today including commodity price caps, futures contracts, commodity swaps and physical hedging. This policy authorizes a commodity price cap with a counterparty authorized to conduct business in the United States.

Index: The price that the District pays for fuel is based on the Oil Price Information Service (OPIS) index. With respect to the commodity price cap, the District will use an index that has a high historical positive correlation to the OPIS index. In addition, prior to entering into a transaction, staff will examine data from the prior five (5) years to measure the ongoing correlation. The index to be utilized in the commodity price cap is the Platt's Gulf Coast Ultra Low Sulfur Diesel (ULSD) index. Between 2006 and 2012, the ULSD index had a high correlation of 0.993 with the OPIS index.

Duration: Each transaction will be implemented for no more than 12 months at a time and will not extend beyond one fiscal year.

Transaction Amount: Each transaction will be implemented for no more than 75 percent of District's projected fuel usage for a fiscal year.

Counterparty Credit Criteria: As a condition for bidding, a counterparty or its guarantor (hereinafter referred to as a "counterparty") must be rated at least "A" (or any equivalent rating) by each of the nationally recognized statistical rating organizations (each, a "Rating Agency") then assigning a rating to the counterparty. If the counterparty is downgraded to or below "A3" by Moody's, to or below "A-" by S&P, or to or below "A-" by Fitch after submission and acceptance of its bid by the District, the counterparty must post collateral to secure its performance in an amount and under terms and conditions acceptable to the District. In the event that the counterparty has been assigned a rating by more than one Rating Agency, the counterparty shall not be required to post collateral so long as the counterparty is rated at least "A" (or any equivalent rating) by at least one Rating Agency. In addition, the District retains the right to terminate the contract with the counterparty if its ratings are downgraded below "Baa1" in the case of Moody's, if its ratings are downgraded below "BBB+" in the case of S&P, or if its ratings are downgraded below "BBB+" in the case of Fitch.

Guaranty Requirements: Any guaranty shall be irrevocable and unconditional and shall be in form and substance satisfactory to the District.

Counterparty Selection Criteria: It is the intent that a counterparty be rated at least "Aa3" or "AA-" by at least one Rating Agency as a condition for bidding. Notwithstanding the foregoing, in the event that District staff, with the advice of its fuel hedge program advisors, determines that it is necessary in order to maintain a competitive bidding process, expressions of interest and bids may be solicited from counterparties meeting the rating requirements specified above under "Counterparty Credit Criteria" and a counterparty rated at least "A" by each Rating Agency then assigning a rating to the counterparty may be selected.

Conformance To Dodd-Frank: It is the intent of the District to conform this policy to the requirements relating to recent legislation and regulations for over-the-counter derivatives transactions under the Wall Street Transparency and Accountability Act of 2010, as supplemented and amended from time to time (herein collectively referred to as "Dodd-Frank"), enacted in response to the financial markets crisis of 2008. Pursuant to such intent, it is the policy of the District that: (i) each fuel hedge program advisor engaged or to be engaged by the District will function as the designated qualified investment representative of the District, referred to in Dodd-Frank as the Designated QIR; (ii) each fuel hedge program advisor agrees to meet and meets the requirements specified in Commodity Futures Trading Commission Regulation 23.450(b)(1) or any successor regulation thereto (herein referred to as the "Representative Regulation"); (iii) each fuel hedge program advisor provide a written certification to the District to the effect that such fuel hedge program advisor agrees to meet and meets the requirements specified in the Representative Regulation; (iv) District staff monitor the performance of each fuel hedge program advisor consistent with the requirements specified in the Representative Regulation; (v) District staff exercise independent judgment in consultation with the District's fuel hedge program advisor or fuel hedge program advisors in evaluating all recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this policy; and (vi) District staff rely on the advice of the District's fuel hedge program advisor or fuel hedge program advisors with respect to transactions authorized pursuant to this policy and do not rely on recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this policy.

Monitoring: Monthly monitoring of the Gulf Coast ULSD average price must be calculated by, or under the direction of, District staff to ensure payments are received from the counterparty if and when due. Hedging practices should also be monitored by District staff to ensure this policy remains up to date with current best practices, including, without limitation, practices relating to the provisions of Dodd-Frank.

Board Approval: Staff shall return to the Board annually to obtain approval on the award of a financial contract for fuel hedging services and the authorization of the General Manager/CEO or designee to execute such a contract for the current fiscal year.

Reporting: Annual reports will be presented to the Board in the form of an informational staff report, which will provide details concerning the terms of the commodity price cap and provide an assessment of the current year's program.

Risks: Some of the risks associated with a commodity price cap include:

Counterparty Risk – The risk that the counterparty fails to make required payments or otherwise perform pursuant to the terms of the agreement. This risk is mitigated by requiring the counterparty or its guarantor to have at least an "A" rating from each Rating Agency then assigning a rating to a counterparty or its guarantor as a condition for bidding, requiring collateral upon bidder downgrade as described above under "Counterparty Credit Criteria," limiting the term of the agreement to one fiscal year and monthly monitoring of counterparty rating.

Termination Risk – The risk that there will be a mandatory early termination of the transaction. This risk is mitigated in part by requiring the posting of collateral by the counterparty should the counterparty's or its guarantor's credit rating fall to or below "A3" in the case of Moody's or "A-" in the case of S&P or Fitch subsequent to the execution of the commodity price cap.

Basis Risk – The risk that there is a mismatch between the commodity price cap rate and the amount actually paid for fuel. This risk is mitigated by selecting the Gulf Coast ULSD index, which is highly correlated to the rates the District pays for fuel.

RESOLUTION NO. 2013-

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

* * *

**AUTHORIZE ADOPTION OF THE REVISED FUEL HEDGING POLICY AND OTHER ACTIONS
NECESSARY IN CONNECTION WITH DODD-FRANK**

WHEREAS, the Board of Directors of the San Mateo County Transit District (District) adopted a Fuel Hedging Policy in March 2010, which was most recently revised in May 2012, which provides guidelines on fuel hedging transactions to ensure budget reliability; and

WHEREAS, in response to the financial markets crisis of 2008, various legislation has been adopted and various regulations have been enacted, commonly referred to as Dodd-Frank; and

WHEREAS, certain provisions of Dodd-Frank apply to fuel hedging transactions; and

WHEREAS, in connection with the provisions of Dodd-Frank applicable or relating to fuel hedging transactions, it is necessary to further revise the Fuel Hedging Policy in order to satisfy the provisions of Dodd-Frank requiring written policies and procedures; and

WHEREAS, there has been prepared and made available to the Board of Directors of the District (Board of Directors) a proposed form of revised Fuel Hedging Policy (hereinafter referred to as the Revised Policy); and

WHEREAS, Dodd-Frank also includes certain provisions applicable to the providers of commodity price caps (each, a counterparty, and herein sometimes referred to as the counterparties), including, without limitation, certain business conduct standards, which require, among other things, that a counterparty have a reasonable basis to believe that the District is capable of independently evaluating risks with regard to the contemplated fuel hedge transaction and have a reasonable basis to believe that the contemplated fuel hedge transaction is suitable for the District; and

WHEREAS, in order for a counterparty to enter into a fuel hedging transaction with the District in the future, it will be necessary for such counterparty to comply with such business conduct standards; and

WHEREAS, pursuant to the provisions of Dodd-Frank, a counterparty may satisfy the requirements described in the immediately preceding clause based upon the written representations of the District; and

WHEREAS, to provide an orderly process for such written representations to be provided to multiple counterparties or prospective counterparties, the International Swaps and Derivatives Association, Inc. (ISDA) developed a multilateral contractual amendment mechanism herein referred to as the "Dodd-Frank Protocol;" and

WHEREAS, the documentation relating to the Dodd-Frank Protocol includes (i) an adherence letter (Adherence Letter), which is to be completed and filed electronically, (ii) the ISDA DF Protocol Agreement (DF Protocol Agreement), (iii) the ISDA DF Supplement (DF Supplement), (iv) the ISDA DF Protocol Questionnaire (DF Protocol Questionnaire), and (v) the DF Protocol Questionnaire Answer Sheet (DF Protocol Questionnaire Answer Sheet); and

WHEREAS, copies of the DF Protocol Agreement, the DF Supplement, the DF Protocol Questionnaire and the DF Protocol Questionnaire Answer Sheet (hereinafter collectively referred to as the DF Documents) have been made available to the Board of Directors; and

WHEREAS, to enable counterparties to comply with the applicable provisions of Dodd-Frank, it is now necessary for the Board of Directors to approve the Revised Policy, to authorize adherence to the Dodd-Frank Protocol with such changes as may be agreed to with a counterparty, to authorize the execution and delivery of the Adherence Letter, to authorize the execution and delivery of the DF Documents, and to authorize the taking of such other actions as shall be necessary or advisable for the District relating to Dodd-Frank, as Dodd-Frank is supplemented and modified from time to time.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transit District as follows:

Section 1. **Approval of the Revised Fuel Hedging Policy.** The Revised Policy in such form as has been made available to the Board of Directors and attached hereto is hereby approved and adopted.

Section 2. **Approval of Adherence to the Dodd-Frank Protocol and Execution of Adherence Letter.** Adherence to the Dodd-Frank Protocol, with such changes as may be agreed to with a counterparty, is hereby approved. The General Manager/CEO of the District and the Deputy CEO, Finance and Administration of the District, each acting alone (each, an Authorized Officer), is hereby authorized and directed, for and in the name and on behalf of the District, to execute the Adherence Letter.

Section 3. **Approval of DF Documents.** The form of DF Protocol Agreement, DF Supplement, DF Protocol Questionnaire and DF Protocol Questionnaire Answer Sheet presented to this meeting are hereby approved. Each Authorized Officer is hereby authorized and directed, for and in the name and on behalf of the District, to execute each of the DF Documents which requires execution and to deliver or cause to be delivered each of the DF Documents which requires delivery, each such DF Document to be in substantially the form presented to this meeting, with such changes therein as the Authorized Officer executing the same, with the advice of Ross Financial (the "Fuel Hedge Advisor"), may require or approve, such approval to be conclusively evidenced by the execution and/or delivery thereof.

Section 4. **Additional Revisions of Fuel Hedging Policy Relating to Provisions of Dodd-Frank.** Any additional revision of the Revised Policy solely related to the provisions of Dodd-Frank may be made by or at the direction of either Authorized Officer, with the advice of the Fuel Hedge Advisor and counsel to the District, without further authorization or direction by the Board of Directors.

Section 5. **Authorized Representative.** All actions, including without limitation, all filings or registrations required in connection with the provisions of Dodd-Frank,

including filing for a Commodity Futures Trading Commission Interim Compliant Identifier and, if subsequently required, a legal entity identifier, and approval of any changes to the Dodd-Frank Protocol and/or any amendments to existing fuel hedge documentation relating to the requirements of Dodd-Frank as may be agreed to with a counterparty, may be taken by either Authorized Officer without further authorization or direction by the Board of Directors of the District and each Authorized Officer is hereby authorized and directed to take any such action which such Authorized Officer may deem necessary or desirable to further the purposes of this Resolution.

Section 6. **Severability of Invalid Provisions.** If any section, paragraph, clause or provision of this Resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining provisions of this Resolution which shall continue in full force and effect.

Section 7. **Effective Date.** This Resolution shall take effect immediately upon its passage.

Regularly passed and adopted this 3rd day of April, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

RESOLUTION NO. 2013-

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

* * *

**AUTHORIZE AWARD OF CONTRACT TO ORRICK, HERRINGTON & SUTCLIFFE LLP TO
SERVE AS SPECIAL COUNSEL IN CONNECTION WITH THE FISCAL YEAR
2014 FUEL HEDGING PROGRAM**

WHEREAS, the San Mateo County Transit District (District) currently purchases approximately two million gallons of diesel fuel each year to conduct transit service operations; and

WHEREAS, consistent with the Fuel Hedging Policy (Policy) adopted by the Board in March 2010 and most recently on the date hereof, the District will shortly begin the process of selecting a counterparty meeting the requirements specified in the Policy for the Fiscal Year (FY) 2014 Fuel Hedging Program (Program); and

WHEREAS, the District requires the services of special counsel to assist it in the process of implementing a fuel hedge for the FY2014 Program; and

WHEREAS, Orrick, Herrington & Sutcliffe, LLP, has served as the District's special counsel in prior years, including advising on FY2010's, FY2011's, FY2012's and FY2013's Program, and has substantial experience with public transit financial transactions.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO to execute a contract in an amount not to exceed \$125,000 with Orrick, Herrington & Sutcliffe, LLP, to serve as special counsel to the District in connection with the proposed fuel hedge for FY2014, with the understanding that the not to exceed amount includes services to be provided under a separate contract with the Peninsula Corridor Joint Powers Board, which is expected to pay 70 percent of the total cost of the special counsel services.

Regularly passed and adopted this 3rd day of April, 2013 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **ASSESSMENT OF THE FISCAL YEAR 2013 FUEL HEDGING PROGRAM**

ACTION

This item is presented for informational purposes only.

SIGNIFICANCE

A Fuel Hedging Program (Program) was implemented for Fiscal Year (FY) 2013 to cover 65 percent of the San Mateo County Transit District's (District) projected diesel fuel usage, which was approximately 1.2 million gallons.

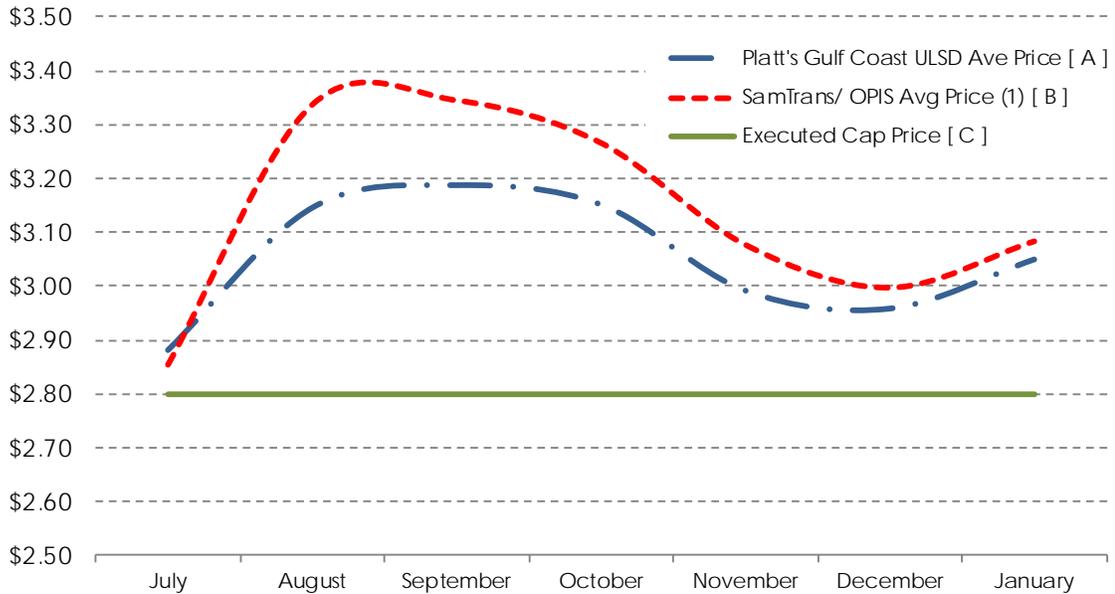
The Program allowed the District to reduce uncertainty in the fuel budget for FY2013 and to take advantage of the relatively low market prices at the time the fuel hedging transaction was executed.

Consistent with its revised Fuel Hedging Policy adopted on May 9, 2012, the District purchased a price cap of \$2.80 per gallon based on the Gulf Coast Ultra Low Sulfur Diesel (ULSD) index. Purchase of the price cap reduced the amount budgeted for diesel fuel by approximately \$740,000 over the fuel cost the District would otherwise have needed to assume for its fuel budget.

The counterparty on the FY2013 transaction was Barclays Bank PLC. Seven months into the fiscal year, the average price of the Gulf Coast ULSD index has been consistently above the \$2.80 cap price. The Platt's Gulf Coast ULSD index continued to have a high correlation of 0.982 with the Oil Price Information Service (OPIS) index on which the District's fuel cost is based. The District has thus far received a total year-to-date payment of \$181,655 from Barclays. The cost of the cap was \$332,827, which was paid by the District as an upfront premium. The following table and graph summarize the results of the FY2013 Program to date:

	Platt's Gulf Coast ULSD Avg Price [A]	SamTrans/ OPIS Avg Price ⁽¹⁾ [B]	Variance of ULSD Price & JPB's [A - B]	Executed Cap Price [C]	Variance of ULSD Price & Cap Price [A - C]	Payment from Barclays [D]
July	2.8813	2.8542	0.0271	2.80	0.0813	8,366.99
August	3.1456	3.3368	(0.1912)	2.80	0.3456	35,567.42
September	3.1873	3.3447	(0.1574)	2.80	0.3873	39,858.98
October	3.1512	3.2656	(0.1144)	2.80	0.3512	36,143.75
November	2.9917	3.0766	(0.0849)	2.80	0.1917	19,728.81
December	2.9584	2.9972	(0.0388)	2.80	0.1584	16,301.74
January	3.0496	3.0832	(0.0336)	2.80	0.2496	25,687.58
YTD						181,655.27

⁽¹⁾ Excluding Taxes and Fees



BUDGET IMPACT

There is no impact to the Budget.

BACKGROUND

The District purchases fuel from Pinnacle Petroleum based on the average weekly spot price for OPIS index, exposing the District to market price fluctuation. During the past 12-month period from February 2, 2012 to January 31, 2013, the price of OPIS has ranged from a high of \$3.55 per gallon in the last week of August 2012 to a low of \$2.61 in the last week of June 2012.

OPIS Weekly Index Average Fuel Price San Francisco



Prepared By:

Aandy Ly, Senior Financial Analyst

650-508-6376



BOARD OF DIRECTORS 2013

CAROLE GROOM, CHAIR
JEFF GEE, VICE CHAIR
JERRY DEAL
ROSE GUILBAULT
SHIRLEY HARRIS
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, APRIL 3, 2013 – 3:00 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of March 13, 2013

INFORMATIONAL

2. State and Federal Legislative Update

Committee Members: Jerry Deal, Rose Guilbault, Art Lloyd

NOTE:

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

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

MINUTES OF LEGISLATIVE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
MARCH 13, 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. 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 2:21 p.m.

Approval of Minutes of Legislative Committee Meeting of February 13, 2013

The Committee approved the minutes (Tissier/Gee).

Update on the State and Federal Legislative Program

State

Executive Officer, Public Affairs Mark Simon said the Legislature's bill introduction deadline was February 22. Staff has taken action to support three pieces of legislation. Two would reduce the voter-approval threshold for transportation-related sales tax measures to 55 percent and one bill would clarify the amount of appropriated Proposition 1A funds allocated to Caltrain Modernization Program.

Senator Jerry Hill was appointed chair of the Senate Environmental Quality Committee. This is good news if staff wants to affect any California Environmental Quality Act (CEQA) reform related legislation.

The State held its Cap and Trade auction last month. Between the two auctions about \$500 million in revenue has been generated. Later this year the California Air Resources Board will send a draft Expenditure Plan to the governor for inclusion in his May budget. Staff has been part of a very active coalition to advocate that 40 percent of the Cap and Trade funds be used to fund clean transportation programs.

Federal

Mr. Simon said the House passed a continuing resolution (House Resolution 933) to fund Federal programs through the end of the current fiscal year. The bill essentially maintains current levels of funding for transportation programs, but does assume the programs affected by the sequester, New Starts and the TIGER Program, would be cut. Even though funding levels are maintained, the bill is a disappointment since it does not include increased funding authorized last year under Moving Ahead for Progress in the 21st Century (MAP-21). The Senate will need to approve the continuing resolution before March 27 to avoid a government shutdown. Staff is hopeful that since the Senate has a history of

being more generous than the House when it comes to appropriations that some of these funding issues can be resolved.

Mr. Simon thanked Directors Deal and Zoe Kersteen-Tucker for attending the American Public Transportation Association's Legislative Conference. Updates were heard from Secretary of Transportation Ray LaHood, Federal Transit Administration Peter Rogoff, Federal Railroad Administrator Joe Szabo in addition to many members of Congress and staffers. Most of the Bay Area congressional delegation was out of town, but the directors and staff had an opportunity to meet with Congresswoman Jackie Speier, freshman Congressman Jared Huffman, and staff leaders at the offices of Congresswomen Nancy Pelosi, Anna Eshoo and Congressman Eric Swalwell.

Adjourned: 2:26 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

Nothing to report.

FEDERAL ISSUES

Appropriations

On March 21, Congress passed a continuing resolution (House Resolution 933) that preserves funding for federal programs through the rest of the current fiscal year. The original bill passed by the House did not include increased Federal Transit Administration formula funding levels authorized under the transportation bill (Moving Ahead for Progress in the 21st Century) approved by Congress last year, but Senate amendments that reflect the authorized funding levels were ultimately agreed to by the House.

With funding resolved for Fiscal Year 2013, both chambers have started to work on funding for federal programs in 2014. The House passed a budget resolution that assumes no General Fund transfers to the Highway Trust Fund, where spending is expected to outpace revenues sometime next year. The Senate budget resolution was approved by the Budget Committee and includes a \$50 billion General Fund transfer to help the Highway Trust Fund remain solvent.

The Senate resolution also anticipates nearly \$1 trillion in new revenues over the next decade. The resolution suggests that a portion of those revenues could be achieved through a new cap on the exemption of interest earned on municipal bonds. Staff will be monitoring this proposal carefully. A number of national organizations interested in maintaining strong demand for infrastructure bond financing have expressed concern about the proposal.

Prepared by: Seamus Murphy, Government and Community Affairs Director 650-508-6388

San Mateo County Transit District State Legislative Matrix 3/25/2013

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 25 Campos D</p> <p>Employment: social media.</p>	<p>ASSEMBLY JUD. 3/18/2013 - Re- referred to Com. on JUD.</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. The bill would state that its provisions address a matter of statewide interest and apply to public employers generally, including charter cities and counties. Last Amended on 3/14/2013</p>	
<p>AB 26 Bonilla D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>ASSEMBLY NAT. RES. 3/20/2013 - Re- referred to Com. on NAT. RES.</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 authorizes the Controller to use moneys in the fund for cash flow loans to the General Fund, as prescribed.</p> <p>This bill would prohibit the Controller from using moneys in the fund for cash flow loans to the General Fund. Last Amended on 3/19/2013</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 37 Perea D</p> <p>Environmental quality: California Environmental Quality Act: record of proceedings.</p>	<p>ASSEMBLY NAT. RES. 3/19/2013 - Re-referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require, until January 1, 2017, for specified projects or upon the request of a project applicant and the consent of the lead agency, that the lead agency among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. Because the bill would require, for specified projects, a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 3/18/2013</p>	
<p>AB 153 Bonilla D</p> <p>California Global Warming Solutions Act of 2006: offsets.</p>	<p>ASSEMBLY NAT. RES. 1/31/2013 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, if the state board uses its authority to include the use of market-based compliance mechanisms, would require the state board, on or before January 1, 2014, to adopt a specified process for the review and consideration of new offset protocols and, commencing in 2014 and continuing annually thereafter, use that process to review and consider new offset protocols.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 160 Alejo D</p> <p>California Public Employees' Pension Reform Act of 2013: exceptions.</p>	<p>ASSEMBLY P.E.,R. & S.S. 1/31/2013 - Referred to Com. on P.E.,R. & S.S.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act, as specified. Among other things, PEPRA prohibits a public employer from offering a defined benefit pension plan exceeding specified retirement formulas, requires new members of public retirement systems to contribute at least a specified amount of the normal cost, as defined, for their defined benefit plans, and prohibits an enhancement of a public employee's retirement formula or benefit adopted after January 1, 2013, from applying to service performed prior to the operative date of the enhancement.</p> <p>This bill would except from PEPRA, by excepting from the definition of public retirement system, certain multiemployer plans authorized under federal law and retirement plans for public employees whose collective bargaining rights are protected by a specified provision of federal law.</p>	<p>Watch</p>
<p>AB 179 Bocanegra D</p> <p>Public transit: electronic transit fare collection systems: disclosure of personal information.</p>	<p>ASSEMBLY TRANS. 1/31/2013 - Referred to Com. on TRANS.</p>	<p>Existing law prohibits a transportation agency from selling or providing personally identifiable information of a person obtained through the person's participation in an electronic toll collection system or use of a toll facility that uses an electronic toll collection system. Existing law, with certain exceptions, requires a transportation agency to discard personally identifiable information after 4 1/2 years, as specified. Existing law provides various remedies in that regard.</p> <p>This bill would make these and other related provisions applicable to a transportation agency that employs an electronic transit fare collection system for payment of transit fares. The bill would require transportation agencies that obtain personally identifiable information of a person from electronic toll collection or electronic transit fare collection systems to discard that information after 6 months, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 185 Hernández, Roger D</p> <p>Open and public meetings: televised meetings.</p>	<p>ASSEMBLY L. GOV. 3/12/2013 - Re-referred to Com. on L. GOV.</p>	<p>The Ralph M. Brown Act requires that an audio or video recording of an open and public meeting made at the direction of a local agency is subject to inspection pursuant to the California Public Records Act and may be erased or destroyed 30 days after the recording. Existing law requires that any inspection of an audio or video recording shall be provided without charge on equipment made available by the local agency.</p> <p>The bill would provide that an audio or video recording of an open and public meeting made at the direction of a local agency may be erased or destroyed 2 years after the recording.</p> <p>Last amended on 3/11/2013</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 204 Wilk R</p> <p>Vehicles: green vehicles: fees.</p>	<p>ASSEMBLY PRINT 1/31/2013 - From printer. May be heard in committee March 2.</p>	<p>Existing law establishes the Department of Motor Vehicles. Existing law provides for the registration of vehicles by the Department of Motor Vehicles, including the imposition of various fees and requirements in connection with registration.</p> <p>This bill would express the intent of the Legislature to enact legislation to impose a fee in conjunction with registration on green vehicles to address the costs of those vehicles using public roads and highways.</p>	
<p>AB 206 Dickinson D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY TRANS. 2/7/2013 - Referred to Com. on TRANS.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle.</p> <p>This bill would authorize the Sacramento Regional Transit District to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. The bill would require the district to submit a report, containing specified requirements, to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2018.</p>	

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 278 Gatto D</p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>ASSEMBLY NAT. RES. 2/21/2013 - Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 (the act), establishes the State Air Resources Board (state board) as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations.</p> <p>This bill would require the state board, in determining the carbon intensity of fuels under the Low Carbon Fuel Standard regulations or another scoring system, to consider specified matters.</p>	
<p>AB 313 Frazier D</p> <p>Vehicles: electronic wireless communications devices: prohibitions.</p>	<p>ASSEMBLY TRANS. 2/28/2013 - Referred to Com. on TRANS.</p>	<p>Under existing law, a person is prohibited from driving a motor vehicle while using an electronic wireless communications device to write, send, or read a text-based communication, unless the person is using an electronic wireless communications device that is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send, or listen to a text-based communication, and it is used in that manner while driving. A violation of this provision is an infraction.</p> <p>This bill would delete the exception to that prohibition for the use, while driving, of an electronic wireless communications device that is specifically designed and configured to allow voice-operated and hands-free operation to dictate, send, or listen to a text-based communication. The bill would make a related statement of legislative intent regarding distracted driving. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>AB 317 Hall D</p> <p>Transportation: state highways.</p>	<p>ASSEMBLY PRINT 2/13/2013 - From printer. May be heard in committee March 15.</p>	<p>Existing law requires the California Transportation Commission to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program process, consistent with estimated available funding. Existing law sets forth specified program categories for which funds made available for transportation capital improvement projects may be programmed and expended.</p> <p>This bill would make a non-substantive change to these provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 380 Dickinson D</p> <p>California Environmental Quality Act: notice requirements</p>	<p>ASSEMBLY NAT. RES. 2/28/2013 - Referred to Coms. on NAT. RES. and L. GOV.</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 county clerk for public review. The bill would require the county clerk to post the notices within one business day, as defined, of receipt and stamp on the notice the date on which the notices were actually posted. By expanding the services provided by the lead agency and the county clerk, this bill would impose a state-mandated local program. The bill would require the county clerk to post the notices for at least 30 days. The bill would require the Office of Planning and Research to post the notices on a publicly available online database established and maintained by the office. The bill would require the office to stamp the notices with the date on which the notices were actually posted for online review and would require the notices to be posted for at least 30 days. The bill would authorize the office to charge an administrative fee not to exceed \$10 per notice filed. The bill would specify that a time period or limitation periods specified by CEQA does not commence until the notices are actually posted for public review by the county clerk or is available in the online database, whichever is later.</p>	
<p>AB 410 Jones-Sawyer D</p> <p>Public employee health benefits: enrollment.</p>	<p>ASSEMBLY P.E.,R. & S.S. 2/28/2013 - Referred to Com. on P.E.,R. & S.S.</p>	<p>Existing law requires the Board of Administration of the Public Employees' Retirement System (PERS) to administer the Public Employees' Medical and Hospital Care Act (PEMHCA). PEMHCA further grants the board the power to approve health benefit plans and contract with carriers offering health benefit plans. Under PEMHCA, an employee or annuitant may enroll in a health benefit plan approved or maintained by the board either as an individual or for self and family.</p> <p>This bill would permit an annuitant who reinstates from retirement under PERS for employment by the state or a contracting agency and who subsequently retires again on or after January 1, 2014, to enroll in a health benefit plan under PEMHCA as an annuitant of the employer from which he or she first retired, upon meeting specified conditions, including that the person's subsequent retirement occurs within 120 days after separation of employment or the person is subject to disability retirement, as specified, the person had at least 5 years of credited service for the employer from which he or she first retired or qualifies for a contribution payable by an employer under disability retirement, and that the person is not eligible for a postretirement health benefit contribution from the employer from which he or she subsequently retires.</p>	

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Bill ID/Topic	Location	Summary	Position
AB 416 Gordon D State Air Resources Board: Local Emission Reduction Program.	ASSEMBLY NAT. RES. 3/21/2013 - Amend, and re-refer to Com. on NAT. RES.	<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. Last amended on 3/21/2013</p>	
AB 417 Frazier D Environmental quality: California Environmental Quality Act: bicycle transportation plan.	ASSEMBLY NAT. RES. 3/11/2013 - Referred to Com. on NAT. RES.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the lead agencies to make specified findings in an EIR.</p> <p>This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified, and would also require a local agency that determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with OPR and the county clerk. This bill would require OPR to post specified information on its Internet Web site, as prescribed.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 431 Mullin D</p> <p>Regional transportation plan: sustainable communities strategy: funding.</p>	<p>ASSEMBLY L. GOV. 3/21/2013 - From committee: Be re-referred to Coms. on L. GOV. and TRANS.</p>	<p>Existing law requires certain transportation planning activities by designated transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated by federal law as metropolitan planning organizations to adopt. Existing law requires metropolitan planning organizations, as part of the regional transportation plan in urban areas, a sustainable communities strategy, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region.</p> <p>This bill would authorize a transportation planning agency that is designated as a metropolitan planning organization to impose a transaction and use tax within all or a specified portion of its jurisdiction upon approval of an ordinance and subject to voter approval. The bill would require the ordinance to contain an expenditure plan, with not less than 25% of available net revenues to be spent on each of the 3 categories of transportation, affordable housing, and parks and open space, in conformity with the sustainable communities strategy, with the remaining net available revenues to be spent for purposes determined by the transportation planning agency to help attain the goals of the sustainable communities strategy. Last Amended on 3/5/2013</p>	
<p>AB 441 Patterson R</p> <p>High-Speed Rail Authority: contracts.</p>	<p>ASSEMBLY TRANS. 2/28/2013 - Referred to Com. on TRANS.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more.</p>	

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Bill ID/Topic	Location	Summary	Position
AB 453 Mullin D Sustainable communities.	ASSEMBLY L. GOV. 2/28/2013 - Referred to Com. on L. GOV.	<p>The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative measure approved by the voters at the November 7, 2006, statewide general election, makes about \$5,400,000,000 in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. Existing law establishes the Strategic Growth Council and appropriated \$500,000 from the funding provided by the initiative to the Natural Resources Agency to support the council and its activities. The council is required to manage and award grants and loans to a council of governments, metropolitan planning organization, regional transportation planning agency, city, county, or joint powers authority for the purpose of developing, adopting, and implementing a regional plan or other planning instrument to support the planning and development of sustainable communities.</p> <p>This bill would make a local agency formation commission eligible for the award of financial assistance for those planning purposes.</p>	
AB 463 Logue R High-Speed Rail Authority: contracts.	ASSEMBLY TRANS. 2/28/2013 - Referred to Com. on TRANS.	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, as specified.</p> <p>This bill would require the authority to provide, to the appropriate policy and fiscal committees of the Legislature, a copy of each contract entered into by the authority if the dollar value of the goods or services to be provided or performed under the contract is \$25,000 or more, as well as a copy of each contract amendment and contract change order agreed to by the authority for \$25,000 or more. The bill would also require each contractor and subcontractor, as specified, to provide this information.</p>	
AB 466 Quirk-Silva D Federal transportation funds.	ASSEMBLY TRANS. 3/18/2013 - Re-referred to Com. on TRANS.	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies, including funds made available under the federal Congestion Mitigation and Air Quality Improvement Program, as specified.</p> <p>This bill would require the department to allocate federal funds to regional agencies under the federal Congestion Mitigation and Air Quality Improvement Program based on a weighted formula that considers population and pollution in a given area, as specified. Last amended on 3/14/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 481 Lowenthal D High-speed rail.	ASSEMBLY TRANS. 2/28/2013 - Referred to Coms. on TRANS. and A. & A.R.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes.</p> <p>This bill would enact similar exceptions and authorizations relative to real property obtained for high-speed rail purposes by the High-Speed Rail Authority. The bill would make various additional conforming changes. The bill would also enact new provisions governing acquisition or disposal of right-of-way property by the authority. The bill would require payments for leases or other conveyances of property controlled by the authority to be deposited with the authority for use in development, improvement, and maintenance of the high-speed rail system.</p>	
AB 493 Daly D Toll facilities.	ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, as specified, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing federal law, pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21), requires all toll facilities on federal-aid highways to implement technologies or business practices that provide for the interoperability of electronic toll collection programs no later than July 6, 2016.</p> <p>This bill would authorize operators of toll facilities on federal-aid highways to fully implement technologies or business practices that provide for the interoperability of electronic toll collection programs on and after July 6, 2016.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 515 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: judicial review.</p>	<p>ASSEMBLY JUD. 3/12/2013 - Re-referred to Com. on JUD.</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. Last amended on 3/11/2013</p>	
<p>AB 528 Lowenthal D</p> <p>State Rail Plan: High-Speed Rail Authority business plan.</p>	<p>ASSEMBLY TRANS. 3/20/2013 - Re-referred to Com. on TRANS.</p>	<p>Existing law requires the Department of Transportation to prepare a 10-year State Rail Plan biennially for submission to the Legislature, Governor, and specified entities. The plan consists of 2 elements, a passenger rail element and a freight rail element, and sets forth various items that are required to be included in each element. Existing law requires the High-Speed Rail Authority to prepare, publish, adopt, and submit to the Legislature, not later than January 1, 2012, and every 2 years thereafter, a specified business plan, with specified elements, and to publish, at least 60 days prior to the publication of the plan, a draft business plan for public review and comment, as specified.</p> <p>This bill would revise and recast the items required to be included in the 2 elements of the State Rail Plan and would change the date to May 1, 2014, by which the High-Speed Rail Authority is required to prepare, publish, adopt, and submit to the Legislature, and every 2 years thereafter, a specified business plan. The bill would make changes to the specified elements required to be included in the</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 529 Lowenthal D</p> <p>Vehicles: motor carriers: inspections and fees.</p>	<p>ASSEMBLY TRANS. 3/20/2013 - Re-referred to Com. on TRANS.</p>	<p>business plan. Last Amended on 3/19/2013</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> <p>This bill would revise and recast these provisions as the Basic Inspection of Terminals (BIT) program. The bill would define motor carrier for this purpose as the registered owner, lessee, licensee, or bailee of specified vehicles. The bill would authorize the department to conduct terminal inspections at any time. The bill would require the department, on or before January 1, 2016, to implement a performance-based truck terminal inspection priority system similar to that used by the Federal Motor Carrier Safety Administration that would require the department to place an inspection priority on motor carrier terminals never previously inspected by the department. Non-priority terminals would not be required to be inspected less than 6 years since their last inspection. Last amended on 3/19/2013</p>	
<p>AB 541 Daly D</p> <p>Buses: illuminated advertising: University of California, Irvine.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.</p>	<p>Existing law authorizes a bus operated by a publicly owned transit system on regularly scheduled service to be equipped with illuminated signs that display information directly related to public service and include, among other things, destination signs, route-number signs, run-number signs, public service announcement signs, or a combination of those signs, visible from any direction of the vehicle, that emit any light color, other than the color red emitted from forward-facing signs, pursuant to specified conditions.</p> <p>This bill would authorize, until January 1, 2019, the University of California, Irvine (university) to operate a pilot program similar to the one operated by the City of Santa Monica. The bill would request that the university submit a report by July 1, 2018, on the viability of advertisement sales relating to illuminated signs on public buses to the Legislature. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 543 Campos D</p> <p>California Environmental Quality Act: translation.</p>	<p>ASSEMBLY NAT. RES. 3/20/2013 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law, the California Environmental Quality Act (CEQA), requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a lead agency to translate any notice, document, or executive summary required by the act when the impacted community has a substantial number of non-English-speaking people, as specified. By requiring a lead agency to translate these writings, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>AB 572 Atkins D</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms.</p>	<p>ASSEMBLY NAT. RES. 3/18/2013 - Re-referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.</p> <p>This bill, for purposes of determining the viability of incentivizing greenhouse gas emissions reductions through increased energy efficiency, would require the Public Utilities Commission, in consultation with the state board and the State Energy Resources Conservation and Development Commission, to develop one or more protocols, as specified, to enable 3rd -party intermediaries to document, aggregate, and trade or sell on behalf of specified entities, the greenhouse gas emissions reductions value of energy efficient measures that are more stringent than applicable building code standards. Last amended on 3/14/2013</p>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 574 Lowenthal D</p> <p>State highways: relinquishment.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.</p>	<p>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law also provides for the commission to relinquish state highway segments to local agencies that have been deleted from the state highway system by legislative enactment, and in certain other cases.</p> <p>This bill would generally authorize the California Transportation Commission to relinquish any portion of a state highway or related facility within a county or city to that county or city, subject to an agreement between the department and the local agency, without requiring a legislative enactment deleting the state highway segment from the state highway system. The bill would also require the department to expeditiously consider and respond to each request it receives from a city or county relative to an agreement relating to the proposed relinquishment of a state highway segment within the jurisdiction of the entity making the request, and would require the department, from time to time, to recommend to the Legislature any revisions to the statutory descriptions of state highway routes occasioned by relinquishments approved by the commission.</p>	
<p>AB 603 Cooley D</p> <p>Public contracts: design-build.</p>	<p>ASSEMBLY A. & A.R. 3/7/2013 - Referred to Coms. on A. & A.R. and L. GOV.</p>	<p>Existing law provides for a Design-Build Demonstration Program that allows for a local transportation entity to utilize the design-build method of procurement for a specified amount of projects for local and state projects. Existing law defines "local transportation entity" as a designated transportation authority, a consolidated agency, the Santa Clara Valley Transportation Authority, any other local or regional transportation entity that is designated as a regional transformation agency. Existing law subjects both local and state projects to specified procedural requirements to qualify as a design-build project. Existing law repeals these provisions on January 1, 2014. This bill would include in the definition of a local transportation entity a city, county, city and county, and a joint powers authority.</p> <p>This bill would only apply the specified procedural requirements to the state design-build projects. This bill would delete the repeal date. This bill would also authorize the Capital Southeast Connector Joint Powers Authority to use design-build procurement, as specified. This bill makes findings regarding the need for special legislation.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 616 Bocanegra D</p> <p>Local public employee organizations: dispute: fact-finding panel.</p>	<p>ASSEMBLY P.E.,R. & S.S. 3/20/2013 - Re-referred to Com. on P.E.,R. & S.S.</p>	<p>Existing law requires the governing body of a 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 provides that an employee organization may 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 instead authorize an employee organization, if the dispute was not submitted to a mediation, to request in writing that the public agency submit the parties' differences to a fact-finding panel not later than 60 days following the date that either party provided the other with a written notice of a declaration of impasse. The bill would provide that if either party disputes that a genuine impasse, as defined, has been reached, the issue of whether an impasse exists may be submitted to the Public Employment Relations Board for resolution before the dispute is submitted to a fact-finding panel, as specified. The bill would also authorize each party to select a person to serve as its member of the fact-finding panel. This bill contains other related provisions and other existing laws. Last Amended on 3/19/2013</p>	
<p>AB 662 Atkins D</p> <p>Local government: infrastructure financing districts.</p>	<p>ASSEMBLY L. GOV. 3/4/2013 - Referred to Com. on L. GOV.</p>	<p>Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to the division of taxes and voter approval requirements. Existing law prohibits an infrastructure financing district from including any portion of a redevelopment project area. Existing law, effective February 1, 2012, dissolved all redevelopment agencies and community development agencies and provides for the designation of successor agencies, as specified.</p> <p>This bill would delete the prohibition on infrastructure financing district including any portion of a redevelopment project area.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 680 Salas D</p> <p>Transportation: interregional road system.</p>	<p>ASSEMBLY TRANS. 3/20/2013 - Re-referred to Com. on TRANS.</p>	<p>Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and inter-county routes.</p> <p>This bill would include State Highway Route 43 as an eligible interregional and inter-county route. Last amended on 3/19/2013</p>	
<p>AB 690 Campos D</p> <p>Jobs and infrastructure financing districts: voter approval.</p>	<p>ASSEMBLY L. GOV. 3/11/2013 - Referred to Com. on L. GOV. and H. & C.D.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon approval by 2/3 of the voters. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts and instead provide for the creation of jobs and infrastructure financing districts (JIDs) with 55% voter approval. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to non-taxing authority or powers only. The bill would authorize a district to implement hazardous cleanup pursuant to the Polanco Redevelopment Act, as specified.</p>	
<p>AB 695 Mansoor R</p> <p>Public employees' health benefits.</p>	<p>ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.</p>	<p>The Public Employees' Medical and Hospital Care Act (PEMHCA), which is administered by the Board of Administration of the Public Employees' Retirement System (PERS), authorizes the board to contract for health benefit plans for employees and annuitants, as defined. PEMHCA requires the state and each employee or annuitant to contribute a portion of the cost of providing the benefit coverage afforded under the approved health benefit plan in which the employee or annuitant is enrolled. Contributions and premiums paid under PEMHCA are deposited in the Public Employees' Health Care Fund and the Public Employees' Contingency Reserve Fund, which are continuously appropriated funds.</p> <p>This bill would make technical, non-substantive changes to a provision of the Public Employees' Medical and Hospital Care Act.</p>	

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Bill ID/Topic	Location	Summary	Position
AB 696 Mansoor R Public employment: pensions.	ASSEMBLY PRINT 2/22/2013 - From printer. May be heard in committee March 24.	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan, setting the maximum benefit allowable for employees first hired on or after January 1, 2013, as a formula commonly known as 2.5% at age 67 for non-safety members, one of 3 formulas for safety members, 2% at age 57, 2.5% at age 57, or 2.7% at age 57, and 1.25% at age 67 for new state miscellaneous or industrial members who elect to be in Tier 2. Under PEPRA, the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in certain other provisions.</p> <p>This bill would make technical, non-substantive changes to this provision.</p>	
AB 707 Ting D Battery.	ASSEMBLY PUB. S. 3/4/2013 - Referred to Com. on PUB. S.	<p>Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, the penalty is imprisonment in a county jail not exceeding one year, or a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, or by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, or 2 or 3 years, or by both that fine and imprisonment.</p> <p>This bill would provide that a battery committed against the person of an individual authorized to issue citations for fare evasion or passenger conduct violations for a public transportation provider, as defined, or against the person of a parking control officer would be punishable by the penalties described above. By expanding the scope of an existing crime, this bill would impose a state-mandated local program.</p>	

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 749 Gorell R</p> <p>Public-private partnerships.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.</p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides for the Public Infrastructure Advisory Commission, an organization established by the Business, Transportation and Housing Agency, to perform various functions relative to projects identified as suitable for development and delivery under these provisions, including the review of a proposed agreement submitted to it by the department or a regional transportation agency, and to charge a fee for certain of those functions.</p> <p>This bill would delete the reference to the Public Infrastructure Advisory Commission established by the Business, Transportation and Housing Agency. The bill would instead create a new Public Infrastructure Advisory Commission, with 12 members, of which 5 would be appointed by the Governor, 3 by the Senate Committee on Rules, and 2 by the Speaker of the Assembly. In addition, the Treasurer and the Director of General Services, or their representatives, would serve on the commission. The bill would assign additional duties to the commission, including a requirement for the commission to make a determination for each agreement submitted to it relative to whether the public-private partnership procurement method is suitable for the project, or whether another procurement method should be used, as specified. This determination would be binding on the department or regional transportation agency. The bill would require the commission to establish best practices for public-private partnerships, and to identify other state departments that would benefit from similar contracting authority. The bill would authorize the commission to charge a fee for certain of these new duties. The bill would also extend the operation of the provisions governing public-private partnerships from January 1, 2017, to January 1, 2019.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 756 Melendez R</p> <p>California Environmental Quality Act: judicial review: public works projects.</p>	<p>ASSEMBLY JUD. 3/20/2013 - Re-referred to Com. on JUD.</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 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, or state government or contracted out to a private entity by the local or state government. By requiring a lead agency to use these alternative procedures in preparing and certifying the administrative record, this bill would impose a state-mandated local program. The bill would also authorize the Judicial Council to adopt Rules of Court to implement these provisions. This bill contains other related provisions and other existing laws. Last amended on 3/19/2013</p>	
<p>AB 792 Mullin D</p> <p>Local government: open meetings.</p>	<p>ASSEMBLY L. GOV. 3/4/2013 - Referred to Com. on L. GOV.</p>	<p>The Ralph M. Brown Act enables the legislative body of a local agency to call both regular and special meetings. The act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public, and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. The act requires that the agenda or notice be freely accessible to members of the public, and be posted on the local agency's Internet Web site, if the local agency has one.</p> <p>This bill, if the local agency is unable to post the agenda or notice on its Internet Web site because of software or hardware impairment beyond the local agency's reasonable control, would require the local agency to post the agenda or notice immediately upon resolution of the technological problems. The bill would provide that the delay in posting, or the failure to post, the agenda or notice would not preclude a local agency from conducting the meeting or taking action on items of business, provided that the agency has complied with all other relevant requirements. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 797 Gordon D</p> <p>Santa Clara County Valley Transportation Authority: contracts.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.</p>	<p>Existing law creates the Santa Clara County Valley Transportation Authority with various powers and duties relative to transportation projects and services. Existing law authorizes the authority to enter into contracts, as specified.</p> <p>This bill would authorize the authority to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. The bill would require the authority 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.</p>	
<p>AB 822 Hall D</p> <p>Local government retirement plans.</p>	<p>ASSEMBLY L. GOV. 3/4/2013 - Referred to Coms. on L. GOV. and E. & R.</p>	<p>Under existing law, the adoption of a charter or amendment to a charter of a city or city and county may be submitted to the voters at a statewide general, statewide primary, or regularly scheduled municipal election.</p> <p>This bill would require a charter or charter amendment that proposes to alter, replace, or eliminate the retirement benefit plan of employees of the city or city and county to be submitted to voters at a statewide general election. This bill contains other related provisions and other existing laws.</p>	
<p>AB 842 Donnelly R</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Com. on TRANS.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. Existing law appropriates certain amounts of federal funds and state bond funds to the authority for purposes of funding the construction of the initial segment of the high-speed rail project.</p> <p>This bill, notwithstanding any other law, would prohibit federal or state funds, including state bond funds, from being expended by the authority or any other state agency on the construction of the high-speed rail project, except as necessary to meet contractual commitments entered into before January 1, 2014. The bill would also make a statement of legislative intent.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 863 Torres D</p> <p>Transit projects: environmental review process.</p>	<p>ASSEMBLY TRANS. 3/4/2013 - Referred to Coms. on TRANS. and NAT. RES.</p>	<p>Existing federal law authorizes the United States Secretary of Transportation to enter into an agreement with a state under which the state assumes the responsibilities of the secretary with respect to federal environmental review and clearance under the National Environmental Policy Act of 1969 (NEPA) with respect to one or more transportation projects, as specified. Existing law, until January 1, 2017, authorizes the Department of Transportation, for transportation projects under its jurisdiction, to assume those responsibilities for federally funded surface transportation projects subject to NEPA. Existing law provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of those responsibilities, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.</p> <p>This bill would authorize the department to assume similar responsibilities for federal review and clearance under NEPA for a transit project, as defined, that is subject to NEPA. The bill would provide that the State of California consents to the jurisdiction of the federal courts in that regard, and further provides that the department may not assert immunity from suit under the 11th Amendment to the United States Constitution with regard to actions brought relative to those responsibilities under federal law.</p>	
<p>AB 898 Ting D</p> <p>Zero-emission vehicles: infrastructure.</p>	<p>ASSEMBLY PRINT 2/25/2013 - Read first time.</p>	<p>Existing law requires the State Air Resources Board to select projects for zero-emission vehicle leases or purchases and zero-emission vehicle infrastructure for the purpose of implementing any program to encourage the use of zero-emission vehicles through a competitive grant process that includes a public bidding process.</p> <p>This bill would state the intent of the Legislature to enact subsequent legislation that would reduce motor vehicle emissions through the construction of infrastructure to charge zero-emission electric vehicles, with the goal of expanding the travel range of zero-emission electric vehicles by January 2015 pursuant to a specified executive order.</p>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 909 Gray D</p> <p>Metal theft and related recycling crimes.</p>	<p>ASSEMBLY PUB. S. 3/7/2013 - Referred to Com. on PUB. S.</p>	<p>Existing law establishes the Board of State and Community Corrections to, among other things, promote effective state and local efforts and partnerships in California's adult and juvenile criminal justice system.</p> <p>This bill, on and after January 1, 2015, would require the board to establish a Metal Theft Task Force Program to provide grants to applicant regional task forces for the purpose of providing local law enforcement and district attorneys with the tools necessary to successfully interdict the commission of metal theft and related metal recycling crimes. The bill, on and after January 1, 2015, would establish the Metal Theft Task Force Fund, to be administered by the board, and, upon appropriation by the Legislature, would make moneys in the fund available for purposes of the program. This bill contains other related provisions.</p>	
<p>AB 935 Frazier D</p> <p>San Francisco Bay Area Water Emergency Transportation Authority: terms of board members.</p>	<p>ASSEMBLY L. GOV. 3/19/2013 - Re-referred to Com. on L. GOV.</p>	<p>Existing law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the bay area region, as defined.</p> <p>This bill would expand the number of members appointed by the Senate Committee on Rules and the Speaker of the Assembly to 2 members each. The bill would require that the initial terms of the additional members appointed by the Senate Committee on Rules and the Speaker of the Assembly pursuant to its provisions shall be 2 years and 6 years, respectively. The bill would also require that the 3 members appointed by the Governor be a resident of the County of Contra Costa selected from a list of 3 nominees provided by the Contra Costa Transportation Authority, a resident of the County of San Mateo selected from a list of 3 nominees provided by the San Mateo County Transportation Authority, and a resident of the County of Solano selected from a list of 3 nominees provided by the Solano Transportation Authority. The bill would require the Governor to appoint a resident of the county of one of these transportation authorities that fails to submit a list of 3 nominees to the Governor within 45 days of a vacancy. This bill contains other existing laws. Last Amended on 3/18/2013</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 946 Stone D</p> <p>Transit buses: Counties of Monterey and Santa Cruz.</p>	<p>ASSEMBLY L. GOV. 3/7/2013 - Referred to Coms. on L. GOV. and TRANS.</p>	<p>Existing law creates the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District with various powers and duties relative to the operation of public transit in those counties. Existing law generally requires vehicles to be driven upon the right half of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway.</p> <p>The bill would authorize the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District, in conjunction with the Department of Transportation, to conduct a transit-bus only program using the shoulders of certain state highways as transit-bus only traffic corridors, with the segments to be determined jointly by the districts and the department. The bill would thereby authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit districts. The bill would require the districts to work with the department and the Department of the California Highway Patrol to develop guidelines that ensure driver and vehicle safety and the integrity of the infrastructure. The bill would require monitoring of the state of repair of the highway shoulders used in the program, and would require the districts to be responsible for all costs attributable to the program.</p>	
<p>AB 953 Ammiano D</p> <p>California Environmental Quality Act.</p>	<p>ASSEMBLY NAT. RES. 3/7/2013 - Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA defines "environment" and "significant effect on the environment" for its purposes. CEQA requires the EIR to include a detailed statement setting forth specified facts.</p> <p>This bill would revise those definitions, as specified. This bill would additionally require the lead agency to include in the EIR a detailed statement on any significant effects that may result from locating the proposed project near, or attracting people to, existing or reasonably foreseeable natural hazards or adverse environmental conditions. Because the lead agency would be required to undertake this additional consideration, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 971 Garcia D</p> <p>Contracts and applications for employment: paratransit services.</p>	<p>ASSEMBLY L. & E. 3/7/2013 - Referred to Com. on L. & E. and PUB. S.</p>	<p>Existing law prohibits an employer, whether a public agency or private individual or corporation, from asking an applicant for employment to disclose, or utilizing as a factor in determining any condition of employment, information concerning an arrest or detention that did not result in a conviction, except as specified. Existing law authorizes a health care facility, as defined, to ask an applicant for employment to disclose an arrest for specified offenses, including offenses specified in the sex offender registration statute.</p> <p>This bill would authorize a specified social services paratransit agency to require its service contractors, as specified, to ask applicants for employment with regular access to persons with disabilities to disclose arrests for offenses specified in the sex offender registration statute. The bill would also authorize that agency to receive specified state and local criminal history information. The bill would, in addition, authorize a service contractor of a paratransit agency, as specified, to ask applicants for employment with regular access to persons with disabilities to disclose arrests for offenses specified in the sex offender registration statute, if required by the paratransit agency to do so. The bill would further make technical, non-substantive, and conforming changes. This bill contains other existing laws.</p>	
<p>AB 1002 Bloom D</p> <p>Vehicles: registration fee: sustainable communities strategies.</p>	<p>ASSEMBLY TRANS. 3/13/2013 - Re-referred to Com. on TRANS.</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, 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>Last amended on 3/12/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 1031 Achadjian R Local government: open meetings.	ASSEMBLY PRINT 2/25/2013 - Read first time.	Existing law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for holding regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public and all persons be permitted to attend unless a closed session is authorized. This bill would make technical, non-substantive changes to a provision of the Ralph M. Brown Act.	
AB 1046 Gordon D Department of Transportation: Innovative Delivery Team Demonstration Program.	ASSEMBLY TRANS. 3/21/2013 - Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara. This bill would authorize the department's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined . Last amended on 3/21/2013	

**San Mateo County Transit District
State Legislative Matrix 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1047 Linder R</p> <p>Commercial driver's licenses.</p>	<p>ASSEMBLY TRANS. 3/21/2013 - Amend, and re- refer to Com. on TRANS.</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.</p> <p>Last amended on 3/21/2013</p>	
<p>AB 1051 Bocanegra D</p> <p>Housing.</p>	<p>ASSEMBLY H. & C.D. 3/21/2013 - : Amend, and re- refer to Com. on H. & C.D.</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to adopt a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available, upon appropriation by the Legislature.</p> <p>This bill would state findings and declarations of the Legislature relating to transportation and residential housing development, as specified. The bill would create the Sustainable Communities for All programs, which shall begin operations on January 1, 2015, to fund transit-related projects through competitive grants and loans, as specified. This bill contains other related provisions and other existing laws.</p> <p>Last amended on 3/21/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 1070 Frazier D California Transportation Financing Authority.	ASSEMBLY TRANS. 3/7/2013 - Referred to Com. on TRANS.	<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.</p>	
AB 1077 Muratsuchi D Sales and use taxes: vehicle license fee: exclusion: alternative fuel motor vehicles.	ASSEMBLY REV. & TAX 3/21/2013 - Referred to Com. on REV. & TAX.	<p>Existing laws impose state sales and use taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law defines the terms "gross receipts" and "sales price."</p> <p>This bill would, on and after January 1, 2014, and before January 1, 2022, exclude from the terms "gross receipts" and "sales price" the amount of the incremental cost, as defined, included in the sales price of a new alternative fuel motor vehicle. This bill contains other related provisions and other existing laws.</p>	
AB 1102 Grove R Air resources: greenhouse gas emissions.	ASSEMBLY NAT. RES. 3/21/2013 - Amend, and re-refer to Com. on NAT. RES.	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board, known as ARB, by regulation, to adopt a market-based compliance mechanism to further the achievement of the statewide greenhouse gas emissions limits.</p> <p>This bill would require the ARB, if the ARB adopts a market-based compliance mechanism that provides for the auctioning of greenhouse gas allowances, to auction program allowances consigned by an electrical corporation or a local publicly owned electric utility before auctioning any other allowances. Last amended on 3/21/2013</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1181 Gray D</p> <p>Public employee organizations: members: paid leaves of absence.</p>	<p>ASSEMBLY P.E.,R. & S.S. 3/7/2013 - Referred to Com. on P.E.,R. & S.S.</p>	<p>The Meyers-Milias-Brown Act requires that local public agencies allow a reasonable number of local public agency employee representatives of recognized employee organizations reasonable time off without loss of compensation or other benefits when formally meeting and conferring with representatives of the public agency.</p> <p>This bill would additionally require the local public agency to give reasonable time off, without loss of compensation or other benefits, to public agency employee representatives when they are testifying or representing 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 when they are testifying or representing the employee organization in other employment relations matters. 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>AB 1193 Ting D</p> <p>Bikeways.</p>	<p>ASSEMBLY L. GOV. 3/21/2013 - Amend, and re-refer to Com. on L. GOV.</p>	<p>Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to that law.</p> <p>This bill would instead require 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 industry standards.. Last amended on 3/21/2013</p>	

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Bill ID/Topic	Location	Summary	Position
AB 1194 Ammiano D Safe Routes to School Program.	ASSEMBLY TRANS. 3/7/2013 - Referred to Com. on TRANS.	<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 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 require the program to be funded by an annual appropriation in the budget act of not less than \$46,000,000, consisting of federal and state transportation funds eligible to be expended for this purpose. 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 also delete references to a superseded federal transportation act.</p>	
AB 1211 Linder R Vehicles: high-occupancy vehicle lanes.	ASSEMBLY TRANS. 3/21/2013 - Referred to Com. on TRANS.	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOV), which may also be used, until January 1, 2015, by certain eligible low-emission and hybrid vehicles not carrying the requisite number of passengers otherwise required for the use of HOV lanes if the vehicle displays a valid identifier issued by the Department of Motor Vehicles.</p> <p>This bill would make technical, non-substantive changes to these provisions.</p>	
AB 1290 John A. Pérez D Transportation planning.	ASSEMBLY TRANS. 3/11/2013 - Referred to Com. on TRANS.	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Existing law provides that the commission consists of 13 members, including 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation and 2 are appointed by the Legislature. In addition, 2 members of the Legislature are appointed as ex officio members without vote.</p> <p>This bill would provide for 2 additional voting members of the commission to be appointed by the Legislature. The bill would also provide for the Secretary of the Transportation Agency, the Chairperson of the State Air Resources Board, and the Director of Housing and Community Development to serve as ex officio members without vote. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1314 Bloom D</p> <p>Vehicles: compressed natural gas vehicles: inspections.</p>	<p>ASSEMBLY TRANS. 3/21/2013 - Referred to Com. on TRANS.</p>	<p>Existing law authorizes the Commissioner of the California Highway Patrol to adopt and enforce regulations and standards with respect to fuel containers and fuel systems on vehicles using, among other fuels, compressed natural gas and the operation of vehicles using compressed natural gas to ensure the safety of the equipment and vehicles and of persons and property using the highways. Existing law requires all motor vehicles with compressed natural gas fuel systems used for propulsion to comply either with specified regulations or with certain federal standards.</p> <p>This bill would, notwithstanding any other law, require that a cylinder and tank bracket inspection be conducted on all motor vehicles with a compressed natural gas fuel system every 3 years by an independent qualified compressed natural gas cylinder inspector, except as provided, and that the cylinder be replaced on these vehicles before the manufacturer expiration date marked on the cylinder. The bill would require a qualified compressed natural gas cylinder inspector to report his or her findings to the Department of Motor Vehicles, as specified. The bill would prohibit any person from conducting the inspections or performing the reporting requirements described above unless the person is a qualified compressed natural gas inspector. The bill would establish requirements for the qualification and registration of qualified natural gas cylinder inspectors. Last amended on 3/21/2013</p>	

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State Legislative Matrix 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>AB 1375 Chau D</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: Clean Technology Investment Account.</p>	<p>ASSEMBLY NAT. RES. 3/21/2013 - Referred to Com. on NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES.</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 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. That law permits money from the fund be allocated for research, development, and deployment of innovative technologies, measures, and practices related to programs and projects funded under the Global Warming Solutions Act. That law also prohibits the state from using moneys in the fund unless the state determines that the use of the moneys furthers the regulatory purposes of 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 money from the Greenhouse Gas Reduction Fund into the Clean Technology Investment Account. This bill would make the funds available for the research, development, and deployment of the above-described Global Warming Solutions Act programs and projects while creating jobs and reducing greenhouse gas emissions. Last amended on 3/21/2013</p>	
<p>AB 1380 Committee on Public Employees, Retirement</p> <p>County employees' retirement.</p>	<p>ASSEMBLY P.E.,R. & S.S. 3/14/2013 - Referred to Com. on P.E.,R. & S.S.</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.</p> <p>This bill would prohibit the application of the above-described authorizations to a member who is subject to the PEPRA for that member's membership in the county retirement system. The bill would also authorize a member who is subject to the PEPRA and has completed 5 years of service and has reached the minimum retirement age applicable to that member, or has reached 70 years of age, to retire upon filing a written application with the board, as specified.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ACA 8 Blumenfield D</p> <p>Local government financing: voter approval.</p>	<p>ASSEMBLY PRINT 2/14/2013 - From printer. May be heard in committee March 16.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.</p> <p>This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws.</p>	
<p>SB 1 Steinberg D</p> <p>Sustainable Communities Investment Authority.</p>	<p>SENATE T. & H. 3/13/2013 - Re-referred to Com. on T. & H.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies.</p> <p>This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years.</p>	

**San Mateo County Transit District
State Legislative Matrix 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 11 Pavley D</p> <p>Alternative fuel and vehicle technologies: funding programs.</p>	<p>SENATE E.O. 3/19/2013 - Set for hearing April 3.</p>	<p>Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission (commission), to provide to specified entities, upon appropriation by the Legislature, grants, loans, loan guarantees, revolving loans, or other appropriate measures, for the development and deployment of innovative technologies that would transform California's fuel and vehicle types to help attain the state's climate change goals. Existing law specifies that only certain projects or programs are eligible for funding, including block grants administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within California, and development of alternative and renewable fuel and vehicle technology centers. Existing law requires the commission to develop and adopt an investment plan to determine priorities and opportunities for the program.</p> <p>This bill would provide that the State Air Resources Board (state board), until January 1, 2024, has no authority to enforce any element of its existing clean fuels outlet regulation or other regulation that requires or has the effect of requiring any person to construct, operate, or provide funding for the construction or operation of any publicly available hydrogen fueling station. The bill would require the state board to aggregate and make available to the public, no later than January 1, 2014, and every two years thereafter, the number of vehicles that automobile manufacturers project to be sold or leased, as reported to the state board. The bill would require the commission to allocate \$20 million each fiscal year, as specified, and up to \$20 million each fiscal year thereafter, as specified, for purposes of achieving a hydrogen fueling network sufficient to provide convenient fueling to vehicle owners, and expand that network as necessary to support a growing market for vehicles requiring hydrogen fuel, until there are at least 100 publicly available hydrogen fueling stations. The bill, on or before December 31, 2015, and annually thereafter, would require the commission and the state board to jointly review and report on the progress toward establishing a hydrogen fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state, as specified. The bill would authorize the commission to design grants, loan incentive programs, revolving loan programs, and other forms of financial assistance, as specified, for purposes of assisting in the implementation of these provisions. The bill, no later than July 1, 2013, would require the state board and air districts to jointly convene working groups to evaluate the specified policies and goals of specified programs. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>SB 13 Beall D</p> <p>Public employees' retirement benefits.</p>	<p>SENATE APPR. 3/22/2013 - Set for hearing April 8.</p>	<p>The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) and the Teachers' Retirement Law establishes the State Teachers' Retirement System for the purpose of providing pension benefits to specified public employees. Existing law also establishes the Judges' Retirement System II which provides pension benefits to elected judges and the Legislators' Retirement System which provides pension benefits to elective officers of the state other than judges and to legislative statutory officers. The County Employees Retirement Law of 1937 authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to county, city, and district employees.</p> <p>This bill would correct an erroneous cross-reference in the above provision and would instead specify that the Judges' Retirement System I and the Judges' Retirement System II are not required to adopt the defined benefit formula contained in other provisions for nonsafety and safety members. 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. 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. Last Amended on 2/6/2013</p>	
<p>SB 24 Walters R</p> <p>Public employees' retirement: benefit plans.</p>	<p>SENATE P.E. & R. 1/10/2013 - Referred to Com. on P.E. & R.</p>	<p>Existing law regulates state and local public retirement systems and generally requires public employees who are new members, as defined, of those systems, on and after January 1, 2013, to participate in specified benefit plans. Existing law permits a public employer that, before January 1, 2013, offers a defined benefit pension plan that provides a defined benefit formula with a lower benefit factor at normal retirement age, and results in a lower normal cost, than the defined benefit formula required for new employees on and after January 1, 2012, to continue to offer that defined benefit formula and excepts the employer from specified requirements regarding pensionable compensation. Existing law requires, in the case of these plans, if a new defined benefit formula is adopted on or after January 1, 2013, that the formula meet certain requirements and, among other things, be approved by the Legislature. Existing law prescribes the same requirements for a retirement benefit plan that consists solely of a defined contribution plan if the employer, on or after January 1, 2013, adopts a new defined benefit pension plan or defined benefit formula, as specified.</p> <p>This bill would eliminate the requirement that the Legislature approve the changes in the instances described above. This bill would also authorize a local agency public employer or public retirement system that offers a defined benefit pension plan to offer a benefit formula with a lower benefit factor at normal retirement age and that result in a lower normal cost than the benefit formulas that are currently required, for purposes of addressing a fiscal necessity.</p>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>SB 33 Wolk D</p> <p>Infrastructure financing districts: voter approval: repeal.</p>	<p>SENATE APPR. 3/22/2013 - Set for hearing April 8.</p>	<p>Existing law authorizes a legislative body, as defined, to create an infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, to finance specified public facilities, upon voter approval. Existing law authorizes an infrastructure financing district to fund infrastructure projects through tax increment financing, pursuant to the infrastructure financing plan and agreement of affected taxing entities, as defined.</p> <p>This bill would revise and recast the provisions governing infrastructure financing districts. The bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. The bill would instead authorize a newly created public financing authority, consisting of 5 members, 3 of whom are members of the city council or board of supervisors that established the district, and 2 of whom are members of the public, to adopt the infrastructure financing plan, subject to approval by the legislative body, and issue bonds by majority vote of the authority by resolution. The bill would authorize a public financing authority to enter into joint powers agreements with affected taxing entities with regard to non-taxing authority or powers only. The bill would authorize a district to finance specified actions and projects, and prohibit the district from providing financial assistance to a vehicle dealer or big box retailer, as defined. The bill would create a public accountability committee, as specified, to review the actions of the public financing authority. This bill contains other related provisions and other existing laws. Last amended on 3/6/2013</p>	
<p>SB 54 Hancock D</p> <p>Retirement: county employees.</p>	<p>ASSEMBLY P.E.,R. & S.S. 2/28/2013 - Referred to Com. on P.E.,R. & S.S.</p>	<p>The California Public Employees' Pension Reform Act of 2013 requires each county retirement system created pursuant to the County Employees Retirement Law of 1937 to use a retirement formula commonly known as 2.5% at 67 years of age for non-safety members first hired on or after January 1, 2013, except that a lower retirement formula may be used as specified. The County Employees Retirement Law of 1937 authorizes the Alameda County Board of Supervisors to provide service retirement allowances for general members based on one of 2 formulas commonly known as the 2% at 57 years of age formula or the 1.64% at 57 years of age formula.</p> <p>This bill would authorize the Alameda County Board of Supervisors to adopt a resolution that would provide service retirement allowances based on a formula commonly known as the 2% at 65 years of age formula for general members hired after approval of the resolution, as specified. This bill contains other related provisions. Last amended on 2/13/2013</p>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>SB 56 Roth D</p> <p>Local government finance: vehicle license fee adjustments.</p>	<p>SENATE G. & F. 3/19/2013 - Set for hearing April 17.</p>	<p>The Vehicle License Fee Law establishes, in lieu of any ad valorem property tax upon vehicles, an annual license fee for any vehicle subject to registration in this state. Beginning with the 2004-05 fiscal year and for each fiscal year thereafter, existing law requires that each city, county, and city and county receive a vehicle license fee adjustment amount, as defined, from a Vehicle License Fee Property Tax Compensation Fund that exists in each county treasury. Existing law requires that these amounts be funded from ad valorem property tax revenues otherwise required to be allocated to educational entities.</p> <p>This bill would, for the 2013-14 fiscal year, provide for a new vehicle license fee adjustment amount, as specified. This bill would also, for the 2013-14 fiscal year and for each fiscal year thereafter, provide for a vehicle license fee adjustment amount for certain cities incorporating after a specified date, as provided. Last amended on 3/4/2013</p>	
<p>SB 110 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>SENATE T. & H. 3/12/2013 - Set for hearing April 2.</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures.</p> <p>This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines, except as specified, and would exempt the adoption of those guidelines from the requirements of the Administrative Procedure Act.</p>	
<p>SB 124 Corbett D</p> <p>Public contracts: bid preferences: clean energy.</p>	<p>SENATE E. U., & C. 3/12/2013 - Set for hearing April 2.</p>	<p>Existing law imposes various requirements with respect to contracting by state agencies and the Trustees of the California State University. Existing law requires state agencies and to the Trustees of the California State University to use a competitive bidding process when contracting for goods and services. However, existing law allows a public agency to award an energy service contract if the governing body determines it is in the best interest of the agency and costs will be reduced, as specified. This bill would require state agencies and the Trustees of the California State University that accept bids or proposals for a contract for the purchase or installation of a clean energy device, technology, or system, as defined, to provide a 5% preference to a bidder that certifies that all of the parts of the clean energy device, technology, or system to be installed have been manufactured or assembled in the state, in accordance with specified criteria.</p> <p>This bill would authorize a public agency, including, but not limited to, the Trustees of the California State University, to award a contract based on the fact that a clean energy device, technology, or system was manufactured or assembled in the state if the contract is an energy service contract determined to be in the best interest of the public agency.</p>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
SB 142 DeSaulnier D Public transit.	SENATE G. & F. 3/13/2013 - Set for hearing April 3.	<p>Existing law provides for creation of one or more special benefit districts within a transit district or rapid transit district relative to the issuance of bonds to be repaid through special assessments levied on property within the special benefit district, or certain zones within the special benefit district, with the proceeds of the bonds to be used for specified transit improvements. Existing law enacts similar provisions applicable to a municipal transit system owned by a city or city and county.</p> <p>This bill would repeal all of these provisions.</p>	
SB 230 Knight R Local transportation funds: performance audits.	SENATE T. & H. 3/21/2013 - Re-referred to Com. on T. & H.	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain requirements for the operator to maintain a specified farebox ratio of fare revenues to operating costs. The act requires the transportation planning agency to designate entities other than itself, a county transportation commission, a transit development board, or an operator to make a performance audit of its activities and the activities of each operator to whom it allocates funds. The act requires the transportation planning agency to consult with the entity to be audited prior to designating the entity to make the performance audit and defines "operating cost" for this purpose. Existing law excludes certain costs from this definition, including vehicle lease costs.</p> <p>This bill would also exclude principal and interest payments on all capital projects funded with certificates of participation. The bill would also correct an obsolete cross-reference in the definition of operating costs. Last amended on 3/18/2013</p>	
SB 232 Monning D Private employment: public transit employees.	SENATE L. & I.R. 3/19/2013 - Set for hearing April 10.	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified.</p> <p>This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	

**San Mateo County Transit District
State Legislative Matrix 3/25/2013**

Bill ID/Topic	Location	Summary	Position
<p>SB 286 Yee D</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>SENATE T. & H. 3/18/2013 - Re-referred to Com. on T. & H.</p>	<p>Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs), which lanes may also be used, until January 1, 2015, or until the Secretary of State receives a specified notice, by certain low-emission, hybrid, or alternative fuel vehicles not carrying the requisite number of passengers otherwise required for the use of an HOV lane, if the vehicle displays a valid identifier issued by the Department of Motor Vehicles. A violation of provisions relating to HOV lane use by vehicles with those identifiers is a crime.</p> <p>This bill would extend the operation of those provisions to January 1, 2018, or until the Secretary of State receives that specified notice. The bill would additionally permit the department to issue a valid identifier to a vehicle that meets California's transitional zero emission (TZEV) standard. By extending a crime that otherwise would be repealed, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 3/18/2013</p>	
<p>SB 408 De León D</p> <p>Transportation funds.</p>	<p>SENATE RLS. 2/28/2013 - Referred to Com. on RLS.</p>	<p>Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California Transportation Commission develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. After deducting expenditures for administration, operation, maintenance, local assistance, safety, rehabilitation, and certain environmental enhancement and mitigation expenditures, the remaining funds are available for capital improvement projects.</p> <p>This bill would provide that the remaining funds are available for the study of, and development and implementation of, capital improvement projects.</p>	
<p>SB 436 Jackson D</p> <p>California Environmental Quality Act: notice.</p>	<p>SENATE E.Q. 3/11/2013 - Referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires the lead agency to call at least one scoping meeting for a project that may affect highways or other facilities under the jurisdiction of the Department of Transportation if the meeting is requested by the department, or for a project of statewide, regional, or areawide significance. CEQA requires the lead agency to provide to specified entities a notice of at least one scoping meeting.</p> <p>This bill would require a lead agency to conduct at least one public scoping meeting for the specified projects and to provide notice to the specified entities of at least one public scoping meeting. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
SB 444 De León D Transportation Financing Auth.	SENATE RLS. 3/11/2013 - Com. on RLS.	<p>The California Transportation Financing Authority Act sets forth the duties of the California Transportation Financing Authority in issuing certain transportation financing instruments. The authority is authorized to expend moneys in the continuously appropriated California Transportation Financing Authority Fund to secure the issuance of bonds issued by the authority and cover various related costs, among other things.</p> <p>This bill would make a technical, non-substantive change to these provisions.</p>	
SB 469 Corbett D Public contracts: local agencies: public transit vehicles.	SENATE T. & H. 3/13/2013 - Set for hearing April 9.	<p>Existing law establishes various bidding requirements for local agencies entering into construction contracts. This bill would require a local authority awarding a procurement contract for the purchase of a public transit vehicle to give a 10 percent preference to any bidder that agrees that all vehicles to be purchased under the contract are to be manufactured within the State of California.</p> <p>This bill would also state that this is an issue of statewide concern.</p>	
SB 525 Galgiani D California Environmental Quality Act: exemptions.	SENATE E.Q. 3/11/2013 - Referred to Com. on E.Q.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. Existing law exempts certain activities from CEQA, including a project for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use, including modernization of existing stations and parking facilities.</p> <p>This bill would provide that a project by the San Joaquin Regional Rail Commission and the High-Speed Rail Authority to improve the existing tracks, structure, bridges, signaling systems, and associated appurtenances located on the existing railroad right-of-way used by the Altamont Commuter Express service qualifies for this exemption from CEQA.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 557 Hill D</p> <p>High-speed rail.</p>	<p>SENATE T. & H. 3/11/2013 - Referred to Com. on T. & H.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. Existing law appropriates specified funds from the High-Speed Passenger Train Bond Fund and from federal funds for high-speed rail and connecting rail projects.</p> <p>This bill would add detail to provisions governing the expenditure of certain of those appropriated funds. The bill would specify that of the \$1,100,000,000 appropriated for early high-speed rail improvement projects in the Budget Act of 2012, \$600,000,000 and \$500,000,000 shall be allocated solely for purposes of specified memoranda of understanding approved by the High-Speed Rail Authority for the Metropolitan Transportation Commission region and the southern California region, respectively. The bill would limit fund transfer authority between certain appropriations to temporary transfers for account management purposes. The bill would restrict use of certain appropriated funds, to the extent they are allocated to the San Francisco-San Jose segment of the high-speed rail system, to implement a rail system in that segment that primarily consists of a 2-track blended system to be used jointly by high-speed trains and Caltrain commuter trains, with the system to be contained substantially within the existing Caltrain right-of-way.</p>	<p>Support</p>
<p>SB 613 DeSaulnier D</p> <p>Bay Area Toll Authority.</p>	<p>SENATE T. & H. 3/11/2013 - Referred to Com. on T. & H.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay Area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to do all acts necessary or convenient for the exercise of its powers and the financing of projects, including the authorization to acquire, construct, manage, maintain, lease, or operate any public facility or improvements and to invest any money not required for immediate necessities as the authority deems advisable.</p> <p>This bill would impose certain limitations on the actions of the authority in exercising its powers. The bill would provide that the authority may acquire, construct, manage, maintain, lease, or operate facilities required solely for the management of Bay Area state-owned toll bridges or to provide access to those bridges. The bill would prohibit revenues in any reserve funds established by bond covenants or other agreements from being invested in real estate. The bill would prohibit investments in real estate of money not required for immediate necessities. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 617 Evans D</p> <p>California Environmental Quality Act.</p>	<p>SENATE E.Q. 3/11/2013 - Referred to Com. on E.Q.</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 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.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 628 Beall D</p> <p>Infrastructure financing.</p>	<p>SENATE G. & F. 3/13/2013 - Set for hearing April 3.</p>	<p>Existing law establishes the Transit Priority Project Program, and authorizes a city or county to participate in the program by adopting an ordinance indicating its intent to participate in the program and by forming an infrastructure financing district. Existing law requires a city or county that elects to participate in the program to amend, if necessary, its general plan, and any related specific plan, to authorize participating developers to build at an increased height of a minimum of 3 stories within the newly created infrastructure financing district. Existing law exempts from these provisions a city or county that has adopted specified language in its charter, or by ordinance or resolution.</p> <p>This bill would eliminate the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds 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 20% of the revenue from those bonds for the purposes of increasing, improving, and preserving the supply of lower and moderate-income housing; to require that those housing units remain available and occupied by moderate-, low-, very low, and extremely low income households for at least 55 years for rental units and 45 years for owner-occupied units; and to rehabilitate, develop, or construct for rental or sale to persons and families of low or moderate income an equal number of replacement dwellings to those removed or destroyed from the low- and moderate-income segment of the housing market as a result of the development of the district, as specified. 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. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 633 Pavley D</p> <p>CEQA: environmental impact reports.</p>	<p>SENATE RLS. 3/11/2013 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, 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. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA prescribes certain requirements for the review of draft EIRs, as specified. CEQA prohibits a lead agency or responsible agency from requiring a subsequent or supplemental EIR when an EIR has been prepared for a project pursuant to its provisions, unless one or more of specified events occurs, including, among other things, that new information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.</p> <p>This bill would specifically require that the new information that becomes available was not known and could not have been known by the lead agency or any responsible agency at the time the EIR was certified as complete.</p>	
<p>SB 731 Steinberg D</p> <p>Environment: California Environmental Quality Act and sustainable communities strategy.</p>	<p>SENATE RLS. 3/11/2013 - Referred to Com. on RLS.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, 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 state the intent of the Legislature to enact legislation revising CEQA to, among other things, provide greater certainty for smart infill development, streamline the law for specified projects, and establish a threshold of significance for specified impacts. This bill contains other related provisions and other existing laws.</p>	
<p>SB 751 Yee D</p> <p>Local planning: metropolitan planning organizations.</p>	<p>SENATE RLS. 3/11/2013 - Referred to Com. on RLS.</p>	<p>Existing law establishes various regional agencies for the purpose of addressing planning issues, including transportation planning. Certain of these agencies are designated, pursuant to federal law, as metropolitan planning organizations, and are charged with specified transportation planning duties.</p> <p>This bill would declare the intent of the Legislature to enact legislation to ensure transparency in connection with the functioning of metropolitan planning organizations, including, but not limited to,</p>	

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Bill ID/Topic	Location	Summary	Position
		the individual voting records of their members.	
SB 785 Wolk D Design-build.	SENATE G.O. 3/21/2013 - Set for hearing April 9.	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. The bill would provide that specified information related to the procurement of design-build contracts is exempt from the California Public Records Act. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
SB 787 Berryhill R Environmental quality: the Sustainable Environmental Protection Act.	SENATE E.Q. 3/11/2013 - Referred to Coms. on E.Q. and JUD.	<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 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) alleges noncompliance with CEQA based on any topical area or criteria for which compliance obligations are identified or (2) challenges the environmental document based on noncompliance with CEQA 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</p>	

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Bill ID/Topic	Location	Summary	Position
		existing laws.	
SB 788 Committee on Transportation and Housing Transportation.	SENATE T. & H. 3/19/2013 - Set for hearing April 30.	<p>Existing law requires that on July 1 of each succeeding year, the prepayment rate per gallon for aircraft jet fuel, rounded to the nearest \$0.005, be established by the State Board of Equalization based upon 80% of the combined state and local sales tax rate and the California Constitution, as specified, on the arithmetic average selling price, excluding sales and state excise taxes, as determined by the board. Existing law requires the board to make its determination of the rate no later than March 1 of the year prior to the effective date of the new rate. Existing law requires the rate of the prepayment required to be collected for aircraft jet fuel be equal to 80% of the arithmetic average selling price of aircraft jet fuel as specified by industry publications. Existing law requires that immediately upon making its determination and setting of the rate, the board must each year, no later than May 1, notify every supplier, wholesaler, and retailer of aircraft jet fuel. Existing law permits the board to readjust the rate in the event the price of aircraft jet fuel decreases or increases, and the established rate results in prepayments that consistently exceed or are significantly lower than the retailers' sales tax liability.</p> <p>This bill would revise the provision that requires the board to make its determination of the rate no later than March 1 of the year prior to the effective date of the new rate, and instead would require this determination to be made no later than March 1 of the same year as the effective date of the new rate.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 792 DeSaulnier D</p> <p>Regional entities: Bay Area.</p>	<p>SENATE T. & H. 3/19/2013 - Set for hearing April 16.</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 regional entities in this 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy pursuant to Senate Bill 375 of the 2007-08 Regular Session coordinating transportation, land use, and air quality planning, with specified objectives.</p> <p>This bill would require the joint policy committee to prepare a regional organization plan for the affected regional entities. The organization plan would include a plan for consolidating certain functions that are common to the regional entities and reducing overhead costs. The bill would require the joint policy committee to hold at least one public hearing in each county of the region and to adopt a final plan by June 30, 2015. The bill would also require the joint policy committee to develop and adopt public community outreach programs and to maintain an Internet Web site. The bill would require the joint policy committee to conduct a review of the policies and plans, and associated regulations, of each regional entity, including an assessment of the consistency of the policies, plans, and regulations among the regional entities with the requirements of Senate Bill 375 of the 2007-08 Regular Session. The bill would provide that the joint policy committee shall be responsible for ensuring that the sustainable communities strategy for the region integrates transportation, land use, and air quality management consistent with that legislation. The bill would also require the joint policy committee to appoint an advisory committee on economic competitiveness with specified members from the business community to adopt goals and policies related to the inclusion of economic development opportunities in the plans of the regional entities. By imposing new duties on the joint policy committee, the bill would impose a state-mandated local program.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 798 De León D</p> <p>California Green Infrastructure Bank Act.</p>	<p>SENATE G. & F. 3/21/2013 - Set for hearing April 24.</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>SB 811 Lara D</p> <p>California Transportation Commission.</p>	<p>SENATE RLS. 3/11/2013 - Referred to Com. on RLS.</p>	<p>Existing law creates the California Transportation Commission as the successor to the California Highway Commission and specifies its authority and duties.</p> <p>This bill would make a non-substantive change to these provisions.</p>	
<p>SCA 4 Liu D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE G. & F. 3/21/2013 - Set for hearing May 8.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.</p> <p>This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, non-substantive changes. Last Amended on 3/19/2013</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>SCA 6 DeSaulnier D</p> <p>Initiative measures: funding source.</p>	<p>SENATE APPR. 3/22/2013 - Set for hearing April 8.</p>	<p>The California Constitution provides that the electors may propose statutes or amendments to the state Constitution through the initiative process by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution and is certified to have been signed by a certain number of electors.</p> <p>This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale, or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.</p>	
<p>SCA 8 Corbett D</p> <p>Transportation projects: special taxes: voter approval.</p>	<p>SENATE G. & F. 3/21/2013 - Set for hearing May 8.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	Support
<p>SCA 9 Corbett D</p> <p>Local government: voter approval.</p>	<p>SENATE G. & F. 3/21/2013 - Set for hearing May 8.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	
<p>SCA 11 Hancock D</p> <p>Local government: voter approval.</p>	<p>SENATE G. & F. 3/21/2013 - Set for hearing May 8.</p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property.</p> <p>This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition. The measure would also make conforming and technical, non-substantive changes.</p>	Support



A G E N D A

BOARD OF DIRECTORS

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

WEDNESDAY, APRIL 3, 2013 – 3:20 p.m.
or immediately following Committee meetings

5. RECONVENE FROM COMMITTEE MEETINGS

6. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of Board of Directors Meeting of March 13, 2013
- b. Acceptance of Statement of Revenues and Expenses for February 2013

7. PUBLIC COMMENT

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

8. REPORT OF THE CHAIR

9. REPORT OF THE GENERAL MANAGER/CEO

- a. 30-Year Safe Worker Award for Manuel Juarez

10. COMMUNITY RELATIONS COMMITTEE

(Accessibility, Senior Services, and Community Issues)

MOTION

- a. Appointment of Citizen Advisory Committee Members

SUBJECTS DISCUSSED

- b. Accessibility Update
- c. Paratransit Coordinating Council (PCC) Update
- d. Citizens Advisory Committee Liaison Report
- e. Multimodal Ridership Report – February 2013

11. FINANCE COMMITTEE

RESOLUTION

- a. Authorize Reaffirmation of the Investment Policies and Annual Reauthorization to Invest Monies with the Local Agency Investment Fund

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

- b. Authorize Revision of the Fuel Hedging Policy to Conform to Dodd-Frank, Award of Contract to Orrick, Herrington & Sutcliffe LLP to Serve as Special Counsel for Not-to-Exceed Fee of \$125,000, Approve the Fiscal Year 2014 Fuel Hedging Program and Authorize Execution of Documents and Payment Premium for Commodity Price Cap for the Fiscal Year 2014 Fuel Hedging Program

INFORMATIONAL

- c. Assessment of the Fiscal Year 2013 Fuel Hedging Program

12. LEGISLATIVE COMMITTEE

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

13. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

14. BOARD MEMBER REQUESTS/COMMENTS

- 15. DATE, TIME AND PLACE OF NEXT MEETING** – May 1, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

16. GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Teamsters Union, Local 856 (Bus Instructors)

17. ADJOURNMENT

INFORMATION TO THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

Draft

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

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

Board Members Present: J. Deal, J. Gee, C. Groom (Chair), R. Guilbault, 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 3:03 p.m.

CONSENT CALENDAR

- a. Approval of Minutes of Board of Directors Meeting of February 13, 2013

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

PUBLIC COMMENT

Jerry Grace, San Pablo said March 19 is his birthday and he will be 47.

ACCEPTANCE OF STATEMENT OF REVENUES AND EXPENSES FOR JANUARY 2013

Deputy CEO Gigi Harrington said January revenues are off slightly by \$180,000 and expenses are \$5.3 million better than budget. Last week fuel was \$3.14 per gallon and year to date fuel is \$3.17 per gallon. The San Mateo County Transit District (District) received \$42,000 in February from the fuel hedge and year to date \$224,000.

A motion (Tissier/Harris) to accept the Statement of Revenues and Expenses for January 2013 was approved unanimously.

CALL FOR A PUBLIC HEARING ON APRIL 3, 2013 FOR THE FINAL DRAFT SAMTRANS SERVICE PLAN

Executive Officer, Planning and Development April Chan said staff is asking the Board to call for a public hearing on April 3 on the Final Draft SamTrans Service Plan (SSP) and the accompanying California Environmental Quality Act (CEQA) environmental document. The SSP and CEQA documents will be released today and this will start the 30-day public comment process.

A motion (Gee/Guilbault) to call for a public hearing on April 3, 2013 for the Final Draft SamTrans Service Plan and the accompanying CEQA environmental document was approved unanimously.

REPORT OF CHAIR

No report.

REPORT OF THE GENERAL MANAGER/CEO

20-Year Safe Driver Award

Wallace Garrett was presented with a 20-year Safe Driver Award.

Maintenance and Operator Employees of the Year Awards

Wallace Garrett was recognized as Operator of the Year. Mr. Garrett thanked radio control, the training team, and his wife.

Ricardo Go was recognized as Maintenance Employee of the Year. Mr. Go said it was an honor to be selected as Employee of the Year. He thanked the maintenance department for their support.

Annual Operations and Maintenance Base Safety Awards

Last year operators drove more than 6 million miles and maintenance employees worked 135,000 hours with only two lost-time injuries. North Base operators drove more than 70,000 miles between accidents. Superintendent, Bus Transportation Karambir Cheema accepted the Operations Base Safety Award for North Base.

Mr. Cheema accepted the award on behalf of all the men and women who work at North Base.

South Base Maintenance Department worked 55,000 hours with no lost hours. Director, Maintenance David Olmeda accepted the Maintenance Safety Award for South Base.

Mr. Olmeda accepted the award on behalf of Superintendent, Maintenance Jerie Moeller. He said anytime a perfect safety record is achieved it is remarkable.

General Manager/CEO Michael Scanlon reported:

- Thanked Directors Zoe Kersteen-Tucker and Jerry Deal for participating in the American Public Transportation Association (APTA) Legislative Conference. This year the Hill visits were done with staff and board members from the San Francisco Municipal Transportation Agency.
- Santa Cruz Metro sent four maintenance employees for training at North Base. APTA has started an on-line technical and certification program.
- Route ECR Route ridership was up 3.3 percent in January.
- On-time performance for Redi-Wheels was 91.5 percent and RediCoast was 99 percent for January.
- Bus Contracts is participating in a multi-agency procurement for shuttles with the Peninsula Corridor Joint Powers Board, the District and the Peninsula Traffic Congestion Relief Alliance.
- Fixed-routes averaged 29,000 miles between service calls and Redi-Wheels averaged almost 22,000 miles between service calls.
- The new South Base bus washer received final acceptance, is reclaiming up to 80 percent of the water used and is more energy efficient.
- SamTrans has about 500 followers on Twitter and almost 5,000 on Caltrain.

- The reading file contains a flyer on the SSP community meetings and a post card on group travel.

Public Comment

Jerry Grace, San Pablo, said Bus Maintenance Superintendent Jerie Moeller should be invited so people can meet him.

COMMUNITY RELATIONS COMMITTEE – R. Guilbault

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. PCC Update
- c. Citizens Advisory Committee Liaison Report
- d. Multimodal Ridership Report – January 2013

LEGISLATIVE COMMITTEE – J. Deal

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

PLANNING, DEVELOPMENT & SUSTANABILITY COMMITTEE – Z. Kersteen-Tucker

RESOLUTION

- a. Adoption of SamTrans Title VI Standards and Policies

A motion (Kersteen-Tucker/Harris) to adopt the SamTrans Title VI Standards and Policies was approved unanimously by roll call.

SUBJECTS DISCUSSED

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

WRITTEN COMMUNICATIONS

No discussion

BOARD MEMBER REQUESTS/COMMENTS

Director Jerry Deal thanked Mr. Scanlon for his leadership at the APTA Legislative Conference and for Director, Government and Community Affairs Seamus Murphy for taking him and Director Kersteen-Tucker to various meetings.

Director Kersteen-Tucker thanked Chester Patton, Mr. Cheema, Henry Silvas and others for their work on the bus logistics for the upcoming Devil's Slide Ribbon Cutting and making sure people get to the event safely.

DATE AND TIME OF NEXT MEETING – April 3, 2013 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL PROPOSAL

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

Legal Counsel David Miller said, as permitted by the Brown Act, the Board will meet in closed session to hear a report from special counsel on pending litigation.

Meeting adjourned to closed session at 3:47 p.m.

Meeting reconvened to open session at 3:57 p.m.

Mr. Miller said the Board has met in closed session regarding pending litigation of Melodie Claire Dupont vs MV Transportation. Instructions have been given to special counsel and there is no formal action to be taken at this time.

Meeting adjourned at 3:58 p.m.