



BOARD OF DIRECTORS 2014

JEFF GEE, CHAIR
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CAROLE GROOM
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KARYL MATSUMOTO
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MICHAEL J. SCANLON
GENERAL MANAGER/CEO

AGENDA

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

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

WEDNESDAY, OCTOBER 1, 2014 – 2:00 p.m.

1. Call to Order (Committee of the Whole)
2. Pledge of Allegiance

ACTION

3. Approval of Minutes of Community Relations Committee Meeting of September 3, 2014
4. Designate October as "Disabilities Awareness Month"

INFORMATIONAL

5. Accessibility Update – Tina Dubost
6. PCC Update - Mike Levinson
7. Citizens Advisory Committee Liaison Report - Peter Ratto
8. Mobility Management Report – End-of-Year Performance Report
9. Multimodal Ridership Report – August 2014

Committee Members: Karyl Matsumoto, Carole Groom, Shirley Harris

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING
COMMITTEE OF THE WHOLE
SEPTEMBER 3, 2014**

Committee Members Present: J. Deal (Committee Chair), S. Harris, K. Matsumoto

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

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

Committee Chair Jerry Deal called the meeting to order at 2:02 p.m.

Approval of Minutes of Community Relations Committee (CRC) Meeting of August 6, 2014

Motion/Second: Guilbault/Harris

Ayes: Deal, Gee, Groom, Guilbault, Harris, Kersteen-Tucker, Matsumoto, Tissier

Accessibility Update – Tina Dubost

Tina Dubost, Manager, Accessible Transit Services, said there has been an increase in the number of people being referred to travel training in the past few months. Travel training provides one-on-one training with an experienced professional who teaches individuals how to use the bus service.

Director Karyl Matsumoto asked what the difference is between a no-show and a missed ride. Ms. Dubost said a no-show is when the vehicle arrived and the customer wasn't there. A missed ride is when the vehicle didn't show or was more than an hour late.

Paratransit Coordinating Council (PCC) Update – Mike Levinson

Mike Levinson, PCC Chair, said Sandra Lang is the new chair of the Advocacy and Legislative Committee. The PCC will have a table at the Seniors on the Move event. They also participated in an educational roundtable with the county.

Citizens Advisory Committee (CAC) Liaison Report - Peter Ratto

Peter Ratto, CAC Chair, said at the August 27 meeting the CAC received an overview about the Transit Police and safety and security from Dave Triolo, Chief, Protective Services.

Mobility Management Report – End-of-Year Performance Report

This item was postponed to the October meeting.

Multimodal Ridership Report – July 2014

Chuck Harvey, Deputy CEO, reported:

- Average Weekday Ridership - July 2014 Compared to July 2013
 - Bus was 37,760, an increase of 3.8 percent.
 - Paratransit was 1,150, an increase of 2.7 percent.
 - Caltrain was 58,600, an increase of 6.6 percent.
 - Caltrain shuttle was 12,340, an increase of 29.8 percent.
 - Total ridership was 109,850, an increase of 7.7 percent.
- Year to Date Total Ridership
 - Bus ridership was 1,009,990, an increase of 4.2 percent.

Director Matsumoto asked what the farebox recovery for Caltrain and SamTrans is and how the money from the county's Measure A is used. Mr. Harvey said farebox recovery on Caltrain is between 60 to 70 percent. SamTrans farebox recovery is 18 to 25 percent and paratransit is much lower. Mr. Harvey said the allocated money from the county is used to help offset the mandated paratransit costs.

Chair Jeff Gee said there is a big ridership increase in the Bay Area Rapid Transit (BART) extension. Mr. Harvey said BART is also seeing robust growth like Caltrain.

Adjourned: 2:12 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: **DESIGNATION OF OCTOBER AS DISABILITIES AWARENESS MONTH**

ACTION

Staff proposes the Committee recommend the Board proclaim October as "Disabilities Awareness Month."

SIGNIFICANCE

"Disabilities Awareness Month" is an opportunity to focus special attention on the daily challenges faced by persons with mobility impairments throughout the SamTrans service area, to reflect on measures that are being extended to assist them, to increase public awareness of new opportunities to meet their special needs, and to draw specific attention to our efforts to serve this community.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

During the current fiscal year, SamTrans has budgeted \$14,747,000 for paratransit services, and will expend additional operating funds to accommodate customers with disabilities on the District's fixed-route services.

Over the past year, accomplishments of the District's accessibility program include:

- Providing over 307,000 paratransit trips to eligible riders via Redi-Wheels and RediCoast service
- Providing safe, reliable paratransit service for county residents (Approximately 3,390 people were certified or re-certified in the last fiscal year)
- Continuing the consumer-friendly paratransit eligibility process
- Maintaining a "zero trip denials" policy on Redi-Wheels and RediCoast
- Travel training

Prepared by: John Sanderson, Accessibility Coordinator, Accessible Transit Services 650-508-6475

Proclamation

IN HONOR OF DISABILITIES AWARENESS MONTH

WHEREAS, throughout the United States, the month of October has been designated as a time to recognize the courage of more than 56 million Americans with Disabilities; and

WHEREAS, 141,000 San Mateo County residents with disabilities are seeking to avail themselves of the area's many opportunities to enhance their quality of life; and

WHEREAS, many of these citizens with disabilities are making substantial contributions to their communities throughout the county, and many more are eager to provide their energies and talents; and

WHEREAS, reliable transportation remains one of the most important resources to assist these citizens with trips for work, business, and for medical and recreation services; and

WHEREAS, the San Mateo County Transit District since 1977 has provided countywide paratransit services to tens of thousands of mobility-impaired residents through Redi-Wheels and RediCoast and access to fixed-route buses; and

WHEREAS, on the twenty-fourth anniversary since landmark civil rights legislation, the Americans with Disabilities Act of 1990, was signed into law, SamTrans is enhancing its paratransit program to provide services to more local patrons;

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the San Mateo County Transit District hereby proclaims October as Disabilities Awareness Month and reaffirms its dedication to serving the mobility-impaired community, both now and in the years ahead.

UNANIMOUSLY ADOPTED by the San Mateo County Transit District this 1st day of October 2014.



Chair, San Mateo County Transit District

**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 AL-Com meetings are held on a quarterly basis.

The PCC did not meet in August. Minutes from the most recent SAAC meeting are not yet available.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No additional information.

SAMTRANS ACCESSIBILITY ADVISORY COMMITTEE

MEETING SUMMARY – July 21, 2014

PRESENT: Alec Karp (Chair), Cam Acker, Donald Jacobberger, Judy McKie, Karen Vanderwoert

ABSENT: Doris Maez, Jim Engvall

GUEST: Rogan Farfan

SAMTRANS STAFF: Robert Casumbal, Senior Designer, Web and Creative Services; Brent Tietjen, Public Affairs Specialist; Pete Rasmussen, Planner; Tina Dubost, Richard Lesser

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

Fixed Route Bus and Caltrain

- A. SamTrans and Caltrain Websites - Robert Casumbal, Senior Designer, Web and Creative Services

Robert Casumbal works on customer service and marketing through web and creative services, manages print brochures and timetables, produces videos, and updates the websites. The websites are www.samtrans.com, www.caltrain.com, and www.smctd.com.

Cam Acker asked whether the websites have the ability to enhance text to a larger size. Robert replied that we do have text size buttons, in addition to the capability of the web browser to enhance image size.

Cam pointed out that the ability to “skip tags” is needed for screen readers like “Jaws”. Robert did not have beta-testers for screen readers, and is very interested in receiving feedback to address improvements.

Starting in 2010, we updated and improved the websites that had been in place since 1997. The caltrain.com site was launched in 2010, the samtrans.com and the Transportation Authority websites a year later. The old website was “static” and could only be updated by the webmaster. The new websites have a content management system (CMS) that allows departments to update their own material as information changes. Content may be created by the responsible group, and then goes through the Public Affairs department to standardize language. In re-structuring the websites, Robert's group used analytics about where people go on the website and how people are using it, in order to establish the hierarchy of links and information.

Karen Vanderwoert remarked that the websites are very legible and useable on her I-phone, unlike the pre-1997 site.

The websites are compliant with section 508 of the Workforce Rehabilitation Act of 1973, in conjunction with Title III of the ADA. This includes specifications such as the requirement to have an "alt tag" that includes a description of any photos and the use of contrast and colors with sensitivity to color-blindness, such as not using red and black together. There is always room for improvement, and public input is appreciated to this end.

Cam Acker asked if anyone on the design team has a visual impairment, and Robert said we do not have such a team member, but encouraged anyone with suggestions to please bring them to us.

Donald Jacobberger asked if there are links to other transit agencies. Robert said that there is a system map for SamTrans that shows connections and a list of Caltrain stations with transfers. Also information is found under "Transit Connections" and "Bay Area Transit Agencies."

B. San Mateo County Transportation Authority (TA) Strategic Plan Update – Brent Tietjen, Public Affairs Specialist

Brent Tietjen presented the update for the TA Strategic Plan. The TA uses sales tax money, which was voted on by the citizens of San Mateo, in order to meet transportation goals in the County. These include reducing commute corridor congestion, making regional public transportation connections, enhancing safety, and meeting local mobility needs. The original "Measure A" that established the half-cent sales tax for these purposes was voted on in 1988, to continue through 2008. In 2004, a new Measure A was passed to continue this funding from 2009 to 2033. A Strategic Plan is required every five years.

A pie chart shows Measure A funds allocation. 30% goes for transit, 27.5% for highways, 22.5% for local streets and transportation, 15% for Caltrain grade separation between tracks and streets. The remaining 5% is for pedestrian and bicycles (3%), administrative costs (1%), and alternative congestion relief (1%).

Significant projects have been accomplished using Measure A funds, such as the San Bruno Grade Separations, which make it possible to cross under the tracks overhead, Half Moon Bay highway improvements, the 101 Ralston Avenue pedestrian/bicycle bridge, and others.

Richard Lesser asked whether the money for local streets would be used to improve the path of travel where necessary. Brent responded that the local streets funds are given to the cities to use at their discretion.

Donald Jacobberger asked whether a city can come to the TA to request funds for sidewalk improvement if needed near a bus stop. Brent said that this is considered to be already funded in the TA's allocation to the cities.

Alec Karp asked if, when a city claims not to have enough money to make specific street and sidewalk improvements, is it a possible strategy to come to the TA? For instance, at the new San Bruno Caltrain station the street crossings are difficult for people with visual impairments. Brent responded that the TA does take calls for projects. For specific pedestrian and bicycle projects, cities may request additional funds.

Pete Rasmussen added that 4% goes directly to SamTrans for Paratransit funding. Is there another new program that could use funding?

Projected population growth includes the expectation that the number of residents over the age of 65 will double in the next 30 years.

The TA conducts community outreach, stakeholder meetings, online surveys, and other means to receive community input.

Brent asked that everyone fill out a simple questionnaire to give feedback, and encouraged everyone to attend a public meeting about the TA. Information and links are available at the project website: www.smcta.com/strategicplan. Also please send a message with any questions or suggestions to TAAstrategicplan@SamTrans.com.

V. Paratransit Update

Tina Dubost reports that on time performance (OTP) has improved. The service has been meeting or exceeding the 90% OTP goal since December.

Redi-Wheels registration has gone up, partly because nursing homes and care facilities have been more interested in the service for their customers.

Alec Karp asked if we encourage them to enhance their own transportation resources. Tina said that we do, accentuating that it can give them greater flexibility. Some care facilities have arrangements to share their fleets.

In response to a question about imminent arrival calls for Redi-Wheels rides, Tina said we are still in the process of upgrading scheduling software to give more accurate ETA's in order to enable the ability to make those calls. The software is installed and is being tested.

VI. Citizens Advisory Committee Update – Judy McKie

Judy McKie reported that, per the report given on the SamTrans Service Plan, total ridership is up 1.5%. The average weekday ridership is over 43,000. The ECR route is still very well-received, with increasing ridership. 60-foot buses are being added to busy afternoon routes to accommodate more passengers.

Requested garbage cans at some route 292 bus stops are scheduled to be installed once the bus pads are built.

VII. Valley Transportation Authority Committee of Transportation Accessibility Update
– Cam Acker

No report, as there has not been a meeting since our last one.

VIII. Announcements and Other Business

Richard Lesser reviewed progress on the new San Bruno Caltrain Station, which is up and running while work is still being finished. Newly completed items include the blue bench for persons requesting assistance, tactile paths completed to the Ticket Vending Machines, and elevators fully in service (the station also includes four accessible ramps).

Cam Acker asked about the locator tones to help visually impaired passengers find CID's (Clipper Interface Devices) to tag their cards. Richard responded that since the Clipper system belongs to MTC (Metropolitan Transportation Commission), and they hold the contract with CUBIC Corporation, which was contracted to build and maintain the Clipper system, the issue remains under negotiation with these parties.

Alec Karp pointed out that in the meantime, in addition to travel training, another option is to ask a conductor for help finding the CID.

IX. Set Date for Next Meeting

Monday, September 8th, 2014

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **END-OF-YEAR PERFORMANCE REPORT**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – AUGUST 2014**

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) 2013, FY2014, and FY2015. Chart "B" has figures for total ridership year to date for FY2013, FY2014, and FY2015.

Tables "A" and "B" also provide the corresponding data for the Bay Area Rapid Transit (BART) San Francisco International Airport (SFO) Extension as a separate line.

AVERAGE WEEKDAY RIDERSHIP – AUGUST 2014 COMPARED TO AUGUST 2013

Total District Modes – 168,110, an increase in 9.8 percent.

Bus – 41,570, an increase of 6.3 percent.

Paratransit – 1,110, an increase of 3.7 percent.

Caltrain – 60,870, an increase in 13.1 percent.

Shuttles – 12,430, an increase in 23.2 percent.

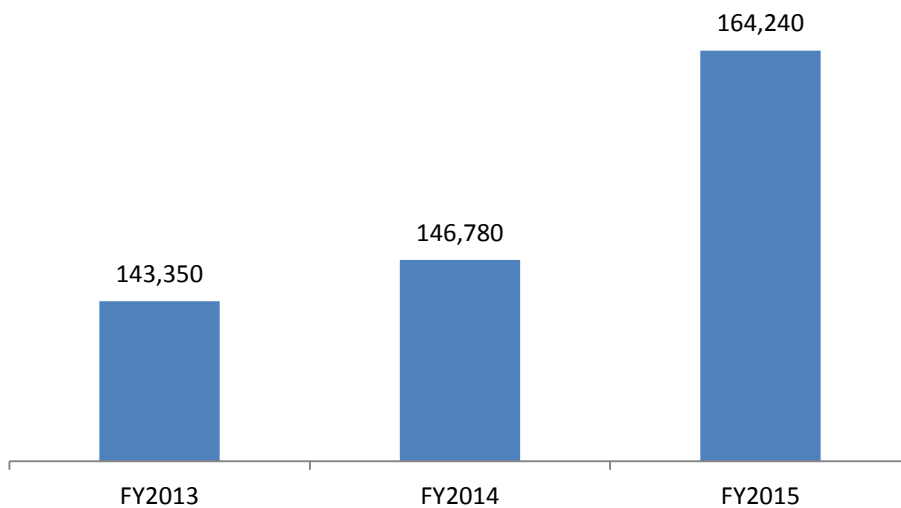
**Table A
Average Weekday Ridership**

August 2014 Average Weekday Ridership				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	38,690	39,100	41,570	6.3%
Paratransit	1,070	1,070	1,110	3.7%
Caltrain	48,630	53,840	60,870	13.1%
Shuttles	10,450	10,090	12,430	23.2%
Total	98,840	104,110	115,980	11.4%
BART Extension (No Daly City)	47,160	48,960	52,130	6.5%
Grand Total	145,990	153,070	168,110	9.8%
Weekdays	23	22	21	

August 2014 Year-to-date				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	37,310	37,750	39,660	5.1%
Paratransit	1,070	1,090	1,130	3.7%
Caltrain	48,620	54,410	59,730	9.8%
Shuttles	10,310	9,800	12,390	26.4%
Total	97,310	103,060	112,920	9.6%
BART Extension (No Daly City)	46,030	43,730	51,330	17.4%
Grand Total	143,350	146,780	164,240	11.9%

*BART experienced 8 total days of strikes in FY2014, during which time no trains operated.

**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 August for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – AUGUST 2014 COMPARED TO AUGUST 2013

All District Modes – 4,354,530, an increase of 7.1 percent.

Bus – 1,086,460, an increase of 4.3 percent.

Paratransit – 28,260, an increase of 5.4 percent.

Caltrain – 1,626,750, an increase off 11 percent.

Shuttles – 262,050, an increase of 16.3 percent.

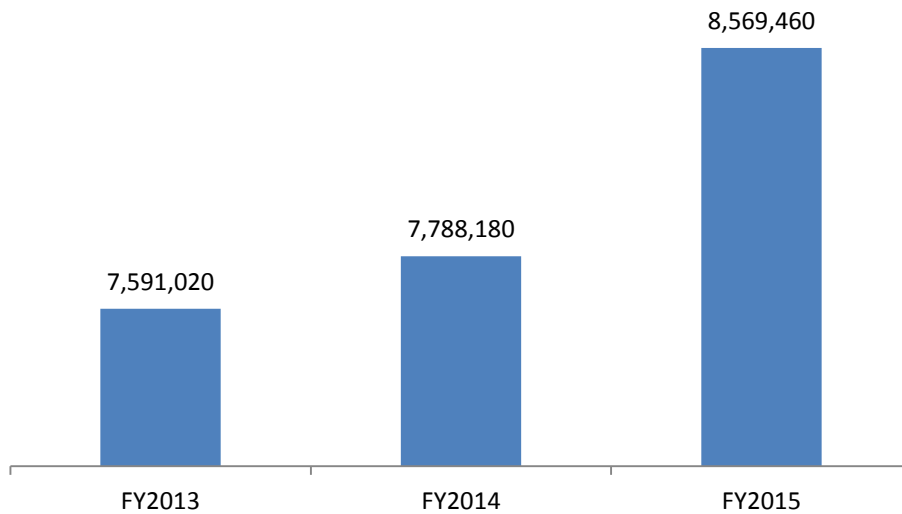
**Table B
Total Ridership**

August 2014 Total Monthly Ridership				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	1,037,950	1,041,620	1,086,460	4.3%
Paratransit	27,170	26,820	28,260	5.4%
Caltrain	1,350,540	1,466,170	1,626,750	11.0%
Shuttles	258,480	225,300	262,050	16.3%
Total	2,674,140	2,759,900	3,003,520	8.8%
BART Extension (No Daly City)	1,272,520	1,305,100	1,351,010	3.5%
Grand Total	3,946,660	4,065,000	4,354,530	7.1%
Weekdays	23	22	21	

August 2014 Year-to-date				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	1,967,530	2,010,750	2,096,450	4.3%
Paratransit	53,110	54,450	56,890	4.5%
Caltrain	2,656,510	2,958,050	3,196,470	8.1%
Shuttles	476,850	440,460	540,190	22.6%
Total	5,154,000	5,463,700	5,889,990	7.8%
BART Extension (No Daly City)	2,437,020	2,324,480	2,679,470	15.3%
Grand Total	7,591,020	7,788,180	8,569,460	10.0%

*BART experienced 8 total days of strikes in FY2014, during which time no trains operated.

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – August 2014

Back to School – To inform school administrators about SamTrans routes that travel by schools, staff sent a letter and brochure to principals and superintendents. The brochure – *SamTrans Information Guide for School Administrators* – provides information on these services and emphasizes that SamTrans is not a school bus service. Staff also attended events at some schools to provide information to parents and students. The SamTrans website (www.samtrans.com/schools) includes a list of schools and the routes that serve them.

Where Public Transportation Goes Community Grows – SamTrans is participating in American Public Transportation Association's *Where Public Transportation Goes Community Grows* initiative. The goal of the initiative is to inform decision makers and other stakeholders that investment in public transportation drives growth. Transit attracts development and increases property values along serviced corridors. Public transit also connects employers to employees, restaurants to diners, landlords to renters and families to local stores. We are conveying the message through bus shelter ads, exterior bus ads and social media.

Mobility Ambassador Video – SamTrans created a video to get the word out about its Mobility Ambassador program. The video, produced in-house as a collaborative effort between departments, includes real-life mobility ambassadors. The video is available on our website (www.samtrans.com/keepingseniorsmoving) and YouTube.

North Fair Oaks Community Festival – The 13th Annual North Fair Oaks Community Festival continued to be a great venue for SamTrans to connect with the community. Thousands of people attended the festival for the live entertainment, parade, children's activities, and arts and crafts. SamTrans Market Research & Development and bilingual Customer Service employees staffed a booth, providing information to attendees and answering questions. To promote SamTrans' connection to the community, the bus agency ran one of its "Experience the Difference" ads in the festival program.

Rider's Digest – The August edition of *Rider's Digest* summarized the upcoming route changes. The newsletter also included information about the benefits of switching to Clipper, as well as safety tips for those traveling with luggage and strollers.

Partnerships - SamTrans Market Research & Development staff worked with a number of community partners to provide discounts to youth customers who presented a SamTrans Summer Youth Pass. The partners, who also helped to promote the pass, included Bel Mateo Bowl (1 free hour with 1 paid hour), Belmont Iceland (free skate rental), Menlo Swim & Sport (\$1 off on regular lap/open swim price and 10 percent off in pro shop), Ringling Bros. and Barnum & Bailey Circus (25 percent off), San Mateo County History Museum (50 percent off student admission) and San Mateo County Fair (\$5 off admission).

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650-508-6248
Tracey Lin, Associate Scheduler/Planner 650-508-6457



BOARD OF DIRECTORS 2014

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MICHAEL J. SCANLON
GENERAL MANAGER/CEO

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

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

WEDNESDAY, OCTOBER 1, 2014 – 2:20 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of September 3, 2014
2. Acceptance of Statement of Revenues and Expenses for August 2014
3. Authorize the Filing of Applications to Receive \$1,712,812 in State Proposition 1B Transit Security Grant Program Funds and to Enter into a Fund Transfer Agreement with the Peninsula Corridor Joint Powers Board (JPB) to Allow the JPB to Apply for a Total of \$500,000 of the District's Funds

CONTRACTS

4. Authorize Award of Contract to First Transit, Inc. to Provide Redi-Wheels Paratransit Service for a Grand Total Estimated Cost of \$42,854,464 for a Five-Year Base Term

Committee Members: Zoe Kersteen-Tucker, Rose Guilbault, 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 (DISTRICT)
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA**

Draft

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
SEPTEMBER 3, 2014**

Committee Members Present: Z. Kersteen-Tucker (Committee Chair), R. Guilbault, A. Tissier

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

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

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 2:12 p.m.

Approval of Minutes of Finance Committee Meeting of August 6, 2014

Motion/Second: Deal/Guilbault

Ayes: Deal, Gee, Groom, Guilbault, Harris, Kersteen-Tucker, Matsumoto, Tissier

Acceptance of Statement of Revenues and Expenses for July 2014

Gigi Harrington, Deputy CEO, said July revenue is \$117,000 under budget. Expenses are under budget by \$1.9 million. Fuel was \$2.99 per gallon last week and year to date is \$3.01 per gallon. The District did not receive anything from the fuel hedge in August.

Motion/Second: Tissier/Deal

Ayes: Deal, Gee, Groom, Guilbault, Harris, Kersteen-Tucker, Matsumoto, Tissier

Authorize Approval of David Olmeda, Director, Maintenance, to Participate in the Master of Science in Intermodal Transportation Management at the University of Denver

Ms. Harrington said as a condition of the District's support for Mr. Olmeda's seeking this advanced degree he will commit to staying at least two years at the District after completing the program. She said staff believes it is an important investment in employee training and advancement.

Director Rose Guilbault asked for more detail about the program. Ms. Harrington said Mr. Olmeda will spend one week a quarter in Denver. Michael Scanlon, General Manager/CEO, said it is one week on campus from Sunday evening through Saturday afternoon. He said he completed close to 45 papers over the two-year course.

Committee Chair Kersteen-Tucker asked what career path this program prepares an individual for. Mr. Scanlon said it prepares individuals for positions up to the level of CEO.

Motion/Second: Tissier/Harris

Ayes: Deal, Gee, Groom, Guilbault, Harris, Kersteen-Tucker, Matsumoto, Tissier

Adjourned: 2:16 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
AUGUST 31, 2014 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 August 2014 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 14) are \$68,364 or 0.3 percent **worse** than revised budget. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$96,772 or 3.2 percent, *Investment Interest* (page 1, line 10) is **worse** than budget by \$20,244 or 12.7 percent and *Other Interest, Rent & Other Income* (page 1, line 12) are \$91,192 or 8.2 percent **better** than budget.

Expenses: *Total Expenses* (page 4, line 72) are \$3,015,477 or 13.1 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$2,786,098 or 14.7 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$221,116 or 8.6 percent offset by *Total Multimodal* (page 4, line 70) is **better** than budget by \$8,263 or 0.5 percent.

BUDGET IMPACT

There are no budget revisions for the month of August 2014.

Prepared By: Jeannie Chen, Senior Accountant
Sheila Tioyao, Manager, General Ledger

650-508-6259
650-508-7752

**SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2015
AUGUST 2014**

% OF YEAR ELAPSED: **16.7%**

	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	1,520,052	3,005,657	2,964,611	3,061,383	96.8	18,368,300	18,368,300	16.1
2 Local TDA and STA Funds	3,360,301	11,558,078	6,720,602	6,720,602	100.0	40,323,614	40,323,614	16.7
3 Operating Grants	492,383	952,677	1,009,438	1,009,438	100.0	6,892,643	6,892,643	14.6
4 SMCTA Measure A	731,666	1,302,668	1,463,333	1,463,333	100.0	9,140,000	9,140,000 B	16.0
5 SM County Measure A	416,667	0	833,333	875,872	95.1	5,000,000	5,000,000	16.7
6 AB434 Funds	48,500	94,333	97,000	97,000	100.0	582,000	582,000	16.7
7 Subtotal - Operating Revenues	6,569,569	16,913,413	13,088,318	13,227,630	98.9	80,306,558	80,306,558	16.3
Other Revenue Sources								
8 District 1/2 Cent Sales Tax	5,250,000	9,900,000	10,500,000	10,500,000	100.0	72,000,000	72,000,000	14.6
9 Investment Interest	70,128	167,533	139,286	159,530	87.3	948,840	948,840	14.7
10 Pass through to Other Agencies	31,274	50,695	56,621	56,621	100.0	383,948	383,948	14.7
11 Other Interest, Rent & Other Income	667,094	931,969	1,198,557	1,107,365	108.2	6,921,784	6,921,784	17.3
12 Subtotal - Other Revenues	6,018,496	11,050,197	11,894,464	11,823,516	100.6	80,254,572	80,254,572	14.8
13 Total Revenues	12,588,065	27,963,610	24,982,782	25,051,146	99.7	160,561,130	160,561,130	15.6
14 Capital Assistance	3,267,154	159,347	3,306,669	3,306,669	100.0	49,474,302	85,875,511 A	3.9
15 Reserves Programmed for Capital	1,216,932	462,018	1,399,437	1,399,437	100.0	0	12,619,744 A	11.1
16 Total Sources of Funds	17,072,151	28,584,975	29,688,887	29,757,252	99.8	210,035,432	259,056,384	11.5
USES OF FUNDS								
Operations								
17 Motor Bus	7,693,790	16,514,728	16,198,051	18,984,149	85.3	106,595,744	106,595,744	15.2
18 A. D. A. Programs	1,143,821	2,280,176	2,344,988	2,566,104	91.4	15,386,631	15,386,631	15.2
19 Caltrain	521,667	906,667	1,043,333	1,043,333	100.0	6,260,000	6,260,000	16.7
20 Other Multi-modal Programs	240,830	438,958	475,931	484,193	98.3	2,913,140	2,913,140	16.3
21 Subtotal - Operating Costs	9,600,108	20,140,529	20,062,303	23,077,780	86.9	131,155,515	131,155,515	15.3
Other Uses of Funds								
22 Pass through to Other Agencies	31,274	50,695	56,621	56,621	100.0	388,948	388,948	14.6
23 Debt Service	2,037,403	4,075,615	4,074,805	4,074,805	100.0	24,449,078	24,449,078	16.7
24 Fiscal Agent Fees	0	4,613	0	4,606	-	27,635	27,635	0.0
25 Land Transfer Interest Expense	0	0	0	0	0	45,895	45,895	0.0
26 Subtotal - Other Uses of Funds	2,068,676	4,130,922	4,131,426	4,136,032	99.9	24,911,556	24,911,556	16.6
27 Capital Programs	4,484,086	714,728	4,706,105	4,706,105	100.0	55,331,570	104,352,522 A	4.5
28 Total Uses of Funds	16,152,871	24,986,179	28,899,835	31,919,917	90.5	211,398,641	260,419,593	11.1
29 NET SURPLUS / (DEFICIT)	919,280	3,598,796	789,053	(2,162,665)	(36.5)	(1,363,210)	(1,363,210)	(57.9)

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

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

Note B - The Budget includes \$500K TA funds from prior year.

**SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES
FISCAL YEAR 2015
AUGUST 2014**

% OF YEAR ELAPSED: 16.7%

	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	1,450,608	2,867,849	2,821,944	2,922,667	96.6	17,536,000	17,536,000	16.1
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,871,551	9,596,101	5,743,103	5,743,103	100.0	34,458,615	34,458,615	16.7
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	307,843	1,567,672	615,687	615,687	100.0	3,694,119	3,694,119	16.7
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	461,279	876,408	935,679	935,679	100.0	6,504,231	6,504,231	14.4
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Assistance	2,035,639	813,729	5,090,472	7,891,228	64.5	38,991,765	38,991,765	13.1
10 Accessibility Fixed Route	105,036	194,920	203,070	169,757	119.6	1,018,540	1,018,540	19.9
11 TOTAL 1/2 CENT SALES TAX	2,140,675	1,008,649	5,293,542	8,060,985	65.7	40,010,305	40,010,305	13.2
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	52,417	101,796	103,171	104,800	98.4	620,090	620,090	16.6
14 OTHER REVENUE SOURCES:								
15 Rental Income	222,283	193,879	321,398	215,600	149.1	1,293,600	1,293,600	24.8
16 Advertising Income	57,152	110,833	114,304	172,500	66.3	1,035,000	1,035,000	11.0
17 Other Income	129,983	191,540	249,223	213,131	116.9	1,443,784	1,443,784	16.7
18 TOTAL OTHER REVENUES	409,418	496,252	684,926	601,231	113.9	3,772,384	3,772,384	18.2
19								
20 TOTAL MOTOR BUS	7,693,790	16,514,728	16,198,051	18,984,149	85.3	106,595,744	106,595,744	15.2
21								
22 AMERICAN DISABILITIES ACT:								
23 Passenger Fares Redi-Wheels	69,444	137,808	142,666	138,717	102.8	832,300	832,300	17.1
24 Local TDA 4.5 Redi-Wheels	144,468	300,351	288,936	288,936	100.0	1,733,614	1,733,614	16.7
25 Local STA - Paratransit	36,439	93,954	72,878	72,878	100.0	437,266	437,266	16.7
26 Operating Grants	31,104	76,269	73,759	73,759	100.0	388,412	388,412	19.0
27 Sales Tax - District ADA Programs	(6,588)	820,816	25,128	204,099	12.3	1,050,989	1,050,989	0.0
28 Sales Tax - Paratransit Suppl. Coastside	116,434	215,041	237,609	222,550	106.8	1,335,300	1,335,300	17.8
29 Interest Income - Paratransit Fund	17,711	65,737	36,115	54,730	66.0	328,750	328,750	11.0
30 SMCTA Measure A Redi-Wheels	210,000	396,000	420,000	420,000	100.0	2,880,000	2,880,000	14.6
31 SM County Measure A	416,667	0	833,333	875,872	95.1	5,000,000	5,000,000	16.7
32 Measure M Paratransit	108,143	174,200	214,564	214,564	100.0	1,400,000	1,400,000	15.3
33 TOTAL ADA PROGRAMS	1,143,821	2,280,176	2,344,988	2,566,104	91.4	15,386,631	15,386,631	15.2
34								
35 MULTI-MODAL TRANSIT PROGRAMS:								
36 Transfer from SMCTA for Caltrain	521,666	906,668	1,043,333	1,043,333	100.0	6,260,000	6,260,000	16.7
37 AB434 Funds - SamTrans Shuttle	48,500	94,333	97,000	97,000	100.0	582,000	582,000	16.7
38 Employer SamTrans Shuttle Funds	149,533	261,517	299,067	291,570	102.6	1,749,400	1,749,400	17.1
39 Sales Tax - SamTrans Shuttle Program	28,864	59,615	56,341	61,607	91.5	377,640	377,640	14.9
40 Sales Tax - Gen. Operating Asst.	13,933	23,492	23,523	34,017	69.2	204,100	204,100	11.5
41								
42 TOTAL MULTIMODAL	762,496	1,345,624	1,519,264	1,527,527	99.5	9,173,140	9,173,140	16.6
43								
44 TOTAL REVENUES	9,600,108	20,140,529	20,062,303	23,077,780	86.9	131,155,515	131,155,515	15.3

% 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 2015
AUGUST 2014**

% OF YEAR ELAPSED: 16.7%

<u>EXPENSES</u>	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	4,600,608	9,508,296	9,534,974	9,751,274	97.8	52,325,457	52,264,312	18.2
2								
3 Services:								
4 Board of Directors	5,155	3,800	8,533	8,583	99.4	51,750	51,750	16.5
5 Contracted Vehicle Maintenance	63,978	45,954	99,384	284,245	35.0	1,625,280	1,625,280	6.1
6 Property Maintenance	77,621	170,253	156,888	207,417	75.6	1,242,000	1,242,000	12.6
7 Professional Services	116,182	411,675	348,809	782,179	44.6	4,720,740	4,719,515	7.4
8 Technical Services	291,184	686,168	637,867	785,874	81.2	5,704,354	5,747,244	11.1
9 Other Services	12,672	103,006	53,951	776,704	6.9	2,447,741	2,447,741	2.2
10								
11 Materials & Supply:								
12 Fuel & Lubricants	423,839	911,788	893,749	1,055,625	84.7	6,333,750	6,333,750	14.1
13 Bus Parts & Materials	162,232	286,421	284,451	319,460	89.0	1,911,257	1,911,257	14.9
14 Uniforms & Driver Expense	26,543	41,264	32,623	72,274	45.1	444,235	444,235	7.3
15 Timetables & Tickets	14,739	15,000	27,869	33,650	82.8	201,900	201,900	13.8
16 Office Supplies / Printing	21,733	29,683	27,953	62,070	45.0	339,062	354,818	7.9
17 Other Materials & Supply	9,673	11,499	17,291	27,417	63.1	159,500	159,500	10.8
18								
19 Utilities:								
20 Telecommunications	30,682	70,189	54,613	111,029	49.2	666,174	666,174	8.2
21 Other Utilities	95,771	177,869	195,280	180,667	108.1	1,084,000	1,084,000	18.0
22 Insurance Costs	(64,498)	438,779	117,908	447,785	26.3	2,681,400	2,681,400	4.4
23 Workers' Compensation	156,716	391,410	407,703	536,360	76.0	3,443,160	3,443,160	11.8
24 Taxes & License Fees	37,455	80,284	70,636	92,149	76.7	552,894	552,894	12.8
25 Fixed Route Accessibility	105,036	194,920	203,070	169,757	119.6	1,018,540	1,018,540	19.9
26 Leases & Rentals	11,921	18,262	22,060	22,505	98.0	134,631	134,631	16.4
27 Promotional & Legal Advertising	25,566	24,533	33,603	49,900	67.3	289,400	289,400	11.6
28 Training & Business Travel	25,533	27,112	34,920	51,563	67.7	292,075	292,075	12.0
29 Dues & Membership	7,545	16,956	13,104	14,777	88.7	87,624	87,624	15.0
30 Postage & Other	10,978	13,930	13,514	18,119	74.6	102,180	105,905	12.8
31								
32 Total District Operated Buses	6,268,863	13,679,050	13,290,753	15,861,381	83.8	87,859,104	87,859,104	15.1
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,303,076	2,456,828	2,533,529	2,560,922	98.9	15,365,530	15,365,530	16.5
36 Other Related Costs	32,591	69,899	63,685	63,338	100.5	380,030	380,030	16.8
37 Insurance Costs	(98,020)	108,523	(63,368)	109,162	(58.0)	655,000	655,000	-9.7
38 Coastside Services	136,749	122,091	265,651	309,575	85.8	1,857,450	1,857,450	14.3
39 Redi Coast Non-ADA	16,984	32,403	36,466	37,037	98.5	222,220	222,220	16.4
40 Other Related Costs	9,543	12,365	15,203	12,745	119.3	76,470	76,470	19.9
41 La Honda - Pescadero	2,100	9,013	6,825	9,188	74.3	55,130	55,130	12.4
42 SamCoast - Pescadero	21,459	24,036	48,524	19,692	246.4	118,150	118,150	41.1
43 Other Related Cost - SamCoast	447	522	783	1,110	70.5	6,660	6,660	11.8
44 Total Contracted Bus Service	1,424,928	2,835,678	2,907,298	3,122,769	93.1	18,736,640	18,736,640	15.5
45								
46 TOTAL MOTOR BUS	7,693,790	16,514,728	16,198,051	18,984,149	85.3	106,595,744	106,595,744	15.2

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

Note C - Insurance reserve of \$399.5K were released due to closing of claim #1852898, claim #1845750 and claim #1882192.

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2015
AUGUST 2014**

% OF YEAR ELAPSED: 16.7%

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	520,493	941,246	1,040,513	1,049,110	99.2	6,294,660	6,294,660	16.5
Other Related Costs	213,561	385,125	422,720	511,759	82.6	3,060,554	3,060,554	13.8
ADA Sedan/Taxi Service	249,833	536,209	516,586	522,287	98.9	3,133,720	3,133,720	16.5
ADA Accessibility Support	50,789	121,590	103,114	174,566	59.1	1,047,397	1,047,397	9.8
Coastside ADA Support	116,434	215,041	237,609	222,550	106.8	1,335,300	1,335,300	17.8
Insurance Costs	(7,289)	80,964	24,446 C	85,832	28.5	515,000	515,000	4.7
TOTAL ADA PROGRAMS	1,143,821	2,280,176	2,344,988	2,566,104	91.4	15,386,631	15,386,631	15.2
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	521,667	906,667	1,043,333	1,043,333	100.0	6,260,000	6,260,000	16.7
Total Caltrain Service	521,667	906,667	1,043,333	1,043,333	100.0	6,260,000	6,260,000	16.7
OTHER SUPPORT								
SamTrans Shuttle Service	226,897	415,465	452,407	450,177	100.5	2,709,040	2,709,040	16.7
Bicycle Coordinating Activities	0	0	0	4,167	0.0	25,000	25,000	0.0
Maintenance Multimodal Facilities	13,932	23,493	23,523	29,850	78.8	179,100	179,100	13.1
Total Other Support	240,830	438,958	475,931	484,193	98.3	2,913,140	2,913,140	16.3
TOTAL MULTI-MODAL PROGRAMS	762,497	1,345,625	1,519,264	1,527,527	99.5	9,173,140	9,173,140	16.6
TOTAL EXPENSES	9,600,108	20,140,529	20,062,303	23,077,780	86.9	131,155,515	131,155,515	15.3

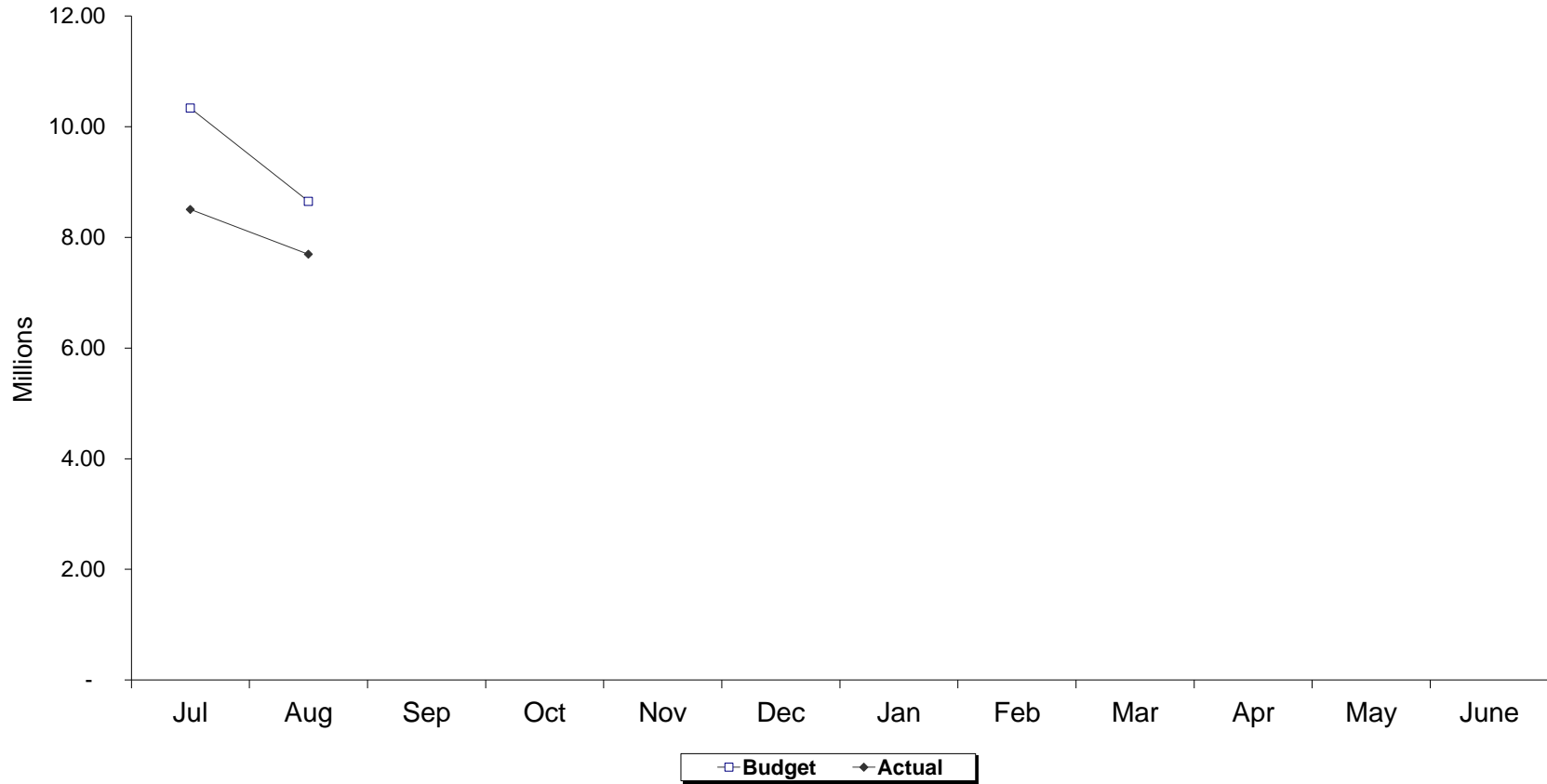
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Note C - Insurance reserve of \$399.5K were released due to closing of claim #1852898, claim #1845750 and claim #1882192.

SAN MATEO COUNTY TRANSIT DISTRICT

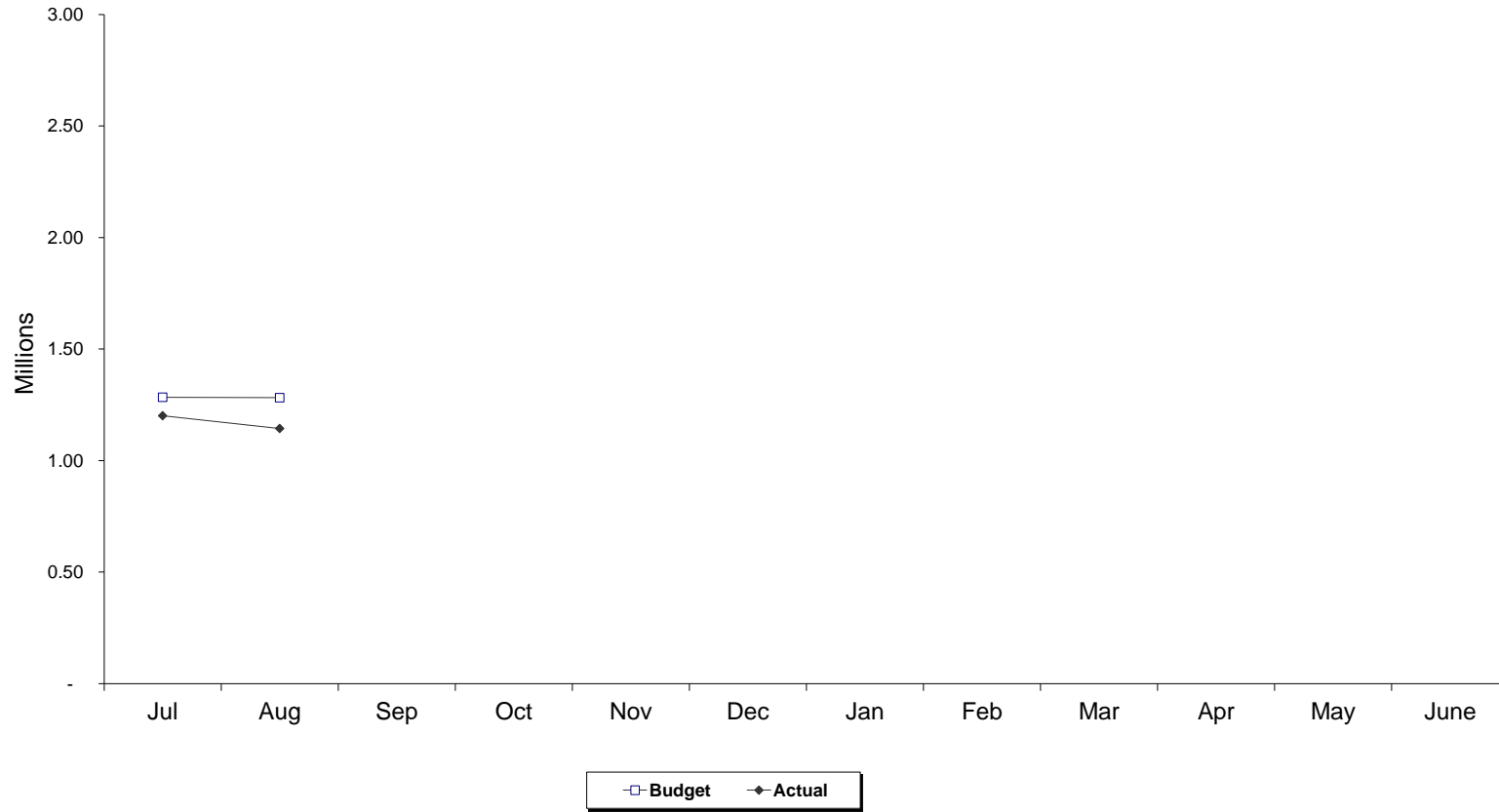
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2015



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	10,335,340	8,648,809											
Actual	8,504,261	7,693,790											
CUMULATIVE EXPENSES													
Budget	10,335,340	18,984,149											
Actual	8,504,261	16,198,051											
Variance - F(U)	1,831,080	2,786,098											
Variance %	17.72%	14.68%											

SAN MATEO COUNTY TRANSIT DISTRICT
ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2015

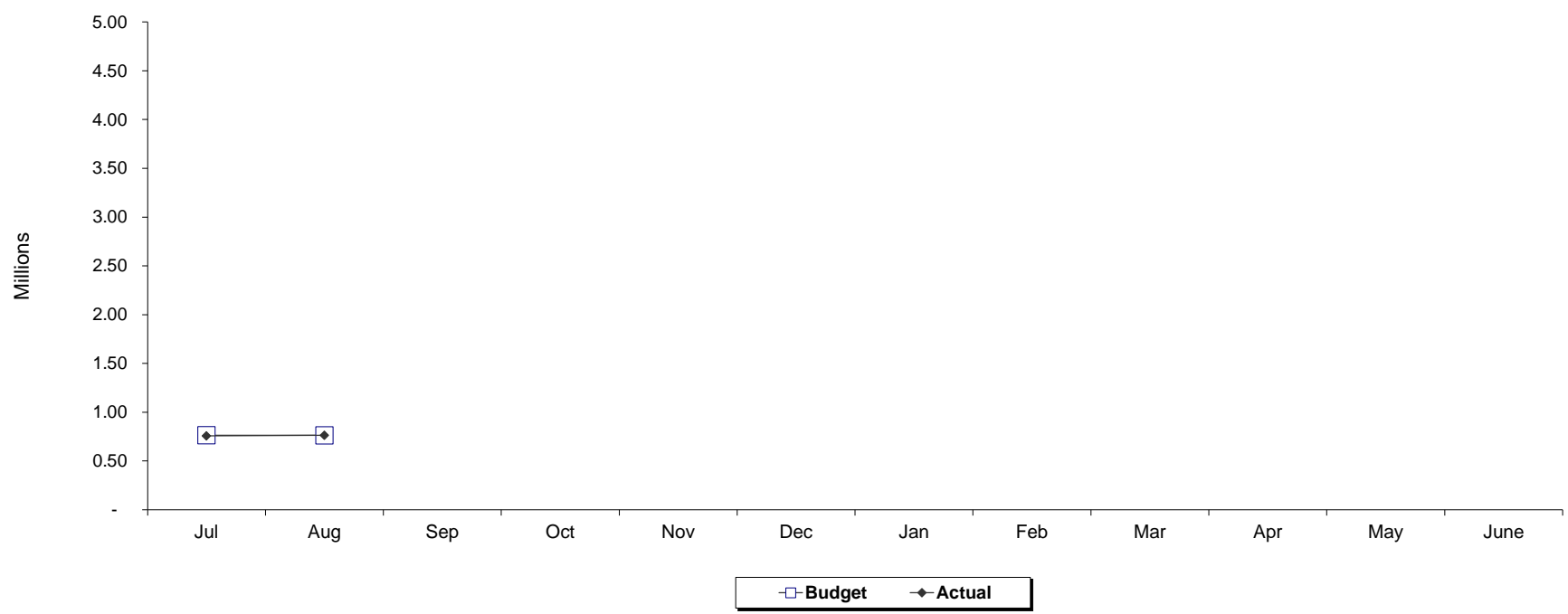


	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	1,284,052	1,282,052											
Actual	1,201,166	1,143,821											
CUMULATIVE EXPENSES													
Budget	1,284,052	2,566,104											
Actual	1,201,166	2,344,988											
Variance - F(U)	82,886	221,117											
Variance %	6.46%	8.62%											

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2015



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	764,108	763,418										
Actual	756,768	762,497										
CUMULATIVE EXPENSES												
Budget	764,108	1,527,527										
Actual	756,768	1,519,264										
Variance - F(U)	7,341	8,263										
Variance %	0.96%	0.54%										

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

August 31, 2014

DESCRIPTION	TOTAL INVESTMENT 08-31-14	INTEREST RECEIVABLE 7-31-14	PREPAID INT RECEIVABLE 7-31-14	INTEREST EARNED 08-31-14	INTEREST RECEIVED 08-31-14	ADJ.	INTEREST RECEIVABLE 08-31-14
RESERVE FOR CAPITAL PROJ	8,061,192.50	11,003.40	0.00	4,280.17	5,931.00	53.96	9,406.53
LAIF -- CAPITAL PROJ	76,485.52	18.97	0.00	17.43	0.00	0.00	36.40
REIMB SECURITIES -- L76R	93,717,269.20	149,327.38	2,201.09	46,372.91	26,025.00	214.81	172,091.19
LAIF -- REIMB FUNDS L76R	26,481,651.53	7,631.29	0.00	7,737.41	0.00	0.00	15,368.70
PARATRANSIT FUNDS	24,977,008.50	17,866.06	1,742.53	18,982.64	0.00	170.53	38,761.76
LAIF -- PARATRANSIT	153,547.43	1,169.77	0.00	35.00	0.00	0.00	1,204.77
BANK OF AMERICA	10,718,738.72	0.00	0.00	1,201.52	1,201.52	0.00	0.00
WELLS FARGO	23,632.52	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	8,400,634.50	0.00	0.00	711.56	0.00	0.00	711.56
	<u>172,610,160.42</u>	<u>187,016.87</u>	<u>3,943.62</u>	<u>79,338.64</u>	<u>33,157.52</u>	<u>439.30</u>	<u>237,580.91</u>

AUG 2014 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 08/31/14	79,777.94
Add:	
CEO Interest	0.00
Less:	
Commissions	(8,448.35)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>71,329.59</u>

YEAR TO DATE -- SUMMARY

Interest Earned	158,587.18
Add:	
CEO Interest	0.00
Less:	
Commissions	(16,896.69)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>141,690.49</u>

Balance Per Ledger as of 08/31/14

Deferred Int Acct. 210852/3	2,404.60
Interest Acct. 409102	1,423.12
Interest Acct. 409101	137,862.77
Gain(Loss) Acct. 405210	0.00
	<u>141,690.49</u>

**SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R
August 31, 2014**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 08/31/14	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 07/31/14	PREPAID INT REC'VBLE 08/31/14	INTEREST EARNED 08/31/14	INTEREST RECEIVED 08/31/14	PP INTEREST RECEIVED DATE	INTEREST REC'VBLE ADJ. 08/31/14	INT REC'VBLE LESS PREPAID 08/31/14	PAR VALUE	
<u>U.S. TREASURY NOTES AND BONDS</u>																		
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,006,100.00	2,006,100.00	07-15-16	0.625%	34.7222	30	577.45		1,041.67			11.31	1,630.43	1,630.43	2,000,000
US TREASURY NOTE	912828WX4	08-27-14	5,999,531.25	6,003,300.00	6,003,300.00	07-31-16	0.500%	83.3333	4	2,201.09	2,201.09	333.33			74.28	2,608.70	407.61	6,000,000
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,486,060.00	8,507,990.00	10-15-16	0.625%	147.5694	30	15,676.23		4,427.08			72.58	20,175.89	20,175.89	8,500,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	10,003,100.00	11-15-16	0.625%	173.6111	30	13,247.28		5,208.33			56.62	18,512.23	18,512.23	10,000,000
28.32%																		
<u>GOVERNMENT BONDS</u>																		
FHLMC	3134G2WG3	2-15-12	9,686,631.75	9,629,518.65	9,618,653.70	09-22-14	0.750%	200.3125	30	25,840.31		6,009.38				31,849.69	31,849.69	9,615,000
FHLMC	3134G4HZ4	10-28-13	4,999,750.00	5,004,550.00	5,002,850.00	10-28-15	0.500%	69.4444	30	6,458.33		2,083.33			0.01	8,541.67	8,541.67	5,000,000
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,514,535.00	8,521,335.00	11-24-15	0.450%	106.2500	30	7,118.75		3,187.50				10,306.25	10,306.25	8,500,000
FFCB	31331H5L7	5-11-07	1,020,404.50	1,032,327.00	1,023,710.50	12-29-15	6.125%	161.6319	30	5,172.22		4,848.96				10,021.18	10,021.18	950,000
FNMA	3135G0UM3	5-29-13	3,999,600.00	4,002,840.00	4,006,000.00	02-26-16	0.520%	57.7778	30	8,955.55		1,733.33	10,400.00		0.01	288.89	288.89	4,000,000
FNMA	3135G0VH3	5-30-13	6,031,500.00	6,017,280.00	6,019,020.00	03-04-16	0.750%	125.0000	30	18,375.00		3,750.00				22,125.00	22,125.00	6,000,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	15,025,500.00	15,020,700.00	03-30-16	0.500%	208.3333	30	25,208.33		6,250.00				31,458.33	31,458.33	15,000,000
FNMA	3135G0XH1	10-15-13	7,962,000.00	7,996,240.00	7,992,160.00	05-20-16	0.500%	111.1111	30	7,888.89		3,333.33				11,222.22	11,222.22	8,000,000
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,976,450.00	4,989,100.00	07-05-16	0.375%	52.0833	30	1,354.17		1,562.50				2,916.67	2,916.67	5,000,000
FNMA	3135G0YE7	03-07-14	5,009,800.00	5,003,000.00	5,003,250.00	08-26-16	0.625%	86.8056	30	13,454.86	0.00	2,604.17	15,625.00			434.03	434.03	5,000,000
71.68%																		
LAIF			26,481,651.53	26,481,651.53	26,481,651.53					6,760.27		7,737.41	0.00			14,497.69	14,497.69	26,481,652
TOTAL LAIF			26,481,651.53	26,481,651.53	26,481,651.53													
TOTAL A/C 121100 & 112010			93,674,927.66	93,669,600.65	93,717,269.20													
<u>MATURED/CALLED</u>																		
TOTAL			<u>93,674,927.66</u>	<u>93,669,600.65</u>	<u>93,717,269.20</u>					<u>151,528.46</u>	<u>2,201.09</u>	<u>46,372.91</u>	<u>26,025.00</u>		<u>214.81</u>	<u>172,091.18</u>	<u>169,890.09</u>	<u>120,046,652</u>

**SAN MATEO COUNTY TRANSIT DISTRICT
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES
August 31, 2014**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 08-31-14	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 07/31/14	PREPAID INT REC'VBLE 08-31-14	INTEREST EARNED 08-31-14	INTEREST RECEIVED 08-31-14	ADJ.	INTEREST REC'VBLE 08-31-14	INT REC'VBLE LESS PREPAID 08-31-14	PAR VALUE
U.S. TREASURY NOTES AND BONDS																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.41	7,909,875.00	7,910,507.00	06-15-16	0.500%	109.7222	30	5,072.40		3,291.67		53.96	8,418.03	8,418.03	7,900,000
GOVERNMENT BONDS																	
HOUSING URBAN DEVEL	911759EB0	12-23-08	155,581.50	150,760.50	150,685.50	08-01-17	7.908%	32.9500	30	5,931.00		988.50	5,931.00		988.50	988.50	150,000
LAIF			76,485.52	76,485.52	76,485.52					18.97		17.43	0.00		36.40	36.40	76,486
MATURED/CALLED CALLED																	
TOTAL LAIF			76,485.52	76,485.52	76,485.52												
TOTAL A/C 121100 & 112010			8,045,397.91	8,060,635.50	8,061,192.50												
TOTAL			<u>8,045,397.91</u>	<u>8,060,635.50</u>	<u>8,061,192.50</u>					<u>11,003.40</u>	<u>0.00</u>	<u>4,280.17</u>	<u>5,931.00</u>	<u>53.96</u>	<u>9,406.53</u>	<u>9,406.53</u>	<u>8,050,000</u>

19-Sep-14

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
August 31, 2014**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	PP INTEREST	INTEREST	INTEREST	PP INTEREST	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED 06-30-14	VALUE 08/31/14					REC'VBLE 07/31/14	REC'VBLE 08/31/14	EARNED 08/31/14	RECEIVED 08/31/14	RECEIVED DATE		REC'VBLE 08/31/14	LESS PREPAID 08/31/14	
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828WX4	08-27-14	4,749,628.91	4,752,612.50	4,752,612.50	07-31-16	0.500%	65.9722	4	1,742.53	1,742.53	263.89			58.80	2,065.22	322.69	4,750,000
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,505,610.00	5,505,170.00	10-15-16	0.625%	95.4861	30	10,143.44		2,864.58			46.97	13,054.99	13,054.99	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	5,001,150.00	5,001,550.00	11-15-16	0.625%	86.8056	30	6,623.64		2,604.17			28.30	9,256.11	9,256.11	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,619,960.72	4,620,470.00	4,618,676.00	01-31-17	0.875%	111.8056	30	109.38		3,354.17			36.45	3,500.00	3,500.00	4,600,000
																		79.88%
GOVERNMENT BONDS																		
FNMA	31398AU34	2-15-12	5,299,150.00	5,117,150.00	5,099,000.00	07-28-15	2.375%	329.8611	30	989.58	0.00	9,895.83			0.01	10,885.42	10,885.42	5,000,000
																		20.12%
CASH AND CASH EQUIVALENTS																		
FEDERATED US TREASURY MMF		07-31-14	20,125.00	20,125.00	20,125.00					0.00		0.00				0.00	0.00	20,125
CASH INVESTMENT																		
LAIF			153,547.43	153,547.43	153,547.43					1,131.72	0.00	35.00	0.00			1,166.72	1,166.72	153,547
MATURED/CALLED																		
FEDERATED US TREASURY MMF		08-04-14	(20,125.00)	(20,125.00)	(20,125.00)					0.01						0.01	0.01	(29.094)
TOTAL LAIF			153,547.43	153,547.43	153,547.43													
TOTAL A/C 122010			5,299,150.00	5,117,150.00	5,099,000.00													
TOTAL			<u>25,141,610.73</u>	<u>24,996,992.50</u>	<u>24,977,008.50</u>					<u>19,608.57</u>	<u>1,742.53</u>	<u>18,982.64</u>	<u>0.00</u>	<u>0.00</u>	<u>170.53</u>	<u>38,761.74</u>	<u>37,019.21</u>	<u>24,850,000</u>

SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF BUDGET ACTIVITY FOR AUGUST 2014

BUDGET AMENDMENTS

	Amount	Line Item	Description
Aug-14			No Budget Revisions in August 2014.
	<u>\$ -</u>	Total	
		<u>\$ -</u>	Total

BUDGET REVISIONS

	Amount	Line Item	Description
Aug-14			No Budget Revisions in August 2014.
	<u>\$ -</u>	Total	
		<u>\$ -</u>	Total

SAN MATEO COUNTY TRANSIT DISTRICT
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2014 & FY2015
AUGUST 2014

9/24/14 3:14 PM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
FY2014:					
1st Quarter	16,550,000		19,084,264	2,534,264	19,084,264
2nd Quarter	17,525,000		20,581,648	3,056,648	20,581,648
3rd Quarter	18,132,500		18,012,945	(119,556)	18,012,945
4th Quarter	17,792,500	4th Quarter	19,927,940	2,135,440	19,927,940
FY2014 Total	70,000,000	FY2014 Total	77,606,796	7,606,796	77,606,796
FY2015					
Jul. 14	5,250,000	Sep. 14			5,250,000 (1)
Aug. 14	5,250,000	Oct. 14			5,250,000 (1)
Sep. 14	6,650,000	Nov. 14			6,650,000
3 Months Total	17,150,000		0	0	17,150,000
Oct. 14	5,725,000	Dec. 14			5,725,000
Nov. 14	5,725,000	Jan. 15			5,725,000
Dec. 14	6,955,000	Feb. 15			6,955,000
6 Months Total	35,555,000		0	0	35,555,000
Jan. 15	5,400,000	Mar. 15			5,400,000
Feb. 15	5,400,000	Apr. 15			5,400,000
Mar. 15	6,700,000	May 15			6,700,000
9 Months Total	53,055,000		0	0	53,055,000
Apr. 15	6,115,000	Jun. 15			6,115,000
May 15	6,215,000	Jul. 15			6,215,000
Jun. 15	6,615,000	Aug. 15			6,615,000
FY2015 Total	72,000,000	FY2015 Total	0	0	72,000,000
	10,500,000	1st Quarter			
	0	2nd Quarter			
	0	3rd Quarter			
	0	4th Quarter			
	<u>10,500,000</u>	YTD Actual Per Statement of Revenues & Expenses			
(1) Includes accrual for Quarterly Adjustment					

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **AUTHORIZE THE FILING OF APPLICATIONS FOR STATE PROPOSITION 1B
CALIFORNIA TRANSIT SECURITY GRANT PROGRAM FUNDS AND TO ENTER
INTO A FUND TRANSFER AGREEMENT WITH THE PENINSULA CORRIDOR
JOINT POWERS BOARD**

ACTION

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

1. Submit grant applications, with concurrent requests for Letter of No Prejudice (LONP) requests, to the State of California Governor's Office of Emergency Services (Cal OES) and to file and execute certifications, assurances and other documentation as required to receive \$1,712,812 in Fiscal Year (FY) 2013 and FY2014 Proposition 1B California Transit Security Grant Program (CTSGP) funds from the State for San Mateo County Transit District's (District) transportation security projects; and
2. Enter into an agreement with the Peninsula Corridor Joint Powers Board (JPB) to allow the JPB apply for a total of \$500,000 of the \$2,212,812 in FY2013 and FY2014 CTSGP funds SamTrans is eligible to receive; and
3. Take such other actions as may be necessary, including executing any agreements, certifications and assurances or other documentation required in order to receive the CTSGP funds.

SIGNIFICANCE

Cal OES requires eligible recipients of CTSGP funds to submit resolutions approved by their governing bodies that authorize the designated agency officer(s) to execute any action necessary for the processing of applications associated with the programming and receipt of funds. Approval of this item will allow the District to apply for \$1,712,812 in CTSGP funds and for the JPB to apply for \$500,000 of additional CTSGP funds that the District otherwise would be eligible to seek.

The \$1,712,812 will fund several District projects, which include the installation of new fencing around District-owned properties, access control improvements at District

facilities, and the relocation of the receptionist area at the central office from the second floor to the first floor. These projects are currently included in the approved FY2015 Capital Budget and will be funded with 100 percent CTSGP monies since these grant funds do not require a local match.

The \$1,712,812 in FY2013 and FY2014 CTSGP funds is sufficient to meet the District's current security needs. These CTSGP funds must be spent by March 31, 2016 and March 31, 2017 respectively or the funds revert to Cal OES. The \$500,000 to be transferred to the JPB is currently not required for District security projects. The JPB plans to use the \$500,000 on inward-facing cameras and related equipment in locomotives and cab cars. The National Transit Safety Board recommends installing inward-facing cameras and related equipment in locomotives and cab cars to capture actions during critical incidents. This will be an important tool in post-incident investigations.

The CTSGP program has two remaining years of funding for the District in FY2015 and FY2016, for an approximate total of \$2.2 million. This amount will be reserved for future District security projects.

Due to the economic climate, the State Controller has not been able to sell a sufficient amount of bonds to fully fund all Proposition 1B capital projects around the State. Should funding not be available at the time the District files its funding applications, the LONP would enable the District to proceed with work utilizing its own funds, and be reimbursed once bond proceeds become available.

BUDGET IMPACT

There is no budget impact related to this action. The projects are included in the approved Fiscal Year 2015 Capital Budget and will be funded with 100 percent CTSGP monies since these grant funds do not require a local match.

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, otherwise known as Proposition 1B, was approved by California voters on November 7, 2006. Proposition 1B includes a funding program specifically for transit safety and security projects. The State Controller develops a list of eligible transit operators and the amount of funds that each operator is eligible to receive on an annual basis. Funding allocations are contingent on bond sales, which have been delayed in recent years.

Prepared By: Rebecca Arthur, Senior Grants Analyst

650-508-6368

RESOLUTION NO. 2014 –

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

*** * ***

**AUTHORIZING THE FILING OF APPLICATIONS FOR STATE PROPOSITION 1B TRANSIT SECURITY
GRANT PROGRAM FUNDS AND A FUND TRANSFER AGREEMENT WITH THE PENINSULA
CORRIDOR JOINT POWERS BOARD**

WHEREAS, the California Transit Security Grant Program (CTSGP) is a program for capital security and safety projects that is part of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, otherwise known as Proposition 1B, which was approved by California voters on November 7, 2006; and

WHEREAS, the CTSGP is administered by the California Governor's Office of Emergency Services (Cal OES); and

WHEREAS, the State Controller develops an annual list with the amounts that each eligible project sponsor is programmed to receive; and

WHEREAS, Cal OES requires all eligible recipients of CTSGP funds to submit resolutions approved by their governing bodies that authorize appointed agents to take any actions necessary for the processing of applications; and

WHEREAS, due to a lack of available bond funding for new projects, the State Controller's Office may be unable to allocate CTSGP funds in a timely manner; and

WHEREAS, AB 672, signed by the Governor on October 11, 2009, authorizes approval of a Letter of No Prejudice (LONP), which allows an eligible applicant to expend its own funds to proceed with work on CTSGP-eligible projects and be reimbursed once CTSGP funds are available; and

WHEREAS, the San Mateo County Transit District (District) is on a list of eligible applicants for CTSGP funds; and

WHEREAS, the District is eligible to receive up to \$2,212,812 in Fiscal Year (FY) 2013 and FY2014 CTSGP funds; and

WHEREAS, the District intends to apply for \$1,712,812 in CTSGP funds, which will meet the Districts' current security needs; and

WHEREAS, the District agrees to allow the Peninsula Corridor Joint Powers Board (JPB) to apply for the remaining \$500,000 of the FY2014 CTSGP funds the District is

eligible to receive to install inward-facing cameras and related equipment in locomotives and cab cars.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors authorize the General Manager/CEO, or his designee, to:

1. Submit grant applications, with concurrent requests for Letter of LONP requests, to the State of Cal OES and to file and execute certifications, assurances and other documentation as required to receive \$1,712,812 in FY2013 and FY2014 CTSGP funds from the State for the District's transportation security projects; and
2. Enter into an agreement with the JPB to allow the JPB apply for \$500,000 of additional FY2014 CTSGP funds the District otherwise would be eligible to receive; and
3. Take such other actions as may be necessary, including executing any agreements, certifications and assurances or other documentation required in order to receive the CTSGP funds.

Regularly passed and adopted this 1st day of October 2014 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 C. H. (Chuck) Harvey
Deputy CEO Deputy CEO

SUBJECT: **AUTHORIZE AWARD OF A REDI-WHEELS PARATRANSIT SERVICE CONTRACT**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to First Transit, Inc. (First Transit) to provide Redi-Wheels paratransit service for a grand total estimated cost of \$42,854,464 for a five-year base term.
2. Authorize the General Manager/CEO, or his designee, to execute a contract with First Transit, the highest consensus-ranked firm.
3. Authorize the General Manager/CEO, or his designee, to exercise up to five 1-year option terms with First Transit for an aggregate estimated cost of \$49,611,295, if deemed in the best interest of the San Mateo County Transit District (District), and with the understanding that the option terms may be awarded in single or multiple year combinations.

SIGNIFICANCE

Award of this contract will provide the District with a dedicated and qualified contractor to operate the Redi-Wheels paratransit service for up to 10 years, thereby assuring continuity of this essential service.

BUDGET IMPACT

Funds to support the award of this contract, including supplemental taxi service, are included in the current and projected operating budgets.

BACKGROUND

A Request for Proposals (RFP) was issued detailing the District's scope of services to solicit proposals from firms interested in providing Redi-Wheels paratransit services. The solicitation was advertised in a local newspaper and solicitation notification was sent out to interested bidders including Small Business and Disadvantaged Business Enterprises that were registered in the vendor database.

Two proposals were received as follows:

1. First Transit, Inc., Austin, TX
2. MV Transportation, Inc., Elk Horn, IA

Proposals were reviewed and scored by an evaluation committee (Committee) composed of knowledgeable resources from the Accessible Services and Contracted Bus Services Administration departments and the San Mateo County Paratransit Coordinating Council. The Committee scored the proposals in accordance with the following weighted criteria as stated in the RFP:

- Experience and Technical Qualifications 0 - 30 points
- Staffing and Training 0 - 25 points
- Operational and Management Plan 0 - 25 points
- Cost proposal 0 - 15 points
- Financial Qualification 0 - 5 points
- Use of qualified employees from prior contractor 0 or 10 points

MV and First Transit were determined to be within the competitive range and invited to participate in interviews. Upon completion of interviews, investigation of references and final scoring, First Transit received the highest consensus ranking, and was found to be responsive to all requirements of the RFP. Staff successfully concluded negotiations with First Transit and determined its costs to be fair and reasonable.

Paratransit service under the new contract is scheduled to start January 1, 2015.

The District's current contractor for the provision of paratransit services is MV Transportation, Inc., which was originally awarded a five-year contract with five 1-year option terms for a grand total estimated cost of \$78,689,948. The difference in cost between the current contract and the proposed contract is due to inflation and equates to an inflation rate of about 1.75 percent per year over the 10-year contract term.

Contract Officer: Brian Geiger 650-508-7973
Project Manager: Enrique Silvas, Assoc. Ops Contract Administrator 650-508-6491

RESOLUTION NO. 2014 –

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

*** * ***

**AUTHORIZING AWARD OF A CONTRACT TO FIRST TRANSIT, INC.
TO PROVIDE REDI-WHEELS PARATRANSIT SERVICE AT
AN ESTIMATED COST OF \$42,854,464.73 FOR A FIVE-YEAR BASE TERM**

WHEREAS, the San Mateo County Transit District (District) solicited for competitive proposals from qualified firms to provide Redi-Wheels paratransit service; and

WHEREAS, in response to the District's Request for Proposal (RFP), two firms submitted proposals; and

WHEREAS, an Evaluation Committee (Committee) has reviewed and evaluated the proposals in accordance with the criteria set forth in the RFP; and

WHEREAS, subsequent to the interviews and final scoring, the Committee found the proposal submitted by First Transit, Inc., of Austin, TX, was the highest-ranked proposal; and

WHEREAS, it was further determined that First Transit, Inc. has the requisite depth of experience and the required qualifications to successfully perform the desired service and will perform such service at fair and reasonable prices; and

WHEREAS, staff and general counsel have reviewed the First Transit, Inc. proposal and have determined that it is responsive to the RFP; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to First Transit, Inc. to provide Redi-Wheels paratransit service for a five-year base term at an estimated cost to the District of \$42,854,464.73.

NOW, THEREFORE, BE IT RESOLVED the Board awards a contract to First Transit, Inc. to provide Redi-Wheels paratransit service for a five-year base term at a total estimated cost of \$42,854,464.73; and

BE IT FURTHER RESOLVED that the General Manager/CEO, or his designee, is authorized to execute a contract on behalf of the District with First Transit, Inc. in full conformity with all the terms and conditions of the solicitation documents; and

BE IT FURTHER RESOLVED the General Manager/CEO or his designee is authorized to exercise up to five option terms with First Transit, Inc. for an aggregate estimated cost of \$49,611,295.29, provided that the exercise of such options are in the best interest of the District, and with the understanding that five one-year term option terms may be awarded in single or multiple year combinations.

Regularly passed and adopted this 1st day of October, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2014

JEFF GEE, CHAIR
SHIRLEY HARRIS, VICE CHAIR
CAROLE GROOM
ROSE GUILBAULT
ZOE KERSTEEN-TUCKER
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, OCTOBER 1, 2014 – 2:40 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of September 3, 2014

INFORMATIONAL

2. State and Federal Legislative Update

Committee Members: Shirley Harris, Zoe Kersteen-Tucker, 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 LEGISLATIVE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
SEPTEMBER 3, 2014**

Committee Members Present: S. Harris (Committee Chair), Z. Kersteen-Tucker

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

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

Committee Chair Shirley Harris called the meeting to order at 2:16 p.m.

Approval of Minutes of Legislative Committee Meeting of August 6, 2014

Motion/Second: Guilbault/Kersteen-Tucker

Ayes: Deal, Gee, Groom, Guilbault, Harris, Kersteen-Tucker, Matsumoto, Tissier

Update on the State and Federal Legislative Program

State Update

Legislative Lobbyists Mike Robson from Edelstein, Gilbert, Robson and Smith and Matt Robinson from Shaw, Yoder, Antwih provided a State update.

Mr. Robson said the Legislative session ended on August 31. Over the past month approximately 900 bills were sent to the governor for consideration. The governor has until September 30 to sign or reject these bills.

Mr. Robinson said the bus axle weight exemption has been signed by the governor and is extended until 2016. The exemption for Public Employees' Pension Reform Act of 2013 for transit employees covered under Federal 13c has been continued for one more year.

Mr. Robinson said there are two design-build bills that relate to Caltrain Modernization are on the governor's desk. Senate Bill (SB) 785 allows transit operators to utilize design-build for another 10 years and reconfigures the statute, and some apprenticeship requirements were added. SB1433 is specific to transit and would extend the existing statute for two years.

Mr. Robson said SB556 is a leftover bill from the first half of the 2013 legislative session. This bill is sponsored by the California Professional Firefighters. In its original version it would have required all third-party contractors to government services, including transit, to have their employees and vehicles labeled as non-government employees or non-government vehicles. This bill ran into a lot of opposition at the end of the 2013 legislative session and prior to shelving the bill the author amended the bill to apply to

only emergency and safety services. The bill didn't move until the last few weeks of the 2014 session when the author gave the bill to another senator.

Mr. Robinson said the last of the initial public workshops for Cap and Trade will be held on September 3 in Oakland. The draft guidelines will start to be released in early October on the specific programs. Another series of public workshops will then be held to get feedback on the guidelines. Caltrain is well positioned in the Transit and Intercity Rail Capital Program. The Low Carbon Transit Operations Program is 5 percent of the Cap and Trade Program going forward, with SamTrans receiving about \$500,000 in the first year. The Metropolitan Transportation Commission will then take the other half of the money and distribute to all the systems within the region.

Federal Update

Seamus Murphy, Director, Government and Community Affairs, said there is nothing to report on the Federal side.

Adjourned: 2:25 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Legislation

The governor has taken action on several SamTrans-supported bills including:

Senate Bill (SB) 1183 (DeSaulnier) – Signed into law

Authorizes a city, county, or regional park district to impose a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes for improvements to paved and natural surface trails and bikeways and associated maintenance.

Assembly Bill (AB) 1720 (Bloom) Bus Axle Weight – Signed into law

Extends the ability of agencies to procure buses of the same (or lesser) weight than those they are replacing until 2016 even if those buses exceed state bus axle weight limits.

Other bills with SamTrans positions awaiting action by the governor include:

SB 1433 (Hill) and SB 785 (Wolk) – SUPPORT

These bills would extend design-build authority for transit operators. An extension is necessary to allow the electrification of the Caltrain corridor to proceed as planned.

AB 1783 (Jones-Sawyer) PEPRA – SUPPORT

Exempts transit employees from the California Public Employee Pension Reform Act (PEPRA) for an additional year, pending a legal decision about whether PEPRA violates collective bargaining rights for transit workers.

Cap and Trade

Various administration departments continue to work on the development of rules that will guide the award and allocation of revenues generated by the State's cap and trade program.

The Air Resources Board (ARB) and California Environmental Protection Agency held a series of workshops in September seeking feedback on the Interim Guidance that will specify how programs will be structured to benefit disadvantaged communities.

Staff submitted extensive comments focused on ensuring that the State's definition of disadvantaged communities is consistent with regional circumstances.

On September 18, the ARB approved a revised version of the Interim Guidance but directed staff to clarify whether benefits to transportation corridors that serve disadvantaged communities will satisfy statutory requirements.

FEDERAL ISSUES

Appropriations

On September 23, the president signed legislation passed by Congress that extends funding for Federal transportation programs through December 11, 2014.

Prepared By: Seamus Murphy, Government and Community Affairs
Director

650-508-6388

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>AB 26 Bonilla D</p> <p>Construction: prevailing wage.</p>	<p>ASSEMBLY ENROLLED 9/10/2014 - Enrolled and presented to the Governor at 4 p.m.</p>	<p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages. Existing law generally defines "public works" to include construction, alteration, demolition, installation, or repair work done under contract and paid in whole or in part out of public funds. Existing law defines "construction" for these purposes to include work performed during the design and preconstruction phases of construction. Existing law makes a willful violation of laws relating to payment of prevailing wages on public works a misdemeanor.</p> <p>This bill would revise the definition of "construction" to also include work performed during the post construction phases of construction, including, but not limited to, all cleanup work at the jobsite. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 8/22/2014</p>	

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>AB 194 Campos D</p> <p>Open meetings: public criticism and comment.</p>	<p>ASSEMBLY ENROLLED 9/8/2014 - Enrolled and presented to the Governor at 3:30 p.m.</p>	<p>The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act requires an agenda for a regular meeting to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. The act excepts from this requirement an agenda item that has already been considered by a committee, composed exclusively of members of the legislative body, at a public meeting wherein all interested members of the public were afforded the opportunity to address the committee on the item, before or during the committee's consideration of the item, unless the item has been substantially changed, as specified. The act requires a notice for a special meeting to provide an opportunity for members of the public to directly address the legislative body concerning any item that has been described in the notice before or during consideration of that item. The act authorizes the legislative body to adopt reasonable regulations to ensure that the intent of these provisions is carried out. Existing law forbids the legislative body from prohibiting public criticism of the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body.</p> <p>This bill would instead require the agenda for a regular and special meeting to provide an opportunity for the public to directly address the legislative body on any item of interest to the public before and during the legislative body's consideration of the item, except as specified. This bill would expand the existing prohibition against a legislative body limiting public criticism to include criticism of the officers and employees of the legislative body, and specify other designated prohibited activities related to limiting public comment. This bill would, if a legislative body limits the time allocated for public testimony on a particular issue or for each individual speaker, prohibit a reduction in that allocated time by reason of the questioning or interruption of the speaker by the legislative body or its officers or employees, and the speaker's response to questioning. This bill contains other related provisions. Last Amended on 8/20/2014</p>	

San Mateo County Transit District State Legislative Matrix 9/25/2014

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 ENROLLED 9/8/2014 - Enrolled and presented to the Governor at 3:30 p.m.</p>	<p>Existing law authorizes the creation by a city, county, or city and county of an infrastructure financing district, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to division of taxes and 2/3 voter approval. Existing law authorizes the legislative body to, by majority vote, initiate proceedings to issue bonds for the financing of district projects by adopting a resolution, subject to specified procedures and 2/3 voter approval. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, which may not be more than 30 years from the date on which the ordinance forming the district is adopted. Existing law prohibits a district from including any portion of a redevelopment project area. Existing law, the Polanco Redevelopment Act, authorizes a redevelopment agency to take any action that the agency determines is necessary and consistent with state and federal laws to remedy or remove a release of hazardous substances on, under, or from property within a project area, whether the agency owns that property or not, subject to specified conditions. Existing law also declares the intent of the Legislature that the areas of the district created be substantially undeveloped, and that the establishment of a district should not ordinarily lead to the removal of dwelling units.</p> <p>This bill would authorize the creation by a city, county, city and county, or joint powers authority of an infrastructure and revitalization financing district, as defined, and the issuance of debt with 2/3 voter approval. The bill would authorize the creation of a district for up to 40 years and the issuance of debt with a final maturity date of up to 30 years, as specified. The bill would authorize a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases. The bill would authorize the legislative body to dedicate any portion of its funds received from the Redevelopment Property Tax Trust Fund to the district, if specified criteria are met. The bill would authorize the formation of a district to finance a project or projects on a former military base, if specified conditions are met. This bill contains other related provisions. Last Amended on 8/12/2013</p>	

San Mateo County Transit District State Legislative Matrix 9/25/2014

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 ENROLLED 9/10/2014 - Enrolled and presented to the Governor at 4 p.m.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations.</p> <p>This bill would require the state board, in promulgating regulations or other policies for purposes of the carbon intensity of fuels, to consider specified sustainability factors and the state of the fuel market and technologies. The bill would require the state board, no later than December 2015, to include mechanisms and policies that favor low-carbon fuels with the highest possible sustainability based on specified factors and to provide incentives for sustainable fuels produced without food stock or the displacement of food crops. Last Amended on 8/5/2014</p>	

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>AB 380 Dickinson D</p> <p>Spill response for railroads.</p>	<p>ASSEMBLY ENROLLED 9/10/2014 - Enrolled and presented to the Governor at 4 p.m.</p>	<p>Existing law requires the Office of Emergency Services to implement regulations establishing minimum standards for business plans and area plans relating to the handling and release or threatened release of hazardous materials. Existing law requires the establishment of a statewide environmental reporting system for these plans.</p> <p>This bill would require a rail carrier, as defined, to report specified information regarding the transportation of hazardous materials, beginning no later than January 31, 2015, to the office on a quarterly basis. The bill would require a rail carrier to prospectively estimate and submit to the office notification of the weekly movements of trains through a county, as specified. The bill would require a rail carrier to update that notification once every 6 months. The bill also would require a rail carrier to update and notify the office within 30 days of the rail carrier determining that there will be a material change in the estimated volume of Bakken oil, as defined, plus or minus 25% per week relative to the most recent estimate previously submitted to the office. The bill would require each rail carrier to maintain a response management communications center, as specified. The bill would require the office to disseminate information necessary for developing emergency response plans from the reports it receives pursuant to this act to each unified program agency, as defined, when the office determines a unified program agency area of responsibility may be impacted by a hazardous material or oil cargo spill. The bill would require each rail carrier to provide the office with a summary of the rail carrier's hazardous materials emergency response plan, as specified. The bill would require the office to provide a copy of each summary report of a rail carrier's hazardous materials emergency response plan to each unified program agency when the office determines a unified program agency area of responsibility may be impacted by a rail carrier spill of hazardous material or oil cargo, as specified. The bill would prohibit a recipient of the reports and hazardous materials emergency response plan from divulging or making known that information to unauthorized recipients, as specified. Last Amended on 8/21/2014</p>	

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>AB 543 Campos D</p> <p>California Environmental Quality Act: translation.</p>	<p>ASSEMBLY ENROLLED 9/5/2014 - Enrolled and presented to the Governor at 3:30 p.m.</p>	<p>Existing law, the California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires a lead agency to provide and post specified notices. CEQA requires the Office of Planning and Research to prepare and develop guidelines for the implementation of CEQA and the Secretary of the Natural Resources Agency to certify and adopt those guidelines.</p> <p>This bill would require the office, on or before July 1, 2016, to prepare and develop recommended amendments to the guidelines and the secretary, on or before January 1, 2017, to certify and adopt those amendments to the guidelines to establish criteria for a lead agency to assess the need for translating those notices into non-English languages, as specified. By requiring a lead agency to consider the criteria for translating those notices, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 6/24/2014</p>	

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>AB 1556 Perea D</p> <p>Unemployment insurance.</p>	<p>ASSEMBLY CHAPTERED 9/17/2014 - Chaptered by Secretary of State - Chapter 377, Statutes of 2014.</p>	<p>Existing unemployment insurance law requires all standard information employee pamphlets provided by the Employment Development Department concerning unemployment and disability insurance programs to be printed in English and separately in Spanish, or both.</p> <p>This bill would instead require those pamphlets to be printed in English and the 7 other most commonly used languages among participants in each program. This bill would require the department to make pages on its Internet Web site that provide information regarding applying for, and receiving, unemployment insurance benefits available in the 7 languages, other than English, most commonly used by unemployment insurance applicants and claimants. This bill contains other related provisions and other existing laws. Last Amended on 6/17/2014</p>	
<p>AB 1720 Bloom D</p> <p>Vehicles: bus gross weight.</p>	<p>ASSEMBLY CHAPTERED 8/22/2014 - Chaptered by Secretary of State - Chapter 263, Statutes of 2014.</p>	<p>Existing law generally prohibits a publicly owned or operated transit system from procuring a transit bus whose weight on any single axle exceeds 20,500 pounds. Existing law, until January 1, 2015, exempts from this prohibition a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class into its inventory and its governing board makes certain findings.</p> <p>This bill would extend the operation of those exceptions until January 1, 2016, and would also, until January 1, 2016, authorize a transit system to procure a transit bus that exceeds 20,500 pounds if it is incorporating a new fleet class expansion. Last Amended on 6/10/2014</p>	<p>Support</p>

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
AB 1783 Jones-Sawyer D Public employees' retirement.	ASSEMBLY ENROLLED 9/10/2014 - Enrolled and presented to the Governor at 4 p.m.	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) 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 for employees first hired on or after January 1, 2013. PEPRA exempts from its provisions public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2015, whichever is sooner.</p> <p>This bill would extend that exemption with respect to the above-described date to January 1, 2016. This bill contains other related provisions. Last Amended on 8/25/2014</p>	Support

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>AB 1897 Hernández, Roger D</p> <p>Labor contracting: client liability.</p>	<p>ASSEMBLY ENROLLED 9/10/2014 - Enrolled and presented to the Governor at 4 p.m.</p>	<p>Existing law regulates the terms and conditions of employment and establishes specified obligations of employers to employees. Existing law prohibits a person or entity from entering into a contract for labor or services with a construction, farm labor, garment, janitorial, security guard, or warehouse contractor, if the person or entity knows or should know that the contract or agreement does not include sufficient funds for the contractor to comply with laws or regulations governing the labor or services to be provided.</p> <p>This bill would require a client employer to share with a labor contractor all civil legal responsibility and civil liability for all workers supplied by that labor contractor for the payment of wages and the failure to obtain valid workers' compensation coverage. The bill would prohibit a client employer from shifting to the labor contractor legal duties or liabilities under workplace safety provisions with respect to workers provided by the labor contractor. The bill would define a client employer as a business entity that obtains or is provided workers to perform labor within the usual course of business from a labor contractor, except as specified. The bill would define a labor contractor as an individual or entity that supplies workers, either with or without a contract, to a client employer to perform labor within the client employer's usual course of business. The bill would except from the definition of labor contractor specified nonprofit, labor, and motion picture payroll services organizations and 3rd parties engaged in an employee leasing arrangement, as specified. The bill would specify that it does not prohibit client employers and labor contractors from mutually contracting for otherwise lawful remedies for violations of its provisions by the other party. The bill would require a client employer or labor contractor to provide to a requesting enforcement agency or department, and make available for copying, information within its possession, custody, or control required to verify compliance with applicable state laws. The bill would authorize the Labor Commissioner, the Division of Occupational Safety and Health, and the Employment Development Department to adopt necessary regulations and rules to administer and enforce the bill's provisions. The bill would provide that waiver of its provisions is contrary to public policy, void, and unenforceable. The bill would prohibit its provisions from being interpreted to impose liability in specified circumstances. Last Amended on 8/22/2014</p>	

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>AB 2126 Bonta D</p> <p>Meyers-Milias-Brown Act: mediation.</p>	<p>ASSEMBLY ENROLLED 9/10/2014 - Enrolled and presented to the Governor at 4 p.m.</p>	<p>The Meyers-Milias-Brown Act requires the governing body of a local public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of a recognized employee organization. The act requires, if a tentative agreement is reached and the governing body adopts the tentative agreement, that the parties prepare jointly a nonbinding written memorandum of understanding of the agreement. Under existing law, if representatives of the public employee agency and the recognized employee organization fail to reach agreement, the parties may agree together upon the appointment of a mutually agreeable mediator.</p> <p>This bill instead would permit either party to request mediation and would require the parties to agree upon a mediator, if either party has provided the other with a written notice of declaration of impasse. If the parties cannot agree upon a mediator, the bill would authorize either party to request the board to appoint a mediator. The bill would require the board to appoint a mediator within 5 days after receipt of the party's request, as prescribed. A public agency would not be required to proceed to mediation in its negotiations with respect to a bargaining unit under the above-described circumstances if the public agency has an impasse procedure that includes, at a minimum, a process for binding arbitration. This bill contains other related provisions and other existing laws. Last Amended on 5/23/2014</p>	
<p>AB 2170 Mullin D</p> <p>Joint powers authorities: common powers.</p>	<p>ASSEMBLY CHAPTERED 9/17/2014 - Chaptered by Secretary of State - Chapter 386, Statutes of 2014.</p>	<p>Existing law provides that 2 or more public agencies, by agreement, may form a joint powers authority to exercise any power common to the contracting parties, as specified.</p> <p>This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee, assessment, or tax, as specified. Last Amended on 6/17/2014</p>	

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>AB 2198 Levine D</p> <p>Mental health professionals: suicide prevention training.</p>	<p>ASSEMBLY VETOED 9/18/2014 - Vetoed by the Governor</p>	<p>Existing law provides for the licensure and regulation of various professionals who provide mental health-related services, including psychologists, marriage and family therapists, educational psychologists, professional clinical counselors, and clinical social workers. Under existing law, an applicant for licensure in these professions is required to complete certain coursework or training in order to be eligible for a license. Existing law also requires these professionals to participate in continuing education as a prerequisite for renewing their license.</p> <p>This bill would require a psychologist, marriage and family therapist, educational psychologist, professional clinical counselor, and clinical social worker who began graduate study on or after January 1, 2016, to complete a minimum of 15 contact hours of coursework in suicide assessment, treatment, and management before he or she may be issued a license. The bill would also require, commencing January 1, 2016, a person licensed in these professions or any applicant for licensure who began graduate study prior to January 1, 2016, to take a six-hour continuing education course in suicide assessment, treatment, and management in order to renew his or her license. Last Amended on 8/4/2014</p>	<p>Support</p>
<p>AB 2250 Daly D</p> <p>Toll facilities: revenues.</p>	<p>ASSEMBLY CHAPTERED 9/20/2014 - Chaptered by Secretary of State - Chapter 500, Statutes of 2014.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Existing law, in certain cases, provides for the toll facilities to be administered by local agencies.</p> <p>This bill would require any toll revenues generated from a managed lane on the state highway system that is administered by a local agency to be expended only within the respective corridor in which the managed lane is located. The bill would define "managed lane" for these purposes. Last Amended on 6/26/2014</p>	

San Mateo County Transit District State Legislative Matrix 9/25/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2445 Chau D</p> <p>Community colleges: transportation fees.</p>	<p>ASSEMBLY CHAPTERED 6/25/2014 - Chaptered by Secretary of State - Chapter 63, Statutes of 2014.</p>	<p>Existing law establishes the California Community Colleges under the administration of the Board of Governors of the California Community Colleges. Existing law authorizes the establishment of community college districts under the administration of community college governing boards, and authorizes these districts to provide instruction at community college campuses throughout the state. Existing law also authorizes the governing board of each district to impose various fees, including fees for parking and transportation services that are subject to specified limits. Existing law provides that a district is prohibited from entering into a contract for transportation services provided by a common carrier or a municipally owned transit system and funded by a fee for transportation services, unless a majority of the students of that district approve payment of the fee for that purpose within a specified time period.</p> <p>This bill would specify that a community college district is authorized to enter into a contract for the transportation services described above if a majority of the students of that district, or campus of that district, as appropriate, approves the payment of the fee within the same time period.</p>	<p>Support</p>
<p>AB 2707 Chau D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY CHAPTERED 9/9/2014 - Chaptered by Secretary of State - Chapter 310, Statutes of 2014.</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 a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, as defined, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, that device does not materially affect efficiency or visibility of vehicle safety equipment, and the length of the bus, exclusive of that device, does not exceed 40 feet in length. In addition, existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus.</p> <p>This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches. Last Amended on 5/22/2014</p>	

San Mateo County Transit District State Legislative Matrix 9/25/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2720 Ting D</p> <p>State agencies: meetings: record of action taken.</p>	<p>ASSEMBLY CHAPTERED 9/20/2014 - Chaptered by Secretary of State - Chapter 510, Statutes of 2014.</p>	<p>The Bagley-Keene Open Meeting Act requires, with specified exceptions, that all meetings of a state body, as defined, be open and public and all persons be permitted to attend any meeting of a state body. The act defines various terms for its purposes, including "action taken," which means a collective decision made by the members of a state body, a collective commitment or promise by the members of the state body to make a positive or negative decision, or an actual vote by the members of a state body when sitting as a body or entity upon a motion, proposal, resolution, order, or similar action.</p> <p>This bill would require a state body to publicly report any action taken and the vote or abstention on that action of each member present for the action. Last Amended on 8/7/2014</p>	
<p>HR 29 Gomez D</p> <p>Relative to outsourcing public services.</p>	<p>ASSEMBLY ADOPTED 4/3/2014 - Read. Amended. Adopted. (Ayes 44. Noes 22. Page 4332.)</p>	<p>The Assembly opposes outsourcing of public services and assets, which harms transparency, accountability, shared prosperity, and competition, and supports processes that give public service workers the opportunity to develop their own plan on how to deliver cost-effective, high-quality services. The Assembly urges local officials to become familiar with the provisions of the Taxpayer Empowerment Agenda. The Assembly intends to introduce and advocate for responsible outsourcing legislation. Last Amended on 4/3/2014</p>	

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>SB 556 Padilla D</p> <p>Providers of health and safety labor or services: identification.</p>	<p>SENATE ENROLLED 9/8/2014 - Enrolled and presented to the Governor at 3 p.m.</p>	<p>Existing law specifies the authority of agents in dealing with 3rd persons. The Consumers Legal Remedies Act prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer, as defined, and authorizes specified remedies for a consumer who suffers damages as a result of the use of these methods, acts, or practices.</p> <p>This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform, on or after January 1, 2015, public health and safety labor or services for a public agency from displaying on a vehicle or uniform a logo, as defined, that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays specific disclosures. The bill would prohibit a public agency from requiring a person or employee of a nongovernmental entity providing public health and safety labor or services under contract with the public agency to wear a badge containing the logo of the public agency. The bill would also prohibit a nongovernmental entity providing public health and safety labor or services under contract with a public agency from requiring a person or its employee to wear a badge containing the logo of the public agency. This bill would define the term "public health and safety labor or services" to mean fire protection services, rescue services, emergency medical services, hazardous material emergency response services, and ambulance services. This bill would authorize that these provisions may be enforced by the Consumers Legal Remedies Act. Last Amended on 8/21/2014</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>SB 628 Beall D</p> <p>Enhanced infrastructure financing districts.</p>	<p>SENATE ENROLLED 9/9/2014 - Enrolled and presented to the Governor at 11 a.m.</p>	<p>Existing law authorizes a legislative body of a city, defined to mean a city or a city and county, to establish 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 the agreement of affected taxing entities, as defined. Existing law requires an infrastructure financing plan to include the date on which an infrastructure financing district will cease to exist, that may not be more than 30 years from the date on which the ordinance forming the district is adopted.</p> <p>This bill would additionally authorize the legislative body of a city or a county, defined to include a city and county, to establish an enhanced infrastructure financing district, adopt an infrastructure financing plan, and issue bonds, for which only the district is liable, upon approval by 55% of the voters; to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, brownfield restoration and other environmental mitigation; the development of projects on a former military base; the repayment of the transfer of funds to a military base reuse authority; the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase; the acquisition, construction, or repair of industrial structures for private use; transit priority projects; and projects to implement a sustainable communities strategy. The bill would also authorize an enhanced infrastructure financing district to utilize any powers under the Polanco Redevelopment Act. This bill contains other related provisions and other existing laws. Last Amended on 8/26/2014</p>	<p>Support</p>

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>SB 674 Corbett D</p> <p>California Environmental Quality Act: exemption: residential infill projects.</p>	<p>SENATE ENROLLED 8/20/2014 - Enrolled and presented to the Governor at 3:30 p.m.</p>	<p>The California Environmental Quality Act, commonly referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would instead exempt as "residential" a use consisting of residential units and primarily neighborhood-serving goods, services, or retail uses that do not exceed 25% of the total building square footage of the project. This bill contains other related provisions and other existing laws. Last Amended on 1/6/2014</p>	

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
SB 785 Wolk D Design-build.	SENATE ENROLLED 9/4/2014 - Enrolled and presented to the Governor at 11 a.m.	<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. Existing law also authorizes the formation of special districts, including the Marin Healthcare District and the San Diego Unified Port District.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize, until January 1, 2025, 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 authorize, until January 1, 2025, the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital, and would authorize the San Diego Unified Port District to use the design-build procurement process for the construction of a building or buildings and improvements directly related to the construction of a building or buildings that exceed \$1,000,000. 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. Last Amended on 8/22/2014</p>	Support

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>SB 792 Padilla D</p> <p>Administrative regulations: corrosion prevention and mitigation projects.</p>	<p>SENATE ENROLLED 9/9/2014 - Enrolled and presented to the Governor at 11 a.m.</p>	<p>Existing law contains various provisions relating to contracts by a public entity for the performance of public works of improvement, including provisions for the payment of progress payments and the disbursing and withholding of retention proceeds.</p> <p>This bill would require a public entity that awards a contract for construction, alteration, demolition, installation, repair, or maintenance work after January 1, 2017, that is paid for in whole or in part with state funds, to require contractors and subcontractors performing corrosion prevention and mitigation work to comply with specified standards to be adopted by the Director of the Department of Industrial Relations in consultation with the Department of Toxic Substances Control. The bill would also exempt work on sheet metal and ventilation systems and plumbing and piping systems, and precast concrete work that is performed offsite, when the work is performed by specified persons, from the standards adopted under these provisions. This bill contains other related provisions and other existing laws. Last Amended on 8/30/2014</p>	

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>SB 962 Leno D</p> <p>Smartphones.</p>	<p>SENATE CHAPTERED 8/25/2014 - Chaptered by Secretary of State - Chapter 275, Statutes of 2014.</p>	<p>Existing law regulates various business activities and practices, including the sale of telephones.</p> <p>This bill would require that any smartphone, as defined, that is manufactured on or after July 1, 2015, and sold in California after that date, include a technological solution at the time of sale, which may consist of software, hardware, or both software and hardware, that, once initiated and successfully communicated to the smartphone, can render inoperable the essential features, as defined, of the smartphone to an unauthorized user when the smartphone is not in the possession of an authorized user. The bill would require that the technological solution, when enabled, be able to withstand a hard reset, as defined, and prevent reactivation of the smartphone on a wireless network except by an authorized user. The bill would make these requirements inapplicable when the smartphone is resold in California on the secondhand market or is consigned and held as collateral on a loan. The bill would additionally except from these requirements a smartphone model that was first introduced prior to January 1, 2015, that cannot reasonably be reengineered to support the manufacturer's or operating system provider's technological solution, including if the hardware or software cannot support a retroactive update. The bill would authorize an authorized user to affirmatively elect to disable or opt-out of the technological solution at any time. The bill would make the knowing retail sale in violation of the bill's requirements subject to a civil penalty of not less than \$500, nor more than \$2,500, for each violation. The bill would limit an enforcement action to collect the civil penalty to being brought by the Attorney General, a district attorney, or city attorney, and would prohibit any private right of action to collect the civil penalty. This bill contains other related provisions. Last Amended on 8/4/2014</p>	<p>Support</p>

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>SB 969 DeSaulnier D Public works.</p>	<p>SENATE ENROLLED 8/28/2014 - Enrolled and presented to the Governor at 10 a.m.</p>	<p>Existing law generally defines "public work" as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds; work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type; street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state or of any political subdivision or district thereof, and public transportation demonstration projects, as specified. Existing law, the Public Works Project Peer Review Act of 2013, authorizes a public agency principally tasked with administering, planning, developing, and operating a public works project to establish a peer review group, as defined. If a peer review group is established, existing law requires the administering agency to draft a charter, published on the agency's Internet Web site, related to the duties of the peer review group.</p> <p>This bill would authorize these provisions, instead, to be known and cited as the Public Works Project Oversight Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$2,500,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks. The bill would require the agency administering a megaproject to make available to the public via its Internet Web site a list of all engineers in responsible charge of work related to the megaproject. Because this bill would require local agencies to perform additional duties, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 8/19/2014</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>SB 1077 DeSaulnier D</p> <p>Vehicles: road usage charge pilot program.</p>	<p>SENATE ENROLLED 9/4/2014 - Enrolled and presented to the Governor at 11 a.m.</p>	<p>Existing law establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun.</p> <p>This bill would require the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. The bill would require the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. The bill would also authorize the technical advisory committee to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require the technical advisory committee to consult with specified entities and to consider certain factors in carrying out its duties. The bill would require the Transportation Agency, based on the recommendations of the technical advisory committee, to implement a pilot program to identify and evaluate issues related to the potential implementation of an RUC program in California by January 1, 2017. The bill would require the agency to prepare and submit a report of its findings to the technical advisory committee, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than June 30, 2018, as specified. The bill would also require the commission to include its recommendations regarding the pilot program in its annual report to the Legislature, as specified. The bill would repeal these provisions on January 1, 2019. Last Amended on 8/21/2014</p>	

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>SB 1151 Cannella R</p> <p>Vehicles: school zone fines.</p>	<p>SENATE VETOED 9/19/2014 - Vetoed by the Governor</p>	<p>Existing law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone.</p> <p>This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. The bill would require that these additional fines be deposited in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. Last Amended on 6/23/2014</p>	<p>Support</p>
<p>SB 1183 DeSaulnier D</p> <p>Vehicle registration fees: surcharge for bicycle infrastructure.</p>	<p>SENATE CHAPTERED 9/20/2014 - Chaptered by Secretary of State - Chapter 516, Statutes of 2014.</p>	<p>Existing law provides for the imposition of registration fees on motor vehicles, including additional, specified fees imposed by local agencies for transportation-related purposes.</p> <p>This bill would authorize a city, county, or regional park district to impose and collect, as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes until January 1, 2025. The bill would require the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill would require the local agency to use these revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails and bikeways and other bicycle facilities, and for associated maintenance purposes. The bill would limit to 5% the amount of net revenues that may be used by the local agency for its administrative expenses in implementing these provisions. This bill contains other related provisions. Last Amended on 6/25/2014</p>	<p>Support</p>

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>SB 1204 Lara D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>SENATE CHAPTERED 9/21/2014 - Chaptered by Secretary of State - Chapter 524, Statutes of 2014.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, commonly known as cap and trade revenues, to be deposited in the Greenhouse Gas Reduction Fund, and to be used, upon appropriation by the Legislature, for specified purposes.</p> <p>This bill would create the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be funded from cap and trade revenues, to fund zero- and near-zero emission truck, bus, and off-road vehicle and equipment technologies and related projects, as specified, with priority to be given to certain projects, including projects that benefit disadvantaged communities. The program would be administered by the state board, in conjunction with the State Energy Resources Conservation and Development Commission. The bill would require the state board, in consultation with the commission, to create an annual framework and plan, and to develop guidance through the existing Air Quality Improvement Program funding plan process for implementation of the program. Last Amended on 8/22/2014</p>	

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>SB 1298 Hernandez D</p> <p>High-occupancy toll lanes.</p>	<p>SENATE CHAPTERED 9/21/2014 - Chaptered by Secretary of State - Chapter 531, Statutes of 2014.</p>	<p>Existing law, until January 15, 2015, specifically authorizes a value-pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions.</p> <p>This bill would revise and recast these provisions and would extend the program indefinitely. The bill would specify additional requirements for agreements between LACMTA, the Department of Transportation, and the Department of the California Highway Patrol that identify the respective obligations and liabilities of each party relating to the program and clear and concise procedures for law enforcement. The bill would require the agreements to provide for reimbursement of state agencies from toll revenues of the costs incurred in the implementation or operation of the program and the maintenance of state highway facilities in connection with the program and would require remaining revenue to be used for improvements to the transportation corridor from which the revenue was generated. This bill contains other related provisions. Last Amended on 8/19/2014</p>	

**San Mateo County Transit District
State Legislative Matrix 9/25/2014**

Bill ID/Topic	Location	Summary	Position
<p>SB 1350 Lara D</p> <p>Baby diaper changing accommodations.</p>	<p>SENATE VETOED 9/19/2014 - Vetoed by the Governor</p>	<p>Existing law requires publicly and privately owned facilities where the public congregates to be equipped with sufficient restrooms to meet the needs of the public at peak hours.</p> <p>This bill would require the California Building Standards Commission to develop and adopt standards governing the installation of baby diaper changing accommodations for restroom facilities in a place of public accommodation, as specified. The bill would require the commission to require, when developing the building standards that any place of public accommodation that installs a baby diaper changing accommodation ensures that the accommodation is equally available or provided regardless of the gender for which the restroom facilities are designed. This requirement would only apply under specified circumstances, including when there is construction of a new restroom or substantial renovation of a restroom, as specified. The bill would authorize the commission, in adopting this standard, to consult with the State Architect, the Department of Housing and Community Development, the Office of Statewide Health Planning and Development, and other interested parties. The bill would also authorize the commission to expend funds from the Building Standards Administration Special Revolving Fund, upon appropriation as specified, for the development and adoption of these standards. This bill contains other existing laws. Last Amended on 5/5/2014</p>	

San Mateo County Transit District State Legislative Matrix 9/25/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1368 Wolk D</p> <p>State highways: relinquishment.</p>	<p>SENATE CHAPTERED 9/9/2014 - Chaptered by Secretary of State - Chapter 315, Statutes of 2014.</p>	<p>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law provides for the relinquishment of state highways or portions of state highways to any county or city by the California Transportation Commission in accordance with specified criteria and procedures. Existing law, in addition, authorizes the commission to relinquish to a county transportation commission or regional transportation planning agency a park-and-ride lot within their respective jurisdictions, if the department enters into an agreement with the county transportation commission or regional transportation planning agency providing for that relinquishment and other conditions are satisfied.</p> <p>This bill would also authorize the commission to relinquish a park-and-ride lot to a transit district or a joint powers authority formed for purposes of providing transportation services, in the manner described above. Last Amended on 6/16/2014</p>	<p>Support</p>
<p>SB 1433 Hill D</p> <p>Local Agency Public Construction Act: transit design-build contracts.</p>	<p>SENATE ENROLLED 9/8/2014 - Enrolled and presented to the Governor at 4 p.m.</p>	<p>The Local Agency Public Construction Act until January 1, 2015, authorizes a transit operator, as defined, to enter into a design-build contract, as specified. Existing law requires certain information submitted in this regard to be provided under penalty of perjury.</p> <p>This bill would extend the authorization for a transit operator to enter into a design-build contract until January 1, 2017. Because the bill would expand the crime of perjury, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 8/22/2014</p>	<p>Support</p>



BOARD OF DIRECTORS 2014

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GENERAL MANAGER/CEO

AGENDA

PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, OCTOBER 1, 2014 – 3:00 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of September 3, 2014

INFORMATIONAL

2. Update on San Mateo County Transit District's Strategic Plan

Committee Members: Carole Groom, Rose Guilbault, 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 PLANNING, DEVELOPMENT AND SUSTAINABILITY
COMMITTEE MEETING
COMMITTEE OF THE WHOLE
SEPTEMBER 3, 2014**

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

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

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

Committee Chair Carole Groom called the meeting to order at 2:25 p.m.

Approval of Minutes of Planning, Development and Sustainability Committee Meeting of July 2, 2014

Motion/Second: Tissier/Gee

Ayes: Deal, Gee, Groom, Guilbault, Harris, Kersteen-Tucker, Matsumoto, Tissier

Presentation on Active Transportation

Ellen Barton, City/County Association of Governments of San Mateo County Active Transportation Coordinator reported:

- Seventy-one percent of San Mateo County residents drive to work alone.
- Single occupancy commutes between 1990 and 2000 were 72 percent and in 2012 they decreased to 71 percent.
- Mode share varies by trip purpose, demographics, and distance.
- Females between the age of 35 and 50 are most likely to shift from car to other modes of travel.
- Commuters are least likely to shift their mode of travel.
- Active transportation means walking or bicycling.
- Active transportation is ideal for short trips and is not about speed, endurance and distance. Fifty percent of all trips are less than three miles.
- Changing modes starts with changing attitudes.
- Behavior change is about marketing. Messages that evoke feelings are more likely to affect behavior.

Doug Kim, Director, Planning reported:

- At the Federal level Moving Ahead for Progress in the 21st Century created the Transportation Alternatives Program, including Safe Routes to School.
- At the State level Senate Bill 99 and Assembly Bill 101 created the Active Transportation Program.

- The Metropolitan Transportation Commission (MTC) is recommending \$11.9 million for Bay Area Bike Share expansion.
- SamTrans support to active transportation includes:
 - Bike racks on buses
 - A contribution of \$25,000 to funding the county's Active Transportation Coordinator
 - Manages "Connect Redwood City!" last-mile program
 - Partner in Bay Area Bike Share Program
- Bay Area Bike Share Program was launched in August 2013.
- Bike share use in San Francisco is high while Redwood City has the lowest ridership in the system.
- Staff just completed a study in Redwood City and found that there is a high awareness of the program, but the stations are too close to each other.
- What's next:
 - Modify Redwood City system by relocating two stations in fall. One will be closer to Stanford University and a new county location will be added.
 - Expand bike share by adding 300 more bikes in the Bay Area.
 - Three more locations will be added in Redwood City.
 - Coordinate with the city of San Mateo to expand the Bike Share Program.

Director Karyl Matsumoto said Genentech has had bike share for years. She said bike share is being encouraged but her concern is cities want more bike paths. She asked why MTC doesn't fund more bike paths in the region.

Mr. Kim said SamTrans cannot promote bike lanes, it is up to MTC.

Director Adrienne Tissier said she will take these comments to MTC regarding the bike paths.

Director Zoe Kersteen-Tucker said on the Coastsides there has been a tremendous investment in bike paths and people are flocking to them. She asked if the marketing is being done regionally since the Bike Share Program is being expanded regionally. Mr. Kim said MTC is leading the marketing program.

Director Rose Guilbault asked how much the Bike Share Program costs to use. Mr. Kim said an annual pass is \$88 for unlimited use, and there are 24-hour and three-day rentals too.

Public Comment

Adina Levin, Friends of Caltrain, said she is glad to see the update on the program. Ms. Levin said some of the improvements in South San Francisco could help with the program. She said currently there is no bike share to complete the first and last mile in South San Francisco.

SamTrans Service Plan (SSP) Progress Update

Michael Eshleman, Planner, reported:

- The three goals of the SSP are to improve quality, grow ridership and increase efficiency.
- The four metrics are on-time performance, ridership, passengers per hour, and cost per passenger.
- Three-month summary (May 2014 to July 2014):
 - Total ridership is up 4.3 percent.
 - Saturday ridership is up 4.7 percent and Sunday ridership is up 9.6 percent.
 - Average weekday ridership (AWR) is up 3.7 percent.
 - Passengers per service hour is down 5.2 percent.
 - Operating cost per passenger is up 4.8 percent.
 - On-time performance (OTP) is up 2.9 percent.
- Six-month summary (February 2014 to July 2014):
 - Total ridership is up 2.9 percent.
 - AWR is up 2.5 percent.
 - Productivity and operating cost per passenger are improving as the new system settles in.
 - Vehicle services hours increased initially
 - Plans rarely match reality, actual service represented more service hours than planned.
 - SSP launched with slack in the runcut to reduce stress on new system.
 - Some concessions were made to address concerns.
 - Staff has begun to tighten the runcut to improve efficiency.
- OTP has improved and in July 2014 was 85.6 percent, exceeding the goal of 85 percent.
- Fifteen minute service on Routes 120, 130, 131, 281, 296 and ECR account for 3,100 new riders each day.
- Ridership on Route 120 increased 13.6 percent, Routes 130/131 increased 26.6 percent, Route 281 increased 30.8 percent, Route 296 increased 24.3 percent, and Route ECR increased 13.4 percent.
- Unproductive trips were cut:
 - Route 118 – cut 56 percent of cost, retained 50 percent of riders and had a 15 percent increase in productivity.
 - Route 132 – cut 96 percent of cost, retained 18 percent of riders and had a 405 percent increase in productivity.
 - Route 261 – cut 25 percent of cost, retained 88 percent of riders and had an 18 percent increase in productivity.
 - Route 262 – cut 58 percent of cost, retained 96 percent of riders and had a 131 percent increase in productivity.
 - Route 271 – cut 72 percent of cost, retained 47 percent of riders and had a 111 percent increase in productivity.
- Route FLX in Pacifica and San Carlos represent a new way of delivering service.
- Route FLX in Pacifica is carrying about 119 passengers per day and Route FLX in San Carlos is carrying 13 passengers per day.

- The Flex Routes Pilot Project will be evaluated after the first of the year to determine if it is appropriate for other communities.
- Use of Day Pass has increased significantly.
- Next steps:
 - Review service reliability and make tweaks.
 - Coordinate service with key trip generators.
 - Evaluate underperforming services.
 - Monitor change to Flex Routes Pilot Project and consider additional enhancements.

Director Matsumoto thanked staff for a great job on the SSP changes.

Director Kersteen-Tucker said the real challenge is focusing on the FLX Routes Pilot Project and asked if there are any ideas to launch additional pilots. Mr. Eshleman said the program will be evaluated and then staff will start having conversations with the communities to find out what made them successful. These types of services require buy-in from the communities they serve.

Director Tissier left at 3:17 p.m.

Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2014

No discussion.

Adjourned: 3:19 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development & Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **UPDATE ON THE DRAFT STRATEGIC PLAN**

ACTION

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

SIGNIFICANCE

The San Mateo County Transit District's (District) update to its 2009-2013 Strategic Plan will refresh the policy framework that guides the agency's policy, service, and investment decisions over the next five years. A Draft Strategic Plan has been developed that focuses on three priorities for the District: increasing mobility options for our customers, strengthening the fiscal health, and building a more effective organization. Staff will present via a PowerPoint at the October 1, 2014 meeting.

Subsequently, staff will release the Draft Strategic Plan to the public for a 30-day review and comment period through October 31, 2014. Staff will bring back the final Strategic Plan, with any appropriate changes, to the December 3, 2014 meeting for Board approval.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

In 2008, the District adopted its first Strategic Plan, which currently serves as the policy blueprint for the agency. The Plan identified six focus areas designed to achieve the District's vision: financial integrity, multimodal services, transportation and land use, customers, business practices, and employees. This Strategic Plan will update the agency's strategy and define a path forward to meet performance goals for the next five years.

The Board provided policy guidance and input at its March 5, 2014 meeting. In addition, a Board committee overseeing the Strategic Plan has provided further direction.

Prepared By: Douglas Kim, Director, Planning

650-508-6278



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

WEDNESDAY, OCTOBER 1, 2014 – 3:20 p.m.
or immediately following Committee meetings

1. ROLL CALL

2. PUBLIC HEARING

- a. Approval of the Peninsula Corridor Joint Powers Board Issuance of 2014 Farebox Revenue Bonds

3. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of Board of Directors Meeting of September 3, 2014
- b. Acceptance of Statement of Revenues and Expenses for August 2014

4. PUBLIC COMMENT

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

5. REPORT OF THE CHAIR

6. REPORT OF THE GENERAL MANAGER/CEO

7. COMMUNITY RELATIONS COMMITTEE

MOTION

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

SUBJECTS DISCUSSED

- b. Accessibility Update
- c. PCC Update
- d. Citizens Advisory Committee Liaison Report
- e. Mobility Management Report – End-of-Year Performance Report
- f. Multimodal Ridership Report – August 2014

8. FINANCE COMMITTEE

RESOLUTIONS

- a. Authorize the Filing of Applications to Receive \$1,712,812 in State Proposition 1B Transit Security Grant Program Funds and to Enter into a Fund Transfer Agreement with the Peninsula Corridor Joint Powers Board (JPB) to Allow the JPB to Apply for a Total of \$500,000 of the District's Funds
- b. Authorize Award of Contract to First Transit, Inc. to Provide Redi-Wheels Paratransit Service for a Grand Total Estimated Cost of \$42,854,464 for a Five-Year Base Term

9. LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

10. PLANNING, DEVELOPMENT & SUSTAINABILITY

SUBJECT DISCUSSED

- a. Update on San Mateo County Transit District's Strategic Plan

11. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

12. BOARD MEMBER REQUESTS/COMMENTS

13. DATE, TIME AND PLACE OF NEXT MEETING – November 5, 2014 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

14. GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Teamsters Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)
- b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Ling La v. San Mateo County Transit District
- c. Closed Session: Public Employee Appointment – Pursuant to Government Code Section 54957: General Manager/CEO

15. APPOINTMENT OF COMMITTEE – PUBLIC EMPLOYEE SELECTION – GENERAL MANAGER/CEO

16. ADJOURNMENT

INFORMATION FOR THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

The San Mateo County Transit District Administrative Building is located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes ECR, FLX, 260, 295 and 398. [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.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **APPROVAL OF THE PENINSULA JOINT POWERS BOARD ISSUANCE OF 2014
FAREBOX REVENUE BONDS**

ACTION

Staff proposes the Board adopt a resolution making a finding of significant public benefit and approving the issuance of the 2014 Bonds by the JPB to comply with applicable requirements of the California Government Code.

SIGNIFICANCE

In response to the need for increased passenger capacity and the potential impact to the State of Good Repair (SOGR) Program, the JPB authorized the purchase of 11 rail cars from Southern California Regional Rail Authority (SCRRA) as part of the Rail Car Capacity Expansion Project on January 9, 2014, per JPB Resolution No. 2014-03.

To further improve fleet capacity, JPB staff recommended increasing the procurement from 11 to 16 railcars. This will allow approximately 70 percent of the fleet to be increased from five-car to six-car train sets. The JPB authorized this increase on September 4, 2014, per JPB Resolution No. 2014-44.

The 2014 Bonds issuance will provide interim financing for the JPB to procure and rehabilitate the rail cars for the Rail Car Capacity Expansion Project and certain related capital expenditures, in advance of a larger farebox revenue bond issuance expected to be completed as a public offering in 2017/2018 for the Caltrain Modernization Program.

The overall cost of the procurement is estimated at \$15 million, including \$1 million for minor platform modifications to accommodate the six-car train sets.

Four million dollars of the cost of the procurement has been funded from fare revenue in excess of the budgeted amount from Fiscal Year (FY) 2013. For the remaining balance, staff recommends issuance of farebox revenue bonds under the JPB Trust Agreement in an amount not to exceed \$11 million (the Financing).

Public Hearing

Pursuant to California Government Code Section 6586.5, San Mateo County Transit District (District) as one of the three member agencies of the JPB, is required to conduct a public hearing, make a finding of significant public benefit and approve the proposed Financing after the public hearing is held. Notice of the public hearing was published on September 25, 2014.

Each of the other two member agencies of the JPB, Santa Clara Valley Transportation Authority (VTA) and the city and county of San Francisco (CCSF), also is required to comply with these requirements. Staff is coordinating with VTA and CCSF to schedule the required actions.

BUDGET IMPACT

There is not impact to the budget.

BACKGROUND

Caltrain has experienced record ridership growth in the past few years, leading to overcrowding and capacity constraints on many peak-period trains, as well as making it difficult to remove railcars from service for maintenance as part of the JPB's SOGR Rebuild Program.

Prepared By: Andy Ly, Senior Financial Analyst

650-508-6376

RESOLUTION NO. 2014 –

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

* * *

**APPROVING THE ISSUANCE OF FAREBOX REVENUE BONDS BY THE
PENINSULA CORRIDOR JOINT POWERS BOARD**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB), is a public entity duly established and organized under the laws of the State of California, which was created pursuant to a joint exercise of powers agreement (Joint Powers Agreement) entered into by the Santa Clara Valley Transportation Authority (VTA), formerly known as the Santa Clara County Transit District, the City and County of San Francisco (CCSF), and the San Mateo County Transit District (District); and

WHEREAS, the JPB intends to issue certain revenue bonds (hereinafter referred to as the Farebox Revenue Bonds) in order to finance (i) a portion of the costs of the acquisition and renovation of certain rail cars to be utilized in connection with its operation of the Caltrain commuter rail service (hereinafter referred to as Caltrain) within the geographical boundaries of VTA, CCSF and the District (each, a Member Agency) and (ii) the costs of certain related capital expenditures, including, without limitation, the costs of platform modifications required to accommodate six-car train sets, made possible as a result of the rail car acquisition, and the costs of acquiring spare parts and new wheels; and

WHEREAS, the Farebox Revenue Bonds which the JPB proposes to issue will be secured by and payable from farebox revenues and certain other revenues collected from the operation of Caltrain; and

WHEREAS, pursuant to the Joint Powers Agreement, each Member Agency is required to contribute to the operating costs of Caltrain and provide for the costs of capital projects of the JPB in the manner set forth in the Joint Powers Agreement; and

WHEREAS, pursuant to Section 6586.5 of the California Government Code (Government Code), each Member Agency within whose boundaries a public capital improvement to be financed is located is required: (i) to approve the financing; and (ii) to make a finding of significant public benefit in accordance with the criteria specified in Section 6586 of the Government Code after holding a public hearing; and

WHEREAS, in order to satisfy the requirements set forth in Section 6586.5 of the Government Code, the JPB has requested that the Board of Directors of the District (the Board) hold the required public hearing and approve the proposed financing described herein (the Financing); and

WHEREAS, pursuant to Section 6586.5 of the Government Code, the Board held a public hearing regarding the proposed Financing, notice of which public hearing was published in a newspaper of general circulation in the county of San Mateo at least five (5) days prior to such public hearing; and

WHEREAS, the Board now desires to approve the proposed Financing in order to satisfy the requirements of Section 6586.5 of the Government Code.

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

Section 1. **Findings.** The Board hereby finds and determines that the foregoing recitals are true and correct.

Section 2. **Approval of Financing.** This Board hereby approves the Financing and hereby finds that: (i) the Financing will result in significant public benefits by

increasing Caltrain fleet capacity thereby providing more efficient delivery of transit services to residential and commercial development within the geographic boundaries of the Member Agencies; and (ii) serves a public purpose. It is the purpose and intent of the Board that this Resolution constitute such approval of the Financing as is required for the purposes of Section 6586.5 of the Government Code.

Section 3. **Additional Actions.** The officers, employees and agents of the District are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all documents which they deem necessary or advisable in order to carry out, give effect to and comply with the terms and intent of this Resolution and the Financing approved hereby.

Section 4. **Effective Date.** This Resolution shall take effect immediately upon its passage.

Regularly passed and adopted this 1st day of October, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

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

**MINUTES OF BOARD OF DIRECTORS MEETING
SEPTEMBER 3, 2014**

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

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

Chair Jeff Gee called the meeting to order at 3:19 p.m.

CONSENT CALENDAR

- a. Approval of Minutes of Board of Directors Meeting of August 6, 2014
- b. Acceptance of Statement of Revenues and Expenses for July 2014

Motion/Second: Harris/Deal

Ayes: Deal, Gee, Groom, Guilbault, Harris, Kersteen-Tucker, Matsumoto

Absent: Tissier

PUBLIC COMMENT

None

Director Adrienne Tissier arrived at 3:20 p.m.

REPORT OF CHAIR

Resolution of Appreciation to Outgoing Director Jerry Deal

Motion/Second: Harris/Deal

Ayes: Deal, Gee, Groom, Guilbault, Harris, Kersteen-Tucker, Matsumoto, Tissier

Director Carole Groom left at 3:23 p.m.

Chair Gee thanked Director Deal for his service to this Board and the community.

REPORT OF THE GENERAL MANAGER/CEO

Michael Scanlon, General Manager/CEO, reported:

- Jaime Gonzales was recognized for a 30-year Safe Worker Award.
- Gary Cox, Einar Nakapaahu and Tara Singh were given 20-year Safe Worker Awards.
- Congratulated and thanked Director Deal for his service.
- Ana Rivas, Superintendent, Bus Transportation, has been accepted into the 2015 American Public Transportation Association (APTA) Leadership Program.
- Ms. Rivas hosted the local chapter of the Women's Transportation Seminar at North Base on August 28.

- Human capital investment continued with 3,200 hours of training in August. Additional hours were spent on other trainings, including some retraining.
- New bus operator classes will begin on September 8 with 15 new operators and November 3 with 12 new operators.
- Twenty-two bus operators and maintenance employees have completed the U.S. Department of Transportation and Federal Transit Administration course on "Fatigue and Sleep Apnea Awareness for Transit Employees" during July.
- Runbook 115 started on August 10 and staff has been working with individual schools to correct any issues.
- Three staff members attended APTA's Multi-Modal Planning Workshop in Chicago the week of August 11.
- Two members of staff attended the Eno Transit Mid-Manager Training Seminar in New York the week of August 18.
- John Sanderson has been hired as the new Accessibility Coordinator. Mr. Sanderson was the Director, Operations, at San Francisco Paratransit.
- Staff will commence negotiations with the top-ranked Redi-Wheels contract proposer. It is expected a contract will be brought back for recommendation for award at the October meeting.
- The shuttle re-bid committee completed their preliminary review of the proposals. Scoring has yet to be done. Site visits will be the week of September 19 and interviews will be on September 23.
- The new Senior Mobility Ambassador video was shown.
- The reading file contained Message to Customers on detours for the Pacifica FogFest and Folsom Street Fair.
- Acknowledged the letter sent to the Board on his intention to retire after starting in the business in March 1967.

COMMUNITY RELATIONS COMMITTEE – J. Deal

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council (PCC) Update
- c. Citizens Advisory Committee Liaison Report
- d. Mobility Management Report – End-of-Year Performance Report – postponed to October meeting
- e. Multimodal Ridership Report – July 2014

FINANCE COMMITTEE – Z. Kersteen-Tucker

MOTION

- a. Authorize Approval of David Olmeda, Director, Maintenance, to Participate in the Masters of Science Intermodal Transportation Management at the University of Denver

Motion/Second: Kersteen-Tucker/Tissier

Ayes: Deal, Gee, Guilbault, Harris, Kersteen-Tucker, Matsumoto, Tissier

Absent: Groom

LEGISLATIVE COMMITTEE – S. Harris

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

PLANNING, DEVELOPMENT, AND SUSTAINABILITY – R. Guilbault

SUBJECT DISCUSSED

- a. Active Transportation Update
- b. SamTrans Service Plan Progress Update
- c. Quarterly Capital Progress Report – 4th Quarter Fiscal Year 2014

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

Director Rose Guilbault said Director Deal is a great team player and leader and will be missed.

Director Adrienne Tissier wished Director Deal well and said she will miss him. She said Mr. Scanlon deserves to retire.

Director Shirley Harris said it was great to get to know Director Deal and travel with him to APTA meetings.

DATE AND TIME OF NEXT MEETING – October 1, 2014 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL PROPOSAL

David Miller, Legal Counsel, said the Board will convene to closed session as permitted by the Brown Act regarding pending labor negotiations and one matter of litigation.

Adjourned to closed session at 3:49 p.m.

Reconvened at 4:26 p.m.

Karyl Matsumoto left at 4:26 p.m.

Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Teamsters Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)

Mr. Miller said the Board met in closed session to hear a report from the labor negotiator and staff regarding pending labor negotiations with the Teamsters Union. There was no action taken on this matter.

Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Ling La v. San Mateo County Transit District

Mr. Miller said a motion is being heard in Federal court on September 9.

Public Employee Performance Evaluation – Pursuant to Government Code Section 54957: General Manager/CEO

Mr. Miller reported that the Board discussed the performance of its General Manager/CEO, having recently received Mr. Scanlon's letter providing a 60-day notice of his intention to retire. Mr. Miller further reported that Mr. Scanlon informed the Board of his willingness to continue to serve beyond the 60-day notice period until his successor is appointed if the Board so desired. In this regard Mr. Scanlon advised of his willingness to continue in effect the current compensation arrangements and to forego consideration of adjustments that otherwise would be considered by the Board of Directors as of November 1, 2014. The Board members expressed their appreciation for all that Mr. Scanlon has achieved over the span of his 15 years of service as General Manager/CEO of SamTrans and Executive Director of the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority (TA) and for his willingness to continue to serve pending appointment of his successor. The Board took action to authorize execution of an amendment to Mr. Scanlon's employment agreement to cover the period during which the recruitment for his successor takes place.

Motion/Second: Tissier/Harris

Ayes: Deal, Gee, Guilbault, Harris, Kersteen-Tucker, Tissier

Absent: Groom, Matsumoto

Mr. Miller advised that Chair Gee has proposed appointment of a committee to oversee the recruitment of a new General Manager/CEO. He proposed that the committee consist of Director Adrienne Tissier (a member of the JPB), Director Karyl Matsumoto (a representative of the TA), Vice Chair Shirley Harris and himself. The Board approved appointment of the committee and authorized the committee to make the selection of a recruiting firm, pursuant to a competitive solicitation process, to assist the committee in the recruitment effort.

Motion/Second: Deal/Tissier

Ayes: Deal, Gee, Guilbault, Harris, Kersteen-Tucker, Tissier

Absent: Groom, Matsumoto

Adjourned at 4:31 p.m.