

SamTrans



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, MAY 7, 2014 – 2:00 p.m.

BOARD OF DIRECTORS 2014

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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

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

ACTION

3. Approval of Minutes of Community Relations Committee Meeting of April 2, 2014
4. Designation of May as “Older Americans Month”

INFORMATIONAL

5. Student “Art Takes a Bus Ride” Contest
6. Accessibility Update – Tina Dubost
7. PCC Update - Mike Levinson
8. Citizens Advisory Committee Liaison Report - Peter Ratto
9. Multimodal Ridership Report – March 2014

Committee Members: Jerry Deal, Shirley Harris, Karyl Matsumoto

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING
COMMITTEE OF THE WHOLE
APRIL 2, 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, T. Dubost, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Jerry Deal called the meeting to order at 2:03 p.m.

Approval of Minutes of Community Relations Committee (CRC) Meeting of March 5, 2014

The Committee unanimously approved the minutes (Guilbault/Harris).

Recommend Appointment of Citizens Advisory Committee (CAC) Members

Committee Chair Deal said 21 applications were received for eight positions. Interviews were conducted by Director Karyl Matsumoto and himself on March 24 and they are recommending the following appointments for representation of the accompanying ridership segments:

- Three-year term expiring 2017
 - Incumbent Sonny Koya, South San Francisco Bus Riders
 - Incumbent Peter Loranger, Foster City Bus Riders
 - Incumbent Peter Ratto, San Mateo Multimodal Riders
 - Holly Osborne, San Carlos Bus Riders
 - Nada Ballator, Redwood City Community Riders

- Partial two-year term expiring April 2016
 - Juslyn Manalo, Daly City Bus Riders

- Partial one-year term expiring April 2015
 - Bob Gomez, East Palo Alto Community Riders
 - Charlotte Laughon, Montara Multimodal Riders

Director Carole Groom asked for clarification on Ms. Osborne's application in which she stated as a single, female rider she would like to see improved safety on the buses. Committee Chair Deal said this was an issue for Ms. Osborne and she shared an instance where she did have a problem.

Director Matsumoto said while the bus driver was very helpful, Ms. Osborne sometimes rides late at night and the ridership changes in the evening.

A motion (Deal/Groom) to accept the recommendation was unanimous.

Accessibility Update – Tina Dubost

Tina Dubost, Manager, Accessible Transit Services, said staff is going to meet with the Paratransit Coordinating Council (PCC) to get input on the vehicle design of the new paratransit cutaway buses and minivans the Board approved the purchase of last month.

PCC Update – Mike Levinson

Mike Levinson, PCC Chair, said:

- The MV Transportation appreciation party is on April 8.
- The PCC has three new members: Susan Capelota, Department of Rehabilitation; Jim Engvall, Commission on Disabilities; and Vincent Merola, Center for Independence of Persons with Disabilities.

CAC Liaison Report - Peter Ratto

Peter Ratto, CAC Chair, said the March meeting was canceled because there was no quorum. He said if the nominees are appointed the CAC will be back to a full roster.

Mobility Management Report – Caltrain

Chuck Harvey, Deputy CEO, reported:

- February statistics:
 - Monthly ridership is above 1.2 million.
 - Average weekday ridership (AWR) is tracking over 50,000.
 - Fare revenue is averaging \$6 million per month.
 - On-time performance for trains arriving within five minutes is consistently below the 95 percent goal; within 10 minutes it is above the 95 percent goal.
- Service highlights including Gay Pride weekend, Independence Day post-fireworks, Bay to Breakers, Giants baseball, and Sharks hockey. Future events include the opening of Levi's Stadium in August and Fleet Week in October.
- Projects:
 - San Bruno Station opened on April 1
 - San Mateo Bridge Replacement involves street closures at Poplar, Monte Diablo, Santa Inez, and Tilton streets
 - Replacement of San Francisco roadway bridges at 22nd Street, 23rd Street and Paul Avenue
- Caltrain Modernization is a \$1.5 billion program funded through regional sources and includes the advanced signal system to be installed by 2015 and corridor electrification and electric multiple units by 2019.
- The system is near or at full capacity in peak periods with many trains experiencing full seated loads and a significant number of standees.
- Additional train capacity is needed between 2015 and 2019 to meet projected growth and demand.

Staff is pursuing possible solutions, including the purchase of used passenger cars to lengthen trains, and additional trains at the shoulders of the peak period to create more travel options.

Director Rose Guilbault asked how many trains need to be added and how many can be added. Mr. Harvey said staff is trying to purchase enough cars to reconfigure 60 percent of the train sets from five- to six-car sets.

- Fiscal Year (FY) 2015 Operating Budget is in the review process. Previous operating budgets have relied upon significant amounts of one-time funds to balance budgets. Record ridership, revenue, and the roll forward of funds from prior years will help.
- The FY2015 Capital Budget is challenging because the partners do not have a lot of capital match money.

Multimodal Ridership Report – February 2014 Compared to February 2013

Mr. Harvey reported:

- Bus AWR was 41,370, a decrease of 0.8 percent.
- Paratransit AWR was 1,070, an increase of 1.9 percent.
- Caltrain AWR was 51,260, an increase of 6.7 percent.
- Caltrain shuttle AWR was 12,410, an increase of 15.9 percent.

Mr. Harvey said AWR is down 0.8 percent, but Route ECR was up 9.6 percent, Route 296 was up 10.6 percent, Route 281 was up 18.8 percent, and Routes 130 and 131 were up 12.8 percent. Ridership on Routes Route 251 and 256 was down 12 percent.

- Year-to-date bus ridership is 8,447,520, an increase of 2.7 percent.

Director Zoe Kersteen-Tucker thanked staff for making the changes to Route 294 in Half Moon Bay during the next runbook change.

Chair Jeff Gee said he was at a Belmont/Redwood Shores School District meeting and people are happy with the tweaks staff made to Routes 260 and 267. He commended staff for listening to the issues and making the time adjustments.

Adjourned: 2:35 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 MAY AS "OLDER AMERICANS MONTH"**

ACTION

Staff proposes the Committee recommend the Board adopt the proclamation designating May as "Older Americans Month."

SIGNIFICANCE

The proclamation for "Older Americans Month" is a reaffirmation of the SamTrans commitment to provide quality transit service to senior citizens in San Mateo County. It also is an opportunity to focus special attention on the daily challenges faced by senior citizens throughout the SamTrans service area, to reflect on measures that are being extended to assist them, and to increase public awareness of new opportunities that meet their needs.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Over the past year, the District has:

- Travel trained seniors to use fixed-route services
- Participated in American Association of Retired Persons and California Highway Patrol-volunteer senior driver safety training classes to promote transit use
- Performed multiple bus demonstrations to familiarize seniors with public transportation
- Enhanced accessibility of bus stops for the convenience of seniors
- Maintained a "zero trip denials" policy on Redi-Wheels
- Engaged the community in Senior Mobility Action Plan projects and Senior Ambassadors

Proclamation

IN HONOR OF OLDER AMERICANS MONTH

WHEREAS, transportation enables individuals to access needed social and recreational resources, as well as medical and social services; and

WHEREAS, SamTrans supports the need for and provision of transportation to seniors through its fixed-route system and Redi-Wheels and RediCoast, specialized paratransit services for those with mobility impairments; and

WHEREAS, it is recognized that access to services and activities enables individuals to preserve their dignity and maximize their independence; and

WHEREAS, SamTrans is committed to providing comprehensive and quality transportation and paratransit services; and

WHEREAS, May has been officially designated as Older Americans Month throughout the United States of America.

NOW, THEREFORE BE IT RESOLVED, the Board of Directors and staff of the San Mateo County Transit District salute the seniors in San Mateo County, support their personal independence and dignity in the provision of service, and do hereby proclaim the month of May as *OLDER AMERICANS MONTH*.

Regularly passed and adopted this 7th day of May, 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: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STUDENT "ART TAKES A BUS RIDE" CONTEST**

ACTION

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

SIGNIFICANCE

The San Mateo County Transit District (District) developed a partnership with the San Mateo County Office of Education in 2005 to conduct a countywide art contest through the schools. This year, students in 1st through 6th grades drew pictures with the theme "See the County." The winners will have their artwork displayed on interior bus cards, as well as on a specially wrapped bus for a year.

The winning entries and artists will be presented at the Committee meeting.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The District initiated the art contest in partnership with the county Office of Education and teachers as a way to provide a forum for budding artists and also to convey to the teachers and students that public transit plays an integral role in keeping their communities on the move.

The partnership has strengthened over the years and the program continues to be a success. More than 400 submissions were received this year, and 19 schools participated. Three members of the San Mateo County Arts Commission judged the entries.

**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 UPDATE**

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 minutes from the February 11 PCC meeting are attached. Minutes from the most recent SAAC meeting are not yet available.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No additional information.

Prepared by: Tina Dubost, Manager, Accessible Transit Services

650-508-6247

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL**

**MEETING MINUTES
March 11, 2014**

ATTENDANCE: Members Present: Mike Levinson, Chair; Michal Settles, Vice-Chair; Dale Edwards, Consumer; Maureen Dunn, Senior Focus; Aki Eejima, Consumer; Dinae Cruise, Consumer; Stephanie Hill, Al-Com Chair; Barbara Kalt, Rosener House; Nancy Keegan, San Carlos Adult Day Services; Sammi (Wilhelmina) Riley, Consumer; Tina Dubost, SamTrans; Sandra Lang, COA.

ABSENTEES: Judy Garcia, Consumer; Dan Mensing, Consumer; Marie Violet, Sequoia Hospital;

GUESTS: Susan Capeloto, DOR; John Murphy, MV Transportation; Lynn Spicer, MV Transportation; Vincent Merola, CiD; Elly Colwell, SamTrans; Jim Rusconi, SamTrans; Henry Silvas, SamTrans; Linda Rhine, Nelson-Nygaard; Erin Swartz, PCC Staff.

(Member Attendance: 17, Quorum—Yes.)

WELCOME/INTRODUCTION

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

APPROVAL OF FEBRUARY PCC MINUTES

Sammi moved to approve the February minutes and Stephanie seconded, with the minutes approved unanimously by the PCC members.

COMMITTEE REPORTS

A. ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)

Stephanie reported that there have been no meetings since January and the next Al-Com meeting is scheduled for April 1, 2014 at 1:00 p.m. The guest speaker will be Shweta Bhatnagar from SamTrans who will talk about legislation.

B. GRANT/BUDGET REVIEW

Barbara had no new information to report. Mike reported that the SamTrans Board approved the purchase of 14 minivans and 19 cutaways. Two of the cutaways are expansion vehicles and the remaining are replacement vehicles for the Redi-Wheels fleet. Tina reported that customers and their representatives are invited to attend the Bus Review Committee meeting to view and make comments on examples of the cutaway buses and minivans on April 8, 2014 at 3:00 p.m. in the Breezeway. Linda added that April 8 is the date of the PCC meeting that will be held from 4-5:30 p.m., with the MV appreciation party to follow at 6:00 p.m.

C. EDUCATION COMMITTEE

Maureen reported that the Education Committee met today and reviewed the upcoming presentations. On April 16, Dale will be giving a presentation to consumers

at a Coastside meeting that focuses on Consumer Corps. The presentation for the Commission on Aging (COA) is in the process of being scheduled and the San Carlos Adult Community Center (SCACC) is tentatively scheduled for August. Maureen noted that the Committee is working to schedule 3-4 presentations per year, along with continued participation in the annual Seniors on the Move Conference.

Maureen requested that Tina provide a report at the April PCC meeting to follow up on posting the *Rider's Guide* in a screen-reader accessible format.

Michal shared that Zoe Kersteen-Tucker from the SamTrans Board attended the last Coastside meeting. Ms. Kersteen-Tucker provided the contact information for Lisa Ketcham of the Midcoast Community Council who would be interested in hosting a presentation by the Education Committee.

D. EXECUTIVE COMMITTEE

Mike reported that the Executive Committee held a conference call yesterday. He noted that the Nelson-Nygaard carryover funds have been approved for this fiscal year's budget. Nancy asked if HNTB would be able to confirm the contract amendment with Nelson-Nygaard in writing. Tina agreed to follow up on this item today.

Mike asked Tina about the RFP process for the Redi-Wheels contract. Henry Silvas stated that the current contract with MV has been extended to December 31, 2014 for efficiency in budgeting. The projected budget for FY2015 is being worked out and appears to be on track. Mike asked if the PCC could participate on the RFP Evaluation Committee. Henry offered to provide updates and answer questions at the PCC meetings as the process continues, as the Committee has already been selected and the schedule is in the process of being finalized. Linda asked if the RFP could be reviewed by the PCC before it is made publicly available. In addition, she asked if the PCC could have a member sit on the evaluation committee. Henry agreed to approach Ashish John to obtain more information about how the PCC can provide input and participate in the process.

Mike reported that the MV Appreciation Party is scheduled from 6-7:30 p.m. on April 8. Through several private donations, raffle prizes will be given to the MV staff and drivers and some will be set aside for the Coastside Appreciation Party that is being scheduled later this month. Linda acknowledged John Murphy's generous contribution.

Michal reported that the Coastside Open House is scheduled for later this month and the PCC will provide a raffle prize for that event (paid for by private donations). Linda agreed to coordinate sending the raffle prize to Santos on the Coastside. John agreed to confirm the date and time of the event and would also make sure that the staff and drivers received acknowledgement of their hard work.

Mike reported that three new applicants to the PCC have been approved by the Executive Committee. Jim Engvall will be providing updates from the Commission on Disabilities (COD), Vincent Merola will be representing the Center for Independence of Individuals with Disabilities (CiD), and Susan Capeloto from the Department of

Rehabilitation (DOR). Maureen made the motion to approve all three people for membership and Mike seconded. All three applicants were unanimously approved without any abstentions.

Linda provided an update on the PCC Work Plan that was developed following the PCC Retreat in June 2013. On the Work Plan, Linda has added a column to provide a progress update entitled, "Status as of January 2014".

Mike described the second phase of the IVR system that is being implemented and what type of calls riders will be receiving prior to the arrival of their rides. Linda confirmed with Tina that this phase will likely be implemented in summer 2014. Sandra asked a question on behalf of a friend. In the instance that a rider does not receive a call, she asked if that means the ride has been cancelled. Tina confirmed that the calls are a courtesy and that the ride would still arrive, even if a rider did not receive a call. Mike pointed out that educating the riders will be an important component of implementing the next phase of the IVR system.

Linda returned to the Work Plan Status and moved on to the next item, "Promote and maintain good relations between drivers, passengers, and agencies. Acknowledge and recognize high quality service." The timeline for the MV Appreciation Party was originally set for early Spring 2014 and has been confirmed for April 8, 2014.

Linda also reviewed the outreach strategies being implemented by the Education Committee that are listed in the Work Plan Status. At today's Education Committee, outreach presentations with the Coastside, COA, SCACC, and the Villa Apartments (San Mateo) were discussed.

Dinae pointed out that the Work Plan should be revised to include the PCC's participation in the Annual Seniors on the Move Conference.

Another objective in the Work Plan Status that Linda discussed was an effort to monitor the quality of taxi service.

"Monitor service" in the Work Plan Status includes both Redi-Wheels and Coastside service. Nancy asked if Michal was receiving performance reports for the Coastside meetings. Michal confirmed that this is a standard item that is included on the agenda of the Coastside meetings.

In the Work Plan Status report, increasing Consumer Corps members especially on the Coastside includes outreach activities like the presentation that Dale is making at the Coastside meeting in April.

The status update of the Work Plan also reflects that the PCC is an active participant on the Redi-Wheels Appeals Panels. Stephanie will be on the Eligibility Appeals Hearing Panel on March 21, 2014. This is Stephanie's fourth time serving on the Appeals Panel. Aki asked to add PCC participation on the No-Show Appeals Panel to the Work Plan. Tina added that training is provided for people who participate in the panels, so that they know what to anticipate.

Educate and recruit new PCC members on the Work Plan will be achieved through a buddy system and new member orientation. Linda invited any other PCC members who might be interested to attend an upcoming orientation session to be scheduled in the spring with a date to be determined.

Drennen Shelton from MTC gave a presentation about Map 21 at the PCC Retreat in June 2013. In the Work Plan, it is noted that the PCC is working to understand the Mobility Management Function in MAP-21. The New Beginnings Coalition will be working on this item, as well.

Sandra asked Linda for more information about Mobility Management. Mike noted that the PCC would be working to participate in any Mobility Management planning in San Mateo County. Linda asked if Tina could report on the status of the grant application that Corinne had been preparing for Mobility Management, as several letters of support from PCC members were submitted.

SAMTRANS/REDI-WHEELS REPORT

A. Operational Report

Tina reported that on Feb. 22, 2014, SamTrans held an Open House. She thanked the members of the PCC who participated for their attendance.

Tina also presented a draft version of new tickets that are under consideration by SamTrans. The tickets may be formatted and printed on an 8 ½ x 11 inch sheet, rather than in a book format. Tina pointed out the importance of having the tickets designed in such a way that makes them accessible for all riders. Barbara asked about why the change is being considered and if tickets might be available in a pass format in the future. Tina reported that passes are not currently in the works, due to the complex nature of the process and that the page-style tickets would significantly reduce printing costs. Sammi reported that people can no longer call the Redi-Wheels number to order tickets over the phone with a credit card, but that they can be ordered by mail.

Tina also provided an update on changes to the SamTrans Service Plan. She encouraged people to call the 1-800 number with feedback about their experiences on the new routes.

Tina reported that Pilot Programs that are part of the SamTrans Service Plan have been implemented in San Carlos and Pacifica. On the deviated route in Pacifica, each trip can deviate up to ½ mile off of the regular route, for one customer. Redi-Wheels customers can ride for free, by showing their ID card. Linda confirmed that only one deviation per route is allowed. Callers requesting a deviation are taken on a first-come first-served basis. Reservationists can suggest riders request an earlier or later pick up time, if there are no deviations available. The San Carlos route is a hybrid service, linking people to/from the Caltrain station during morning and afternoon commute hours. During off-peak hours, it will operate as a dial-a-ride (DAR) service for the general public. Customers can call one day in advance to reserve a ride. Henry reported that SamTrans will evaluate the pilot programs in six months. Susan asked about service changes on Cordilleras for riders who have limited mobility. Henry noted

that service changes are listed on the SamTrans website.

B. Performance Summary

Tina reported that Total Trips Requested increased from December 2013 to January 2014. One percent of trips scheduled were cancelled. Total Customer No-Shows decreased from December 2013 to January 2014. On-Time Performance was 94.3%, exceeding the standard of 90%. Productivity was slightly below the 1.70 standard with 1.69 pass/hr. Average Phone Wait Time was 1.2 minutes.

C. Customer Comments

Elly reported that all three Comments by Category decreased from December 2013 to January 2014. Policy Related Comments are about half of the YTD Average. Average Response Time to Customers for both Complaints and Compliments decreased from December 2013 to January 2014.

In January 2014, there were 11 compliments, as compared to 23 in December 2013. Customer Error comments rose from 9 to 11 during the same time period. Aki suggested that the PCC help to educate riders who fall into the comment category, "Customer Error."

D. Safety Report

Lynn reported that RediCoast had one non-preventable incident and Redi-Wheels had three non-preventable accidents in January 2014.

LIAISON REPORTS

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal reported that the last meeting was Feb. 19, with eight attendees. Two representatives from Lesley Gardens attended to share their concerns about route changes. A petition with over 100 signatures and two letters of support were gathered to bring awareness of the challenges facing residents of Lesley Gardens. The representatives also plan to attend the SamTrans Board meeting. Michal shared two articles from the *Half Moon Bay Review* newspaper that explored this issue. Henry added that SamTrans is ready to implement the changes that the residents of Lesley Gardens have requested.

John Murphy confirmed that the Coastside Open House has been moved to March 22, 2014.

The Consumer Corps presentation scheduled for April 16, 2014 will be given by Dale and four agencies are expected to attend. If the agency's relocation takes place close to April 16, the presentation will be re-scheduled for another day and time.

B. AGENCY

Barbara reported that there was an agency meeting recently and there is a need for an additional meeting. Barbara shared that the agency members have serious concerns that many of their clients have dementia and other long-term disabilities and their condition will not improve and it is an extreme hardship to them and seems unnecessary to attend the eligibility renewal meetings required by SamTrans. Mike

offered to have a representative attend the meeting, if it would be helpful. Tina will coordinate with Maureen, Barbara, and Nancy to set a meeting date and time. Linda is planning to attend the meeting, as well.

C. EFFICIENCY REVIEW COMMITTEE (ERC)

Aki reported that the earlier liaison reports have covered the topics he had prepared to share.

D. COMMISSION ON AGING (COA) REPORT

Sandra reported that the COA met yesterday. At the COA meeting, she shared the excellent outreach work done by the Education Committee at the South San Francisco City Council meeting. Sandra also shared the link to the City Council meeting video with the COA. Sandra noted that the COA is reviewing the Area Plan, as it relates to the Older Americans Act (OAA). One funding category in the OAA establishes annual expenditures for transportation and assisted transportation. The COA will approve this funding at their next meeting, if a quorum is present. Theatrical Outreach by the COA is ongoing and anyone that is interested in participating can contact Sandra. Linda asked if Mary Lorenas is the correct contact person and requested a phone number for her at the COA.

E. COMMISSION ON DISABILITY (COD) REPORT

Jim Engvall absent, no report available.

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

Vincent reported that CiD has a new website and newsletter. The website is www.cidsanmateo.org

He asked for feedback about the new website. He noted that the CiD is doing outreach by staffing information tables at a variety of events and is looking for a venue to screen the movie, "Darius Goes West."

G. DEPARTMENT OF REHABILITATION (DOR)

Susan reported on Cordilleras service issues. She is working to advocate for transportation issues that impact DOR clients and case workers.

H. METROPOLITAN TRANSPORTATION COMMITTEE (MTC)

No report or representative available.

OTHER BUSINESS

Stephanie reported that Noreen Donohue, a former, longtime PCC member sends her regards.

Dale complimented SamTrans on the Open House event. Participants had an opportunity to ask questions about the buses and service.

Mike shared that the lunch with Bill Welch at Kabul Restaurant was attended by several PCC members. Mike noted that Bill is available for another lunch, at a later date.

Mike reminded the PCC of several important events taking place on April 8. The Bus Review Committee meeting is scheduled for 3:00 p.m. The PCC meeting will take place from 4-5:30 p.m. and the MV Appreciation Party will be held from 6-7:30 p.m. Lynn noted that MV will take care of the set up for the MV Appreciation Party.

MEETING ADJOURNED: Mike adjourned the meeting at 3:30 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

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

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

AVERAGE WEEKDAY RIDERSHIP – MARCH 2014 COMPARED TO MARCH 2013

Total District Modes – 110,470, an increase of 6.1 percent.

Bus – 43,440, an increase of 2.2 percent.

Paratransit – 1,100, an increase of 1.9 percent.

Caltrain – 53,080, an increase of 8.9 percent.

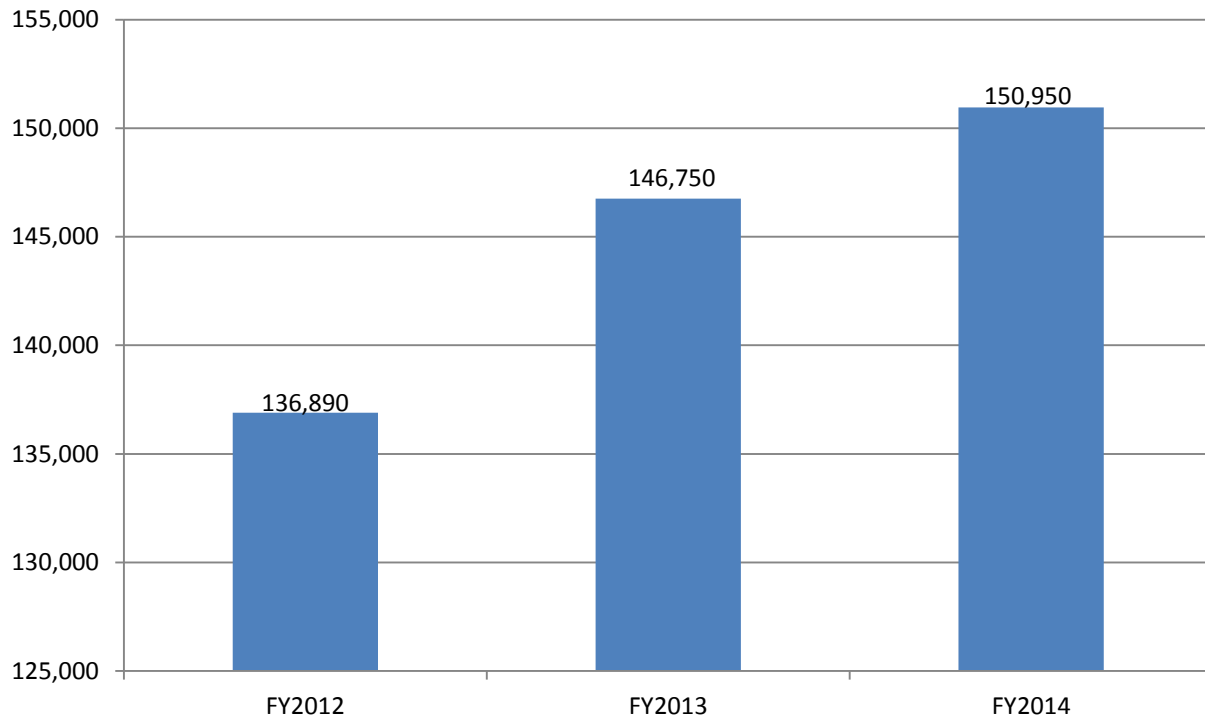
Shuttles – 12,850, an increase of 8.4 percent.

**Table A
Average Weekday Ridership**

March 2014 Average Weekday Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	43,170	42,490	43,440	2.2%
Paratransit	1,040	1,080	1,100	1.9%
Caltrain	42,910	48,720	53,080	8.9%
Shuttles	9,630	11,850	12,850	8.4%
Total	96,740	104,130	110,470	6.1%
BART Extension (No Daly City)	42,260	45,670	46,880	2.6%
Grand Total	139,000	149,800	157,360	5.0%
Weekdays	22	21	21	0.0%

March 2014 Year-to-date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	42,250	41,050	41,770	1.8%
Paratransit	1,050	1,050	1,070	1.9%
Caltrain	42,800	47,960	52,140	8.7%
Shuttles	8,940	10,840	11,090	2.3%
Total	95,040	100,910	106,070	5.1%
BART Extension (No Daly City)	41,850	45,840	44,880	-2.1%
Grand Total	136,890	146,750	150,950	2.9%

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



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

MONTHLY TOTAL RIDERSHIP – MARCH 2014 COMPARED TO MARCH 2013

All District Modes – 2,835,110, an increase of 6.7 percent.

Bus – 1,103,610, an increase of 2.7 percent.

Paratransit – 26,580, an increase of 1.9 percent.

Caltrain – 1,431,750, an increase of 9.2 percent.

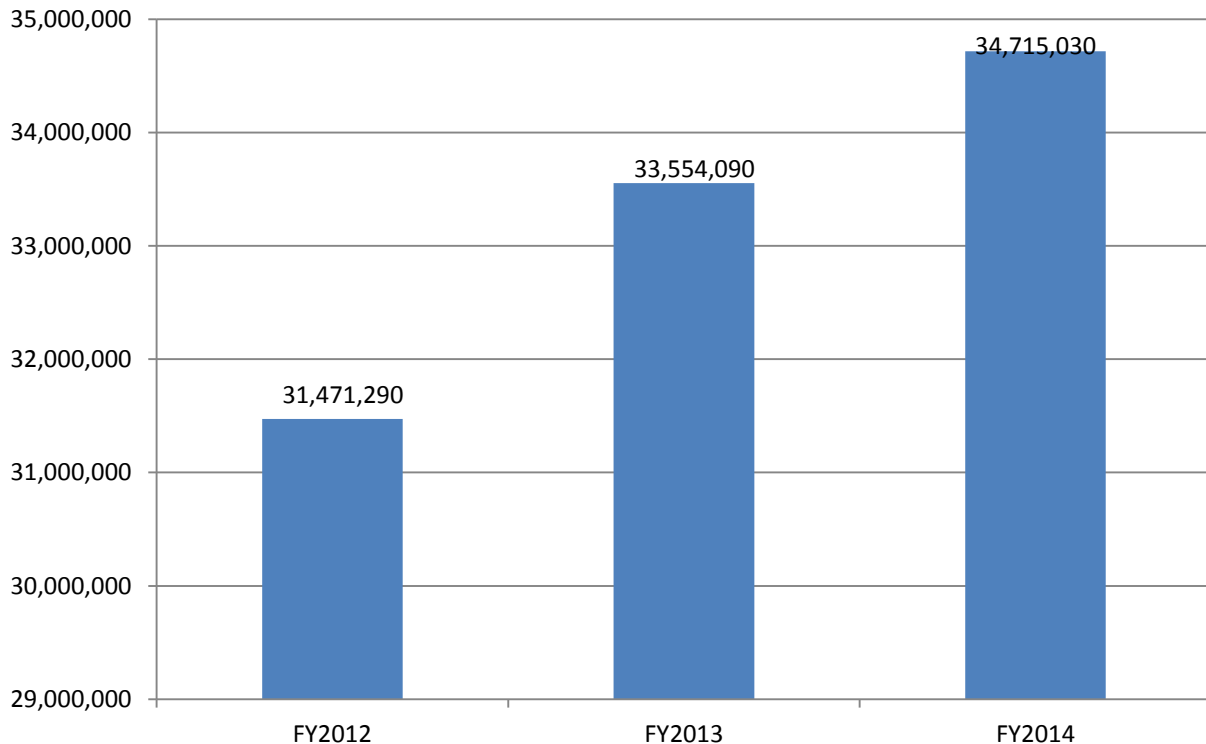
Shuttles – 273,170, an increase of 12 percent.

**Table B
Total Ridership**

March 2014 Total Monthly Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	1,106,090	1,075,010	1,103,610	2.7%
Paratransit	25,870	26,090	26,580	1.9%
Caltrain	1,176,390	1,310,960	1,431,750	9.2%
Shuttles	218,290	243,970	273,170	12.0%
Total	2,526,630	2,656,040	2,835,110	6.7%
BART Extension (No Daly City)	1,106,900	1,174,140	1,195,580	1.8%
Grand Total	3,633,530	3,830,180	4,030,680	5.2%
Weekdays	22	21	21	0.0%

March 2014 Year-to-date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	9,583,560	9,298,290	9,551,140	2.7%
Paratransit	228,600	227,860	232,890	2.2%
Caltrain	10,274,300	11,437,750	12,456,540	8.9%
Shuttles	1,716,030	2,116,750	2,154,140	1.8%
Total	21,802,480	23,080,640	24,394,700	5.7%
BART Extension (No Daly City)	9,668,810	10,473,450	10,320,330	-1.5%
Grand Total	31,471,290	33,554,090	34,715,030	3.5%

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – March 2014

Experience the Difference – SamTrans embarked on a multi-month ridership promotion that focuses on the highlights of the re-vamped SamTrans system. The ads ask readers to “Experience the Difference” after noticing the system’s frequency, community, coverage and bus stops. Elements of the promotion include bilingual print and broadcast ads, a 15-second ad in theaters, social media, and a 30-second commercial on cable.

See Something – Say Something – The bus agency developed a multilingual take one, placed on all buses, reassuring customers that the top priority at SamTrans is to make sure that they are safe and secure when riding the bus. The message mentions that most buses are equipped with video cameras. Passengers also are encouraged to report unsafe, disruptive, or bullying behavior on the bus to the bus operator or the Transit Police.

Publication – The spring edition of *Transit Fun Guide* was issued. The seasonal brochure serves as a guide to events and fun locations along the Peninsula and the Coastsides that are served by SamTrans bus routes. Information is included on events, fairs, farmer’s markets, festivals and theatre, along with the name of the bus route that serves the venue.

Partnership – SamTrans Market Research & Development staff works with a number of event organizers to co-promote events that will generate bus ridership and also provide added value for current SamTrans customers. In March, the bus agency partnered with The San Francisco Flower & Garden Show. Events are generally promoted in the *Transit Fun Guide* brochure, through social media, news releases, and web postings. The promoter also included SamTrans in its promotional materials.

Prepared by:

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

650-508-6248
650-508-6227



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, MAY 7, 2014 – 2:20 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of April 2, 2014
2. Acceptance of Statement of Revenues and Expenses for March 2014
3. Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended March 31, 2014
4. Authorize Implementation of Fuel Hedging Program for the Fiscal Year Ending June 30, 2015, Including Approval of Request for Bids and Forms of Documents, and Authorize Execution and Delivery of Documents, Selection of Winning Bidder and Payment of Commodity Price Cap Premium for Such Program

CONTRACTS

5. Authorize Award of Contract to Reliance Standard Life Insurance Company for Life and Accidental Death and Dismemberment Insurance for an Estimated Cost of \$226,500 for a Three-Year Period
6. Authorize Rejecting the Single Bid from Burr Plumbing and Pumping, Inc. for Plumbing Maintenance Services, Temporarily Extend the Current Contract with Burr Plumbing, and Negotiate a Contract on the Open Market

INFORMATIONAL

7. Preliminary Fiscal Year 2015 Operating Budget
8. Preliminary Fiscal Year 2015 Capital Budget

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
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA**

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
APRIL 2, 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, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon, M. Wessel

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 2:35 p.m.

Committee Chair Kersteen-Tucker requested the assessment of the Fiscal Year (FY) 2014 Fuel Hedge Program (Program) be moved up before the discussion of the FY2015 Program.

Approval of Minutes of Finance Committee Meeting of March 5, 2014

The Committee unanimously approved the minutes (Groom/Tissier).

Acceptance of Statement of Revenues and Expenses for February 2014

Gigi Harrington, Deputy CEO, said February revenues were over budget by \$3.2 million and expenses were under budget by \$3.4 million. Last week fuel was \$2.89 per gallon and year to date is \$3.04 per gallon. The San Mateo County Transit District (District) received \$6,700 from the fuel hedge in March and year-to-date has received \$80,000.

Director Karyl Matsumoto asked for clarification in the staff report where it is stated "San Mateo County Measure A, which is worse than budget by 20.1 percent." Ms. Harrington said staff looks to bring in enough revenue to balance all the expenses and there was enough to cover all the expenses so some revenue was deferred and it will be in March's statement.

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

Assessment of the Fiscal Year (FY) 2014 Fuel Hedge Program (Program)

Ms. Harrington said the District hedged 65 percent of the fuel portfolio at \$2.85 per gallon. The counterparty for FY2014 is Barclays. The cost of the hedge and expenses was \$218,000 and the District has received \$72,000. The purpose of the Program has always been to better manage the budget and not necessarily to make money.

Chair Jeff Gee asked if the Program has achieved its goal. Ms. Harrington said yes.

Authorize Revision of the Fuel Hedging Policy and Award of Contract to Orrick, Herrington & Sutcliffe LLP to Serve as Special Counsel for Not-to-Exceed Fee of \$150,000

Ms. Harrington said staff is asking that the committee recommend the Board amend the Fuel Hedging Policy. The environment for the market is evolving based on the Dodd-Frank protocols. She said a new practice is cross-collateralization among the parties. This means both parties would collateralize if there was a problem with the transaction. Ms. Harrington said this does not pertain to the District as 100 percent of the premium is paid up front, so making the change to the policy will create no additional risk for the District. She said this will open the environment to four or five potential bidders. Without making the adjustment there could potentially be only one bidder.

Ms. Harrington said the other request is to approve a contract with Orrick, the legal counsel for the purpose of this transaction. Ms. Harrington said it is a little more expensive this year because staff anticipates doing additional documents with the broader universe of bidders. She said the cost is shared on a pro-rated basis with the Peninsula Corridor Joint Powers Board and the District pays about one-third of the cost.

Ms. Harrington said in May she will ask the Board to approve the Program documents and the transaction will be done between early May and the end of June.

Chair Gee said the recommendation is 65 percent and asked if it would benefit staff to increase the range for greater flexibility. Ms. Harrington said the Board has given her the authority to go up to 75 percent.

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

Authorize Reaffirming the District Investment Policy, the Paratransit Trust Fund Investment Policy, and Reauthorizing Investment of Monies with the Local Agency Investment Fund

Ms. Harrington said this is the yearly approval of the Investment Policy and there are no changes recommended this year.

Chair Gee said he is okay with the recommendation, but is concerned about safety and liquidity. He said the budget shows interest income worse than projected. Chair Gee asked if there is an opportunity between the budget projection or budget creation and the investment policy to bring them into alignment. Ms. Harrington said staff will look at the projections before the budget is brought to the Board next month.

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

Authorize Entering into Memoranda of Understanding with the Cities of Daly City, South San Francisco, and San Bruno to Finalize the Grand Boulevard Initiative Complete Streets Project

Megan Wessel, Senior Planner, said the total cost for this project is \$165,000, \$132,000 is coming from unused Federal earmark funds received by the District in 2007 and \$33,000 is coming from matching funds from the three cities. This will allow the cities to complete their streetscape designs up to about the 30 percent design level and secure

the required California State Department of Transportation Project Initiation Document that is needed to move toward project implementation. Ms. Wessel said these funds are included in the revised FY2014 Operating Budget.

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

Authorize Execution of Contracts for Technology Related Products and Services to Vendors Under Cooperative Purchasing Agreements for Fiscal Year 2015 for an Aggregate Not-to-Exceed Amount of \$1.5 Million

Authorize Execution of Contracts Over \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2015 for an Aggregate Not-to-Exceed Amount of \$850,000

Authorize Amendment to the Contract with Ojo Technology, Inc. for Security System Maintenance and Repair Services by Extending the Contract on a Month-to-Month Basis for Up to 12 Months and Increasing the Estimated Total Contract Amount by \$48,000

Authorize Amendment of the Contract with Wipro, LLC to Provide PeopleSoft Systems Integration Services Integration Services and Execution of Release of Claims Agreement in the Amount of \$1.35 Million

The Committee (Kersteen/Tissier) unanimously recommended Board acceptance of the above four items.

Adjourned: 2:46 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
MARCH 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 March 2014 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 15) are \$6,144,833 or 5 percent **better** than budget. *Passenger Fares* (page 1, line 1) are **better** than budget by \$468,905 or 3.5 percent, *Sales Tax* (page 1, line 9) is **better** than budget by \$5,196,612 or 10 percent and *Other Interest, Rent & Other Income* (page 1, line 12) are \$543,347 or 12.5 percent **better** than budget offset by *Investment Interest* (page 1, line 10) which is **worse** than budget by \$64,031 or 7.9 percent.

Expenses: *Total Expenses* (page 4, line 73) are \$6,677,447 or 7.2 percent **better** than budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$6,013,450 or 7.9 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$760,885 or 6.9 percent offset by *Total Multimodal* (page 4, line 71) is **worse** than budget by \$96,887 or 1.6 percent.

BUDGET IMPACT

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

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

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

% OF YEAR ELAPSED: 75.0%

	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	1,574,250	13,239,591	13,942,655	13,473,750	103.5	17,965,000	17,965,000	77.6
2 Local TDA and STA Funds	2,546,507	28,666,303	34,833,790	34,833,790	100.0	42,542,322	42,542,322	81.9
3 State/Federal Operating Grants	933,326	5,216,360	6,209,033	6,209,032	100.0	8,050,834	9,274,579	66.9
4 Measure A Funds	525,264	6,305,353	6,202,504	6,202,504	100.0	8,160,000	8,160,000	76.0
5 AB434 Funds	47,167	415,800	424,500	424,500	100.0	566,000	566,000	75.0
6 SM County Measure A	1,117,258	0	4,033,543	4,033,543	100.0	0	5,000,000	80.7
7 Subtotal - Operating Revenues	6,743,773	53,843,408	65,646,025	65,177,119	100.7	77,284,156	83,507,901	78.6
Other Revenue Sources								
9 District 1/2 Cent Sales Tax	6,836,048	41,199,368	57,404,112	52,207,500	110.0	68,000,000	70,000,000	82.0
10 Investment Interest	80,463	1,186,802	749,796	813,827	92.1	1,056,160	1,056,160	71.0
11 Pass through to Other Agencies	25,347	12,963	228,126	228,126	100.0	379,169	379,169	60.2
12 Other Interest, Rent & Other Income	545,644	4,568,825	4,899,169	4,355,822	112.5	6,346,565	6,438,107	76.1
13 Other Sources	0	6,829,320	0	0	0	0	0	0.0
14 Subtotal - Other Revenues	7,487,503	53,797,278	63,281,203	57,605,275	109.9	75,781,894	77,873,436	81.3
15 Total Revenues	14,231,276	107,640,686	128,927,228	122,782,395	105.0	153,066,050	161,381,337	79.9
16 Capital Assistance	189,629	3,598,588	21,881,562	21,881,562	100.0	6,336,651	58,719,891 A	37.3
17 Reserves Programmed for Capital	388,701	3,890,945	6,566,717	6,566,717	100.0	74,000	18,236,805 A	36.0
18 Total Revenues - All Sources	14,809,605	115,130,219	157,375,507	151,230,673	104.1	159,476,701	238,338,033	66.0
USES OF FUNDS								
Operations								
22 Motor Bus	5,467,079	68,840,493	70,219,104	76,232,554	92.1	100,725,200	102,226,138	68.7
23 A. D. A. Programs	1,183,740	10,175,648	10,302,368	11,063,253	93.1	14,780,900	14,774,755	69.7
24 Caltrain	453,334	11,032,889	4,080,002	4,080,002	100.0	5,440,000	5,440,000	75.0
25 Other Multimodal Programs	224,376	2,092,851	2,078,672	1,981,785	104.9	2,880,681	2,719,603	76.4
26 Subtotal - Operating Costs	7,328,529	92,141,880	86,680,147	93,357,594	92.8	123,826,781	125,160,496	69.3
Other Uses of Funds								
28 Pass through to Other Agencies	25,347	365,805	228,126	228,126	100.0	383,742	383,742	59.4
29 Transfer Out to Debt Service	0	14,264,508	16,302,461	16,302,461	100.0	24,453,287	24,453,287	66.7
30 Fiscal Agent Fees	0	20,593	17,748	20,010	88.7	26,410	26,410	67.2
31 Land Transfer Interest Expense	0	0	0	0	0	59,379	59,379	0.0
32 Subtotal - Other Uses	25,347	14,650,906	16,548,335	16,550,597	100.0	24,922,818	24,922,818	66.4
33 Capital Programs	711,752	8,223,392	29,410,997	29,410,997	100.0	11,682,276	82,302,321 A	35.7
34 Total Uses of Funds	8,065,628	115,016,177	132,639,478	139,319,188	95.2	160,431,875	232,385,635	57.1
35 NET SURPLUS / (DEFICIT)	6,743,977	114,041	24,736,029	11,911,486	207.7	(955,174)	5,952,398	415.6

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

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

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

% OF YEAR ELAPSED: 75.0%

	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	1,503,572	12,647,278	13,336,234	12,867,000	103.6	17,156,000	17,156,000	77.7
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,033,394	23,802,370	28,404,999	28,404,999	100.0	34,505,186	34,505,186	82.3
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	319,097	3,307,762	4,676,374	4,676,374	100.0	5,633,670	5,633,670	83.0
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	916,008	4,783,285	5,809,186	5,809,186	100.0	7,051,491	8,275,236	70.2
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	239,655	20,147,122	13,884,395	20,849,169	66.6	31,475,368	31,499,941	44.1
10 Accessibility Fixed Route	120,676	777,594	895,532	776,357	115.4	1,035,143	1,035,143	86.5
11 TOTAL 1/2 CENT SALES TAX	360,331	20,924,716	14,779,927	21,625,527	68.3	32,510,511	32,535,084	45.4
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	56,288	986,892	478,410	523,037	91.5	697,450	697,450	68.6
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	0	42	0	0	0.0	0	0	0.0
16 Rental Income	97,249	802,666	875,267	815,580	107.3	1,087,440	1,087,440	80.5
17 Advertising Income	57,152	631,866	762,786	697,500	109.4	930,000	930,000	82.0
18 Other Income	123,988	953,616	1,095,921	813,352	130.7	1,153,452	1,406,072	75.6
19 TOTAL OTHER REVENUES	278,389	2,388,189	2,733,974	2,326,432	117.5	3,170,892	3,423,512	79.9
20								
21 TOTAL MOTOR BUS	5,467,079	68,840,493	70,219,104	76,232,554	92.1	100,725,200	102,226,138	68.7
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	70,678	592,314	606,421	606,750	99.9	809,000	809,000	75.0
25 Local TDA 4.5 Redi-Wheels	147,039	1,187,261	1,329,624	1,329,624	100.0	1,839,741	1,839,741	72.3
26 Local STA - Paratransit	46,977	368,910	422,794	422,794	100.0	563,725	563,725	75.0
27 Operating Grants	17,319	433,074	399,846	399,846	100.0	999,343	999,343	40.0
28 Sales Tax - District ADA Programs	0	3,291,588	0	0	0.0	4,846,042	0	0.0
29 Sales Tax - Paratransit Suppl. Coastside	(448,133)	936,239	252,580	993,731	25.4	1,244,339	1,084,236	23.3
30 Interest Income - Paratransit Fund	24,176	308,226	271,386	290,790	93.3	358,710	358,710	75.7
31 SMCTA Measure A Redi-Wheels	71,931	2,101,784	2,122,502	2,122,502	100.0	2,720,000	2,720,000	78.0
32 SM County Measure A	1,117,258	0	4,033,543	4,033,543	100.0	0	5,000,000	80.7
33 Measure M Paratransit	136,497	956,250	863,672	863,672	100.0	1,400,000	1,400,000	61.7
34 TOTAL ADA PROGRAMS	1,183,741	10,175,647	10,302,368	11,063,252	93.1	14,780,900	14,774,755	69.7
35								
36 MULTIMODAL TRANSIT PROGRAMS:								
37 Other Sources - Caltrain	0	6,829,320	0	0	0.0	0	0	0.0
38 Transfer from SMCTA for Caltrain	453,334	4,203,569	4,080,002	4,080,002	100.0	5,440,000	5,440,000	75.0
39 AB434 Funds - SamTrans Shuttle	47,167	415,800	424,500	424,500	100.0	566,000	566,000	75.0
40 Employer SamTrans Shuttle Funds	130,758	1,224,386	1,301,524	1,165,718	111.6	1,775,673	1,614,595	80.6
41 Sales Tax - SamTrans Shuttle Program	29,366	261,525	259,248	269,057	96.4	356,218	356,218	72.8
42 Sales Tax - Gen. Operating Asst.	17,086	191,140	93,401	122,510	76.2	182,790	182,790	51.1
43								
44 TOTAL MULTIMODAL	677,710	13,125,740	6,158,674	6,061,787	101.6	8,320,681	8,159,603	75.5
45								
46 TOTAL REVENUES	7,328,530	92,141,880	86,680,147	93,357,594	92.8	123,826,781	125,160,496	69.3

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

SAN MATEO COUNTY TRANSIT DISTRICT								
OPERATING EXPENSES								
FISCAL YEAR 2014								
MARCH 2014								
% OF YEAR ELAPSED: 75.0%								
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	3,755,912	35,773,320	37,694,564	38,055,012	99.1	50,777,535	50,372,929	74.8
2								
3 Services:								
4 Board of Directors	6,138	33,143	35,380	38,900	91.0	51,800	51,800	68.3
5 Contracted Vehicle Maintenance	157,234	343,350	606,649	834,656	72.7	696,080	1,316,477	46.1
6 Property Maintenance	(59,871)	842,263	755,756	924,500	81.7	1,273,500	1,233,500	61.3
7 Professional Services	(449,334)	2,224,651	1,580,836	3,604,946	43.9	4,173,153	5,146,072	30.7
8 Technical Services	(140,908)	3,341,202	3,368,452	4,178,420	80.6	5,280,779	5,561,725	60.6
9 Other Services	(361,872)	598,180	240,840	759,075	31.7	1,507,128	1,583,124	15.2
10								
11 Materials & Supply:								
12 Fuel & Lubricants	411,024	4,009,501	4,001,302	4,868,744	82.2	6,491,659	6,491,659	61.6
13 Bus Parts & Materials	130,560	1,436,085	1,343,400	1,489,959	90.2	1,886,670	1,886,670	71.2
14 Uniforms & Driver Expense	18,735	242,937	291,276	371,446	78.4	443,122	439,122	66.3
15 Timetables & Tickets	36,068	106,149	108,935	128,995	84.4	172,000	172,000	63.3
16 Office Supplies / Printing	(23,082)	161,277	142,170	275,235	51.7	369,267	366,067	38.8
17 Other Materials & Supply	9,899	85,899	88,041	117,850	74.7	156,500	156,500	56.3
18								
19 Utilities:								
20 Telephone	31,706	261,706	279,894	451,852	61.9	602,470	602,470	46.5
21 Other Utilities	76,613	729,386	822,875	741,750	110.9	989,000	989,000	83.2
22 Insurance Costs	(158,652)	1,980,794	2,103,854	1,979,620	106.3	2,640,150	2,640,150	79.7
23 Workers' Compensation	325,592	2,385,487	2,260,731	2,423,295	93.3	3,231,060	3,231,060	70.0
24 Taxes & License Fees	42,145	364,981	369,755	426,832	86.6	569,109	569,109	65.0
25 Fixed Route Accessibility	120,676	777,594	895,532	776,357	115.4	1,035,143	1,035,143	86.5
26 Leases & Rentals	12,098	81,233	87,668	93,362	93.9	124,483	124,483	70.4
27 Promotional & Legal Advertising	1,163	125,446	138,716	206,900	67.0	275,200	275,200	50.4
28 Training & Business Travel	39,098	103,883	141,102	169,989	83.0	207,765	228,585	61.7
29 Dues & Membership	8,307	64,837	68,796	68,958	99.8	91,652	91,252	75.4
30 Postage & Other	3,894	35,998	35,950	117,227	30.7	200,049	157,115	22.9
31								
32 Total District Operated Buses	3,993,144	56,109,303	57,462,475	63,103,881	91.1	83,245,274	84,721,212	67.8
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,212,231	11,112,700	10,917,039	11,281,045	96.8	15,041,393	15,041,393	72.6
36 Other Related Costs	33,925	256,786	304,291	279,540	108.9	347,720	372,720	81.6
37 Insurance Costs	54,175	464,528	489,431	491,229	99.6	655,000	655,000	74.7
38 Coastside Services	148,220	520,713	714,744	643,165	111.1	857,553	857,553	83.3
39 Redi Coast Non-ADA	12,419	171,193	159,931	190,657	83.9	254,209	254,209	62.9
40 Other Related Costs	165	37,444	43,336	76,050	57.0	101,400	101,400	42.7
41 La Honda - Pescadero	4,438	39,288	40,750	41,344	98.6	55,125	55,125	73.9
42 SamCoast - Pescadero	8,362	103,170	86,212	120,672	71.4	160,896	160,896	53.6
43 Other Related Cost - SamCoast	0	25,368	894	4,973	18.0	6,630	6,630	13.5
44 Total Contracted Bus Service	1,473,935	12,731,190	12,756,628	13,128,674	97.2	17,479,926	17,504,926	72.9
45								
46 TOTAL MOTOR BUS	5,467,079	68,840,493	70,219,104	76,232,554	92.1	100,725,200	102,226,138	68.7

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

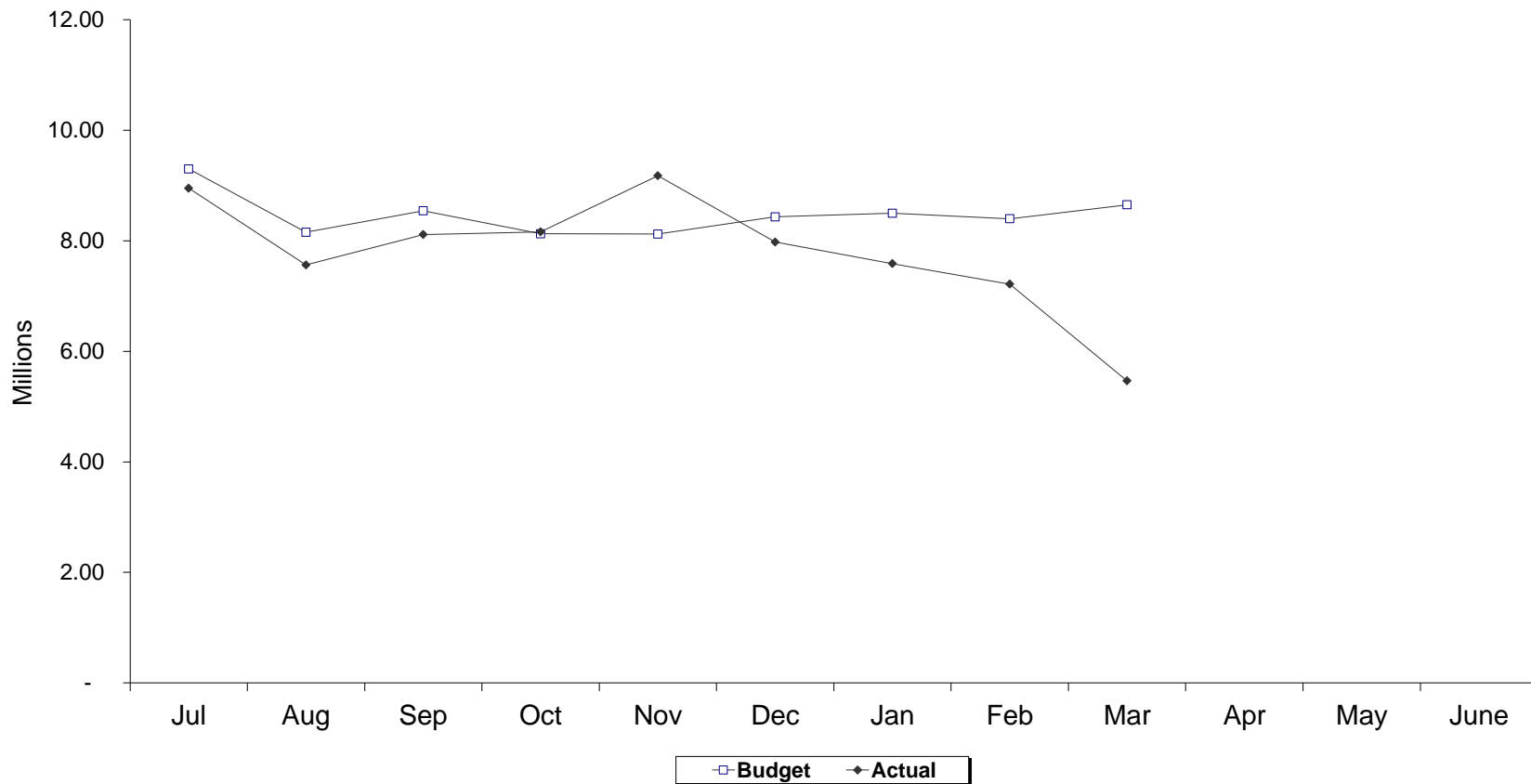
SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2014 MARCH 2014								
% OF YEAR ELAPSED: 75.0%								
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
47 AMERICAN DISABILITY ACT PROGRAMS								
48								
49 Elderly & Disabled/Redi-Wheels	492,622	4,197,743	4,250,660	4,254,871	99.9	6,359,982	5,682,082	74.8
50 Other Related Costs	158,021	1,880,849	1,737,565	2,199,163	79.0	2,937,197	2,931,052	59.3
51 Sedan Service	291,278	2,203,049	2,369,913	2,414,219	98.2	2,534,802	3,212,702	73.8
52 ADA Accessibility Support	80,327	573,663	588,231	875,502	67.2	1,189,580	1,189,580	49.4
53 Coastsides ADA Support	114,929	936,239	987,711	933,254	105.8	1,244,339	1,244,339	79.4
54 Insurance Costs	46,564	384,105	368,288	386,244	95.4	515,000	515,000	71.5
55 TOTAL ADA PROGRAMS	1,183,740	10,175,648	10,302,368	11,063,253	93.1	14,780,900	14,774,755	69.7
56								
57								
58 MULTIMODAL TRANSIT PROGRAMS								
59								
60 CALTRAIN SERVICE								
61 Peninsula Rail Service	453,334	11,032,889	4,080,002	4,080,002	100.0	5,440,000	5,440,000	75.0
62 Total Caltrain Service	453,334	11,032,889	4,080,002	4,080,002	100.0	5,440,000	5,440,000	75.0
63								
64 OTHER SUPPORT								
65 Dumbarton Express Service	0	110,264	-	-	0.0	0	0	0.0
66 SamTrans Shuttle Service	207,291	1,901,712	1,985,272	1,859,276	106.8	2,697,891	2,536,813	78.3
67 Bicycle Coordinating Activities	0	0	0	4,167	0.0	0	25,000	0.0
68 Maintenance Multimodal Facilities	17,086	80,875	93,401	118,342	78.9	182,790	157,790	59.2
69 Total Other Support	224,376	2,092,851	2,078,672	1,981,785	104.9	2,880,681	2,719,603	76.4
70								
71 TOTAL MULTI-MODAL PROGRAMS	677,710	13,125,740	6,158,674	6,061,787	101.6	8,320,681	8,159,603	75.5
72								
73 TOTAL EXPENSES	7,328,529	92,141,880	86,680,147	93,357,594	92.8	123,826,781	125,160,496	69.3

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

SAN MATEO COUNTY TRANSIT DISTRICT

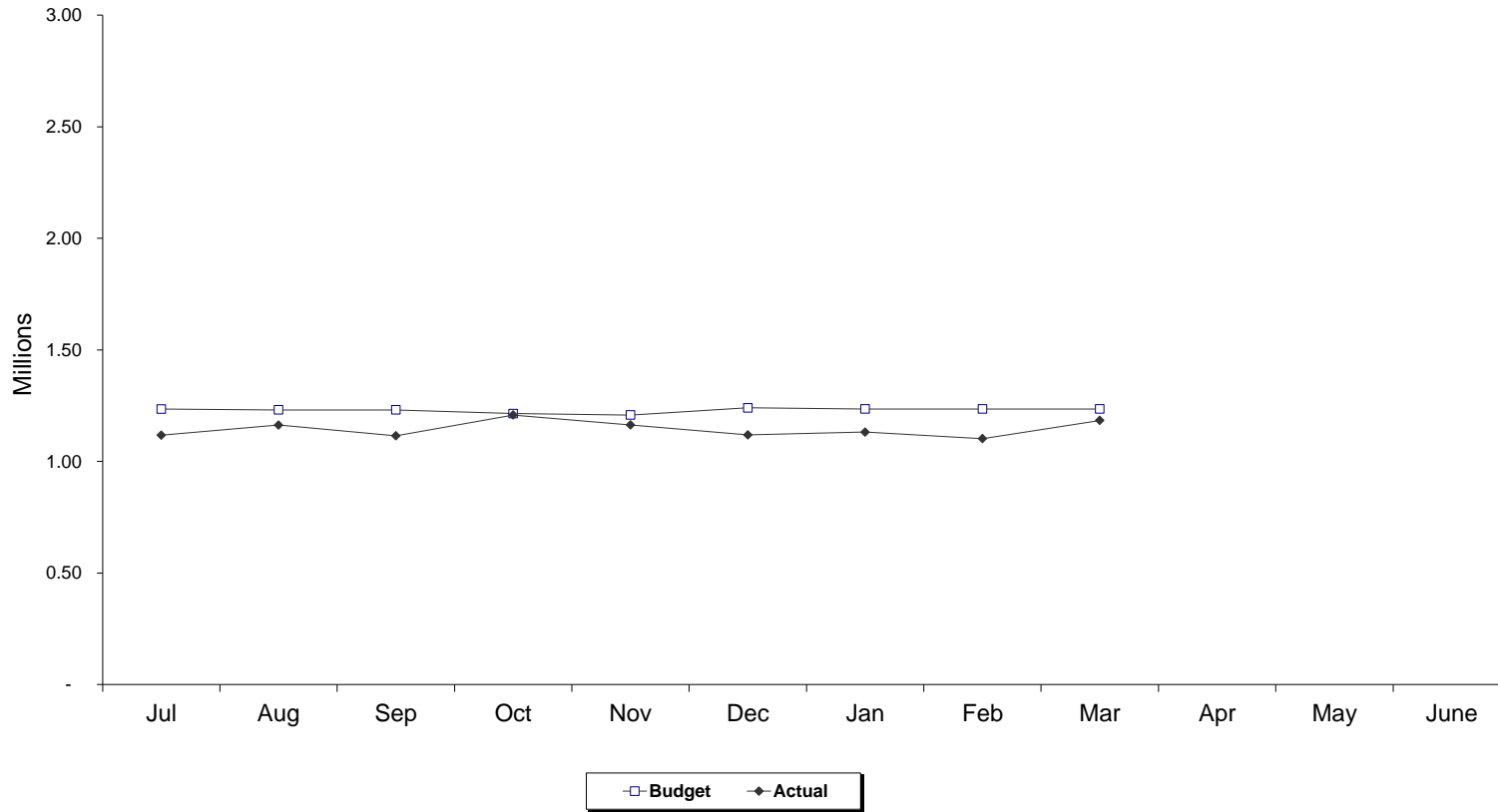
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2014



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	9,300,130	8,153,495	8,544,786	8,127,273	8,122,834	8,433,540	8,498,045	8,400,464	8,651,988				
Actual	8,951,662	7,563,066	8,115,120	8,162,116	9,178,840	7,977,153	7,588,256	7,215,812	5,467,079				
CUMULATIVE EXPENSES													
Budget	9,300,130	17,453,625	25,998,410	34,125,684	42,248,518	50,682,057	59,180,103	67,580,566	76,232,554				
Actual	8,951,662	16,514,728	24,629,848	32,791,963	41,970,804	49,947,957	57,536,213	64,752,025	70,219,104				
Variance - F(U)	348,468	938,897	1,368,563	1,333,720	277,714	734,101	1,643,890	2,828,541	6,013,450				
Variance %	3.75%	5.38%	5.26%	3.91%	0.66%	1.45%	2.78%	4.19%	7.89%				

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

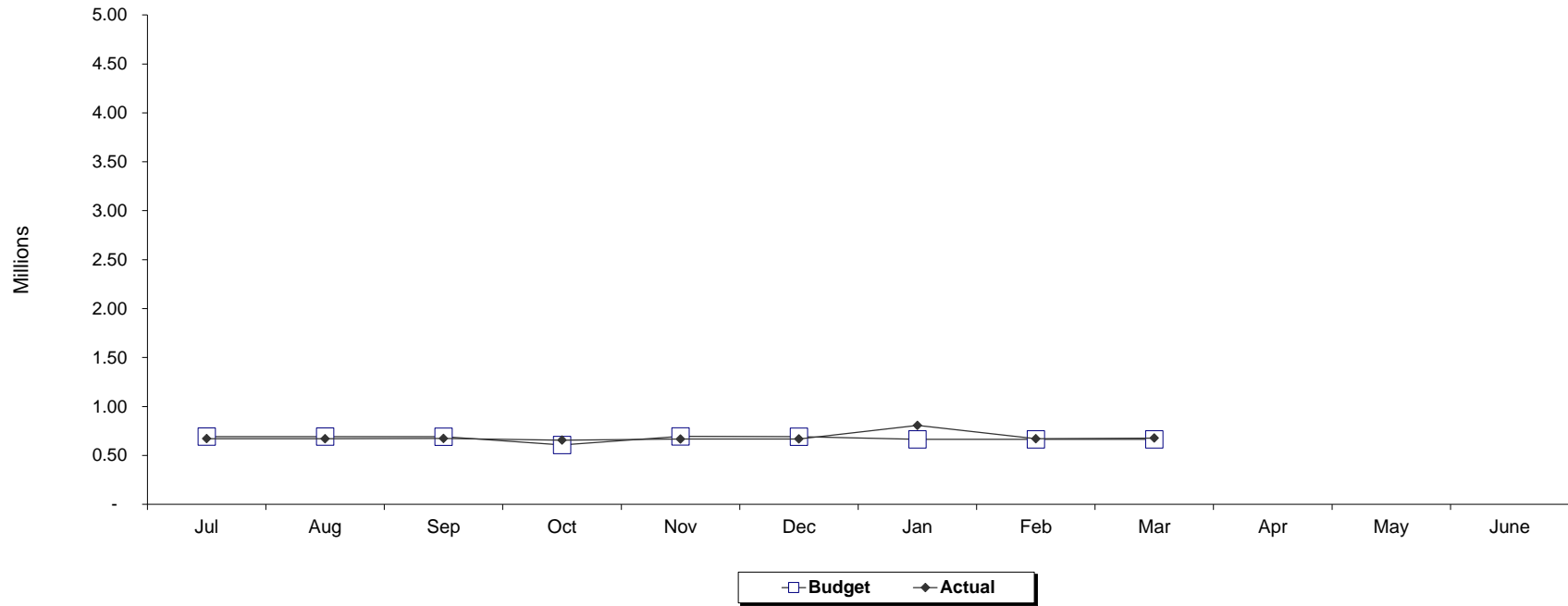


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,234,437	1,230,937	1,230,937	1,214,257	1,207,937	1,239,937	1,234,937	1,234,937	1,234,937			
Actual	1,117,158	1,163,018	1,115,023	1,208,337	1,163,393	1,118,398	1,131,140	1,102,162	1,183,740			
CUMULATIVE EXPENSES												
Budget	1,234,437	2,465,374	3,696,312	4,910,568	6,118,505	7,358,442	8,593,379	9,828,316	11,063,253			
Actual	1,117,158	2,280,176	3,395,198	4,603,535	5,766,929	6,885,326	8,016,466	9,118,628	10,302,368			
Variance - F(U)	117,279	185,199	301,113	307,033	351,577	473,116	576,913	709,688	760,884			
Variance %	9.50%	7.51%	8.15%	6.25%	5.75%	6.43%	6.71%	7.22%	6.88%			

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2014



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	693,110	693,110	691,026	606,585	694,387	691,027	664,180	664,184	664,180			
Actual	671,817	670,256	672,440	655,465	666,001	668,556	806,414	670,016	677,710			
CUMULATIVE EXPENSES												
Budget	693,110	1,386,220	2,077,246	2,683,830	3,378,217	4,069,244	4,733,423	5,397,607	6,061,787			
Actual	671,817	1,342,073	2,014,513	2,669,977	3,335,979	4,004,535	4,810,948	5,480,964	6,158,674			
Variance - F(U)	21,293	44,147	62,733	13,853	42,238	64,709	(77,525)	(83,357)	(96,888)			
Variance %	3.07%	3.18%	3.02%	0.52%	1.25%	1.59%	-1.64%	-1.54%	-1.60%			

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

March 31, 2014

DESCRIPTION	TOTAL INVESTMENT 03-31-14	INTEREST RECEIVABLE 2-28-14	PREPAID INT RECEIVABLE 2-28-14	INTEREST EARNED 03-31-14	INTEREST RECEIVED 03-31-14	ADJ.	INTEREST RECEIVABLE 03-31-14
RESERVE FOR CAPITAL PROJ	8,045,859.50	9,235.75	0.00	4,280.17	0.00	72.34	13,588.26
LAIF -- CAPITAL PROJ	76,400.32	29.19	0.00	15.31	0.00	0.00	44.50
REIMB SECURITIES -- L76R	91,528,131.46	218,069.29	46,831.37	52,711.79	176,056.25	26.55	141,582.75
LAIF -- REIMB FUNDS L76R	22,228,348.28	6,401.45	0.00	4,617.06	0.00	0.00	11,018.51
PARATRANSIT FUNDS	24,942,001.75	83,851.15	31,533.76	26,195.67	46,250.00	(3.61)	95,326.97
LAIF -- PARATRANSIT	172,440.71	1,703.67	0.00	632.65	0.00	0.00	2,336.32
BANK OF AMERICA	16,690,184.59	0.00	0.00	1,279.16	1,279.16	0.00	0.00
WELLS FARGO	2,589,470.68	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	15,269,213.95	3,585.97	0.00	711.58	0.00	0.00	4,297.55
	<u>181,542,051.24</u>	<u>322,876.47</u>	<u>78,365.13</u>	<u>90,443.39</u>	<u>223,585.41</u>	<u>95.28</u>	<u>268,194.86</u>

MARCH 2014 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 03/31/14	90,538.67
Add:	
CEO Interest	2,000.00
Less:	
Commissions	(8,953.21)
Capital Gain(Loss)	(1,843.11)
Total Interest & Capital Gain(Loss)	<u>81,742.35</u>

YEAR TO DATE -- SUMMARY

Interest Earned	827,065.10
Add:	
CEO Interest	13,833.33
Less:	
Commissions	(79,201.96)
Capital Gain(Loss)	(5,796.01)
Total Interest & Capital Gain(Loss)	<u>755,900.46</u>
Balance Per Ledger as of 03/31/14	
Deferred Int Acct. 210852/3	6,104.56
Interest Acct. 409102	6,432.25
Interest Acct. 409101	749,159.66
Gain(Loss) Acct. 405210	(5,796.01)
	<u>755,900.46</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE	ORIGINAL	GASB 31	MARKET	MATURITY	INT	RATE/	APPL.	INTEREST	PREPAID	INTEREST	INTEREST	PP INTEREST	ADJ.	INTEREST	INT REC'VBLE	PAR	
		DATE	PURCHASE	ADJUSTED	VALUE					DATE	REC'VBLE	INT REC'VBLE	RECEIVED	RECEIVED		REC'VBLE	LESS PREPAID		VALUE
U.S. TREASURY NOTES AND BONDS																			
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,002,500.00	2,002,500.00	07-15-16	0.625%	34.7222	30	1,553.87		1,041.67			28.77	2,624.31	2,624.31	2,000,000	
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,486,060.00	8,486,060.00	08-26-16	0.625%	147.5694	11	22,913.80	22,913.80	1,623.26		(17.83)	24,519.23	1,605.43	8,500,000		
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	9,971,900.00	11-15-16	0.625%	173.6111	4	22,962.71	22,962.71	694.44		(3.84)	23,653.31	690.60	10,000,000		
																			18.65%
GOVERNMENT BONDS																			
FHLMC	3134G2WG3	2-15-12	9,686,631.75	9,671,151.60	9,632,883.90	09-22-14	0.750%	200.3125	30	31,849.69		6,009.38	36,056.26			1,802.81	1,802.81	9,615,000	
FHLMC	3134G3SD3	03-28-12	9,996,000.00	10,034,200.00	10,034,200.00	09-28-15	0.750%	208.3333	27	31,875.00		5,625.00	37,500.00			0.00	0.00	10,000,000	
FHLMC	3134G4HZ4	10-28-13	4,999,750.00	5,011,600.00	5,007,700.00	10-28-15	0.500%	69.4444	30	8,541.67		2,083.33			10,625.00	10,625.00	5,000,000		
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,475,605.00	8,508,160.00	11-24-15	0.450%	106.2500	30	10,306.25		3,187.50			13,493.75	13,493.75	8,500,000		
FFCB	31331HSL7	5-11-07	1,020,404.50	1,078,478.00	1,044,914.50	12-29-15	6.125%	161.6319	30	10,021.18		4,848.96			14,870.14	14,870.14	950,000		
FNMA	3135G0UM3	5-29-13	3,999,600.00	3,981,120.00	4,002,560.00	02-26-16	0.520%	57.7778	30	288.89		1,733.33			2,022.22	2,022.22	4,000,000		
FNMA	3135G0VH3	5-30-13	6,031,500.00	6,011,700.00	6,029,520.00	03-04-16	0.750%	125.0000	30	22,125.00		3,750.00	22,500.00			3,375.00	3,375.00	6,000,000	
FHLMC	3134G3SE1	03-21-12	8,505,312.50	8,529,410.00	8,503,230.00	03-21-16	1.000%	236.1111	20	37,777.78		4,722.22	42,499.99		(0.01)	0.00	0.00	8,500,000	
FNMA	3135G0VA8	5-15-13	15,026,145.00	14,916,000.00	15,010,050.00	03-30-16	0.500%	208.3333	30	31,458.33		6,250.00	37,500.00			208.33	208.33	15,000,000	
FNMA	3135G0XH1	10-15-13	7,962,000.00	7,985,200.00	7,979,520.00	05-20-16	0.500%	111.1111	30	11,222.22		3,333.33		0.01	14,555.56	14,555.56	8,000,000		
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,965,350.00	4,980,600.00	07-05-16	0.375%	52.0833	30	2,916.67		1,562.50			4,479.17	4,479.17	5,000,000		
FNMA	3135G0YE7	03-07-14	5,009,800.00	4,997,050.00	4,997,050.00	08-26-16	0.625%	86.8056	24	954.86	954.86	2,083.33			3,038.19	2,083.33	5,000,000		
																			77.83%
TREASURY INFLATION PROTECTED SECURITIES																			
TREAS INFLATION INDEX	912828KM1	01-21-10	3,737,186.68	3,898,301.13	3,874,713.06	04-15-14	1.250%	134.3076	31	18,132.74		4,163.54			19.45	22,315.73	22,315.73	3,868,060	
																			3.52%
CASH INVESTMENT																			
LAIF			22,228,348.28	22,228,348.28	22,228,348.28					6,439.50		4,617.06	0.00			11,056.56	11,056.56	22,228,348	
TOTAL LAIF			22,228,348.28	22,228,348.28	22,228,348.28														
TOTAL A/C 121100 & 112010			109,913,895.59	110,015,625.73	110,065,561.46														
MATURED/CALLED																			
FHLMC	3134G3SD3		(9,996,000.00)	(10,034,200.00)	(10,034,200.00)													(10,000,000)	
FHLMC	3134G3SE1		(8,505,312.50)	(8,529,410.00)	(8,503,230.00)													(8,500,000)	
TOTAL			<u>91,412,583.09</u>	<u>91,452,015.73</u>	<u>91,528,131.46</u>					<u>264,900.66</u>	<u>46,831.37</u>	<u>52,711.79</u>	<u>176,056.25</u>		<u>26.55</u>	<u>141,582.75</u>	<u>94,751.38</u>	<u>86,433,060</u>	

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	PREPAID	INTEREST	INTEREST	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED 06-30-13	VALUE 03-31-14					REC'VBLE 02-28-14	INT REC'VBLE 03-31-14	EARNED 03-31-14	RECEIVED 03-31-14		REC'VBLE 03-31-14	LESS PREPAID 03-31-14	
<u>U.S. TREASURY NOTES AND BONDS</u>																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,891,942.00	7,895,102.00	06-15-16	0.500%	109.7222	30	8,247.25		3,291.67		72.34	11,611.26	11,611.26	7,900,000
<u>GOVERNMENT BONDS</u>																	
HOUSING URBAN DEVEL	911759EB0	12-23-08	155,581.50	150,873.00	150,757.50	08-01-17	7.908%	32.9500	30	988.50		988.50			1,977.00	1,977.00	150,000
LAIF			76,400.32	76,400.32	76,400.32					29.19		15.31	0.00		44.50	44.50	76,400
MATURED/CALLED CALLED																	
TOTAL LAIF			76,400.32	76,400.32	76,400.32												
TOTAL A/C 121100 & 112010			8,045,397.85	8,042,815.00	8,045,859.50												
TOTAL			8,045,397.85	8,042,815.00	8,045,859.50					9,235.75	0.00	4,280.17	0.00	72.34	13,588.26	13,588.26	8,050,000

21-Apr-14

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-13	MARKET VALUE 03/31/14	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 02/28/14	PP INTEREST REC'VBLE 03/31/14	INTEREST EARNED 03/31/14	INTEREST RECEIVED 03/31/14	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 03/31/14	INT REC'VBLE LESS PREPAID 03/31/14	PAR VALUE
<u>U.S. TREASURY NOTES AND BONDS</u>																		
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,490,980.00	5,490,980.00	10-15-16	0.625%	95.4861	11	14,826.58	14,826.58	1,050.35			(11.55)	15,865.38	1,038.80	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	4,985,950.00	4,985,950.00	11-15-16	0.625%	86.8056	4	11,481.35	11,481.35	347.22			(1.91)	11,826.66	345.31	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,619,960.72	4,605,750.00	4,605,750.00	01-31-17	0.875%	111.8056	13	5,225.83	5,225.83	1,453.47			(8.03)	6,671.27	1,445.44	4,600,000
																		42.76%
<u>GOVERNMENT BONDS</u>																		
FHLM	3137EACB3	3-26-10	2,510,690.00	2,546,825.00	2,503,700.00	04-23-14	2.500%	173.6111	30	22,222.22	0.00	5,208.33			0.01	27,430.56	27,430.56	2,500,000
FNMA	31398AU34	2-15-12	5,299,150.00	5,197,600.00	5,141,500.00	07-28-15	2.375%	329.8611	30	10,885.42	0.00	9,895.83				20,781.25	20,781.25	5,000,000
FHMLC	3134G3SD3	03-28-12	4,998,000.00	5,017,100.00	5,002,150.00	09-28-15	0.750%	104.1667	27	15,937.50	0.00	2,812.50	18,750.00			0.00	0.00	5,000,000
FHMLC	3134G3SE1	03-21-12	5,503,437.50	5,519,030.00	5,502,090.00	03-21-16	1.000%	152.7778	20	24,444.44	0.00	3,055.56	27,500.00			0.00	0.00	5,500,000
																		50.98%
<u>TREASURY INFLATION PROTECTED SECURITIES</u>																		
TREAS INFLATION INDEX	912828KM1	03-26-10	2,111,329.89	2,227,600.65	2,214,121.75	04-15-14	1.288%	79.0803	30	10,361.57	0.00	2,372.41			17.87	12,751.85	12,751.85	2,210,320
																		6.26%
<u>CASH INVESTMENT</u>																		
LAIF			172,440.71	172,440.71	172,440.71					1,665.62	0.00	632.65	0.00			2,298.27	2,298.27	172,441
<u>MATURED/CALLED</u>																		
FHMLC	3134G3SD3		(4,998,000.00)	(5,017,100.00)	(5,002,150.00)													(5,000,000)
FHMLC	3134G3SE1		(5,503,437.50)	(5,519,030.00)	(5,502,090.00)													(5,500,000)
TOTAL LAIF			172,440.71	172,440.71	172,440.71													
TOTAL A/C 122010			15,424,607.39	15,491,055.65	15,361,411.75													
TOTAL			<u>25,014,001.71</u>	<u>25,054,705.65</u>	<u>24,942,001.75</u>					<u>115,384.91</u>	<u>31,533.76</u>	<u>26,195.67</u>	<u>46,250.00</u>	<u>0.00</u>	<u>(3.61)</u>	<u>95,326.97</u>	<u>63,793.21</u>	<u>24,810,321</u>

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

SAN MATEO COUNTY TRANSIT DISTRICT
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2013 & FY2014
MARCH 2014

2/25/14 4:24 PM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2013:					
1st Quarter	16,181,800	1st Quarter	18,855,582	2,673,782	18,855,582
2nd Quarter	17,084,000	2nd Quarter	18,954,017	1,870,017	18,954,017
3rd Quarter	17,782,200	3rd Quarter	17,437,422	(344,778)	17,437,422
4th Quarter	16,952,000	4th Quarter	18,612,162	1,660,162	18,612,162
FY2013 Total	68,000,000	FY2013 Total	73,859,183	5,859,183	73,859,183
FY2014					
Jul. 13	4,400,000	Sep. 13	5,504,500	1,104,500	5,504,500
Aug. 13	4,400,000	Oct. 13	5,504,500	1,104,500	5,504,500
Sep. 13	6,100,000	Nov. 13	7,339,300	1,239,300	7,339,300
1st Qtr. Adjustment	1,650,000	Dec. 13	735,964	(914,037)	735,964
3 Months Total	16,550,000		19,084,264	2,534,264	19,084,264
Oct. 13	4,700,000	Dec. 13	5,519,200	819,200	5,519,200
Nov. 13	4,700,000	Jan. 14	5,447,900	747,900	5,447,900
Dec. 13	6,330,000	Feb. 14	7,141,700	811,700	7,141,700
2nd Qtr. Adjustment	1,795,000	Mar. 14	2,472,848	677,848	2,472,848
6 Months Total	34,075,000		39,665,912	5,590,912	39,665,912
Jan. 14	5,300,000	Mar. 14	4,905,700	(394,300)	4,905,700
Feb. 14	5,300,000	Apr. 14			5,300,000 (1)
Mar. 14	6,500,000	May 14			6,500,000 (1)
3rd Qtr. Adjustment	1,032,500	Jun. 14			1,032,500 (1) Jan/Feb/Mar Portion
9 Months Total	52,207,500		44,571,612	5,196,612	57,404,112
Apr. 14	5,130,000	Jun. 14			5,130,000
May 14	5,130,000	Jul. 14			5,130,000
Jun. 14	6,500,000	Aug. 14			6,500,000
4th Qtr. Adjustment	1,032,500	Sep. 14			1,032,500
FY2014 Total	70,000,000	FY2014 Total	44,571,612	5,196,612	75,196,612
	19,084,264	1st Quarter			
	20,581,648	2nd Quarter			
	17,738,200	3rd Quarter			
	0	4th Quarter			
	<u>57,404,112</u>	YTD Actual Per Statement of Revenues & Expenses			
					(1) Accrual

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

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

ACTION

Staff proposes the Finance Committee recommend that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2014.

SIGNIFICANCE

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on April 17, 2014 in order to meet the 30-day requirement.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

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

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

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

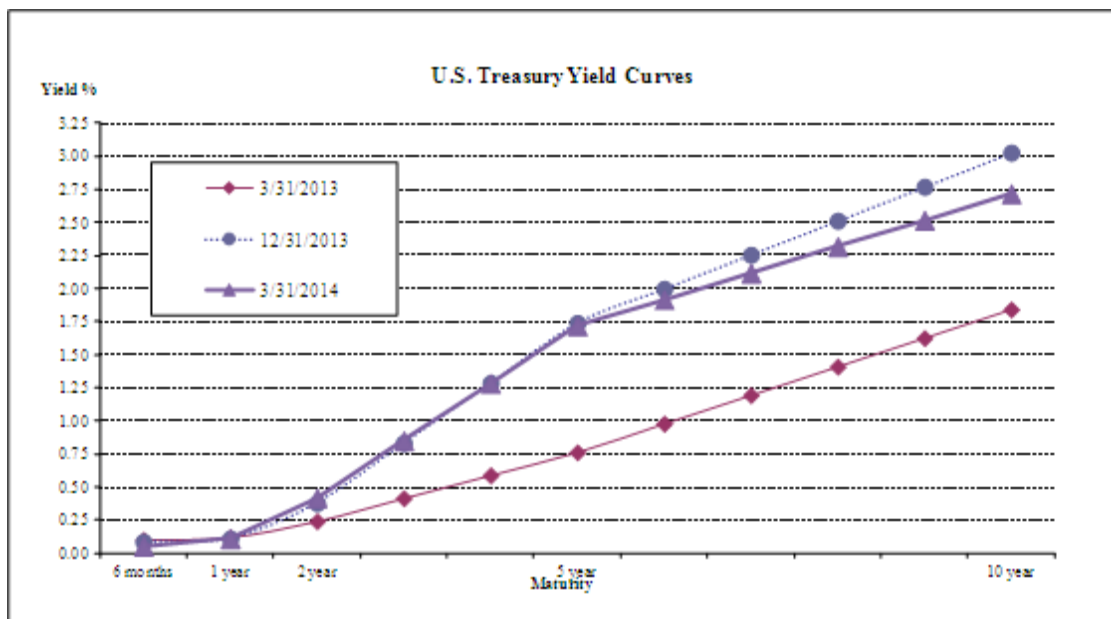
The Liquidity funds managed by District staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value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

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

DISCUSSION

Fixed Income Market Review and Outlook

Interest rates were unchanged to modestly lower over the first quarter of the New Year. The quarter started with interest rates falling due to weaker than expected economic news. As the quarter progressed, the softness in the economic data was largely attributed to poor weather. Typically when economic activity is depressed by inclement weather there is a rebound in activity once the adverse conditions are no longer present. By the end of the quarter expectations of an upcoming rebound in economic growth in combination with a more upbeat assessment from the Federal Reserve brought interest rates back to the level where they began the year.



CSI remains positive on the outlook for economic growth in 2014 and believes interest rates will continue their gradual rise. They also expect the pace of economic growth will be sufficient enough to prompt the Federal Reserve to begin raising the Federal Funds Rate by the fall of 2015. The timing and pace of the eventual increase in the Fed Funds rate is perhaps the single most important factor in determining the outcome for the portfolio(s). These expectations are the primary factor in determining whether short-term rates rise or fall and the shape of the yield curve as depicted in the graph above.

Recently, the members of the Federal Reserve Board began to publish its expectations of where the Federal Funds Rate would likely be at the end of the next several years. Of the 16 voting and non-voting members of the Board, all but one felt the Fed Funds rate would remain at current levels this year. Looking further ahead, all but two felt the initial increase in the level of the Fed Funds rate would occur sometime next year. In the long run, most members of the Federal Reserve Board expect the Fed Funds rate to settle around 4%. While there is a large and growing consensus that the first rate hike from the Federal Reserve will occur next year, there is less agreement on the pace of successive hikes. Given the current exceptionally low level of short-term interest rates

as well as our anticipated level of future inflation, we believe the pace of successive rate hikes will be faster than most expect. Consistent with this view, we continue to recommend a lower than normal exposure to interest rate risk for your portfolios.

Strategy

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

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

As of the end of the quarter, the District's consolidated portfolios consisted of approximately 60.20 percent Agency Securities and 39.80 percent US Treasury Securities; see Exhibit 5.

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending March 31, the General Fund portfolio returned 0.16 percent. This compares to the benchmark return of 0.36 percent. Over this same time period, the Paratransit Fund portfolio returned 0.03 percent. This compares to the benchmark return of 1.05 percent.

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

The consolidated portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the portfolio's yield to maturity or call was 0.53 percent. The General Fund benchmark's yield to maturity was 0.94 percent.

Another method of measuring the consolidated portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the consolidated portfolio's rate of return on investments, at cost, was 0.79 percent.

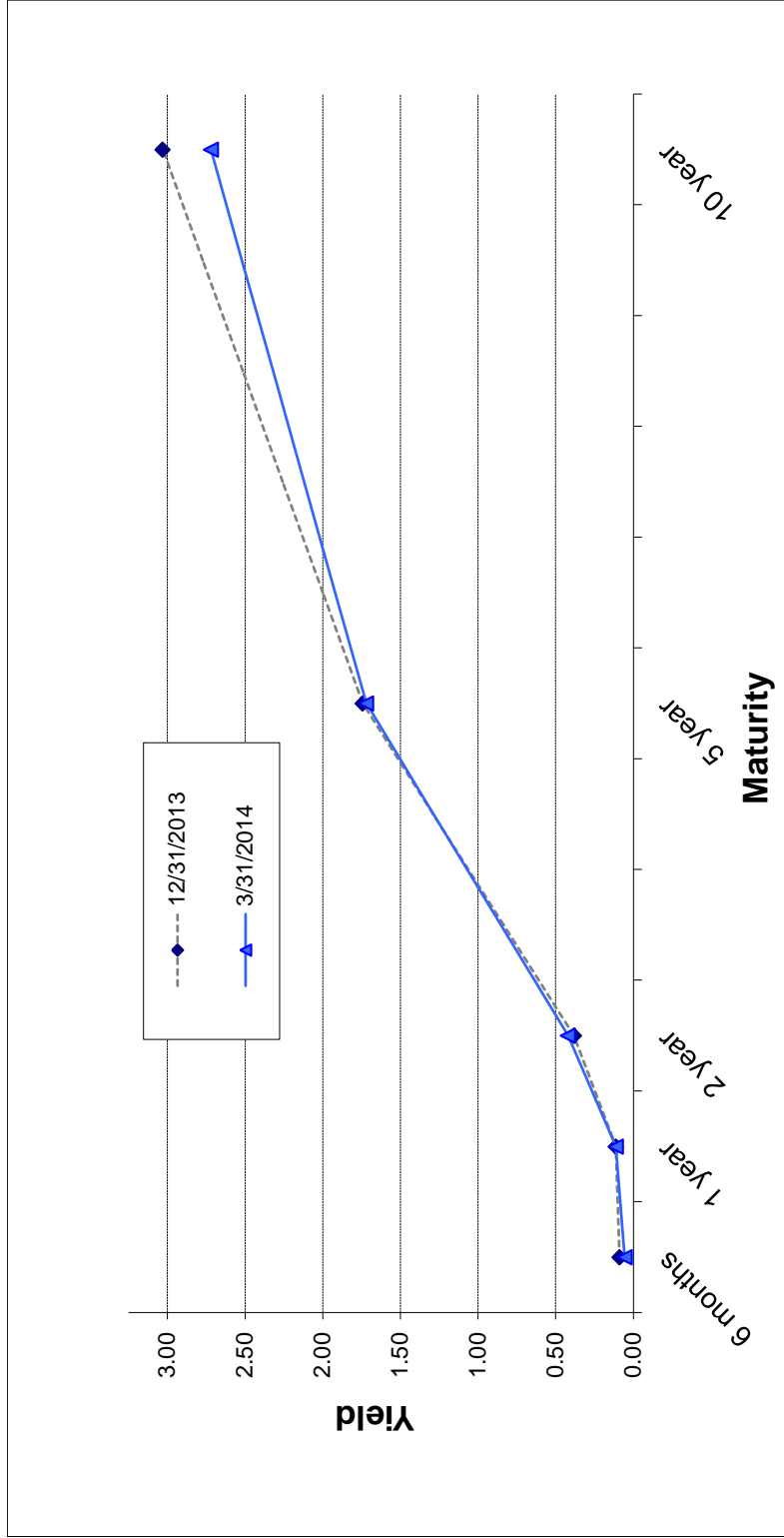
**SAN MATEO COUNTY TRANSIT DISTRICT
REPORT OF INVESTMENTS
FOR QUARTER ENDED MARCH 31, 2014**

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET	
						VALUE	+ ACCR. INT.
<u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</u>							
<u>INVESTMENT PORTFOLIO:</u>							
GOVERNMENT BONDS							
FHLMC	09-22-14	9,615,000	9,686,632	9,632,884	1,803	9,634,687	
FHLMC	10-28-15	5,000,000	4,999,750	5,007,700	10,625	5,018,325	
FHLMC	11-24-15	8,500,000	8,502,380	8,508,160	13,494	8,521,654	
FFCB	12-29-15	950,000	1,020,405	1,044,915	14,870	1,059,785	
FNMA	02-26-16	4,000,000	3,999,600	4,002,560	2,022	4,004,582	
FNMA	03-04-16	6,000,000	6,031,500	6,029,520	3,375	6,032,895	
FNMA	03-30-16	15,000,000	15,026,145	15,010,050	208	15,010,258	
FNMA	05-20-16	8,000,000	7,962,000	7,979,520	14,556	7,994,076	
FNMA	07-05-16	5,000,000	4,979,900	4,980,600	4,479	4,985,079	
FNMA	08-26-16	5,000,000	5,009,800	4,997,050	3,038	5,000,088	
HUD	08-01-17	150,000	155,582	150,758	1,977	152,735	
UNITED STATES TREASURY NOTES							
U.S. Treasury Note	06-15-16	7,900,000	7,889,816	7,895,102	11,611	7,906,713	
U.S. Treasury Note	07-15-16	2,000,000	2,005,781	2,002,500	2,624	2,005,124	
U.S. Treasury Note	10-15-16	8,500,000	8,480,410	8,486,060	24,519	8,510,579	
U.S. Treasury Note	11-15-16	10,000,000	9,971,094	9,971,900	23,653	9,995,553	
TREASURY INFLATION PROTECTED SECURITIES							
Treasury Inflation Indexed Note	04-15-14	3,868,060	3,737,187	3,874,713	22,316	3,897,029	

**SAN MATEO COUNTY TRANSIT DISTRICT
REPORT OF INVESTMENTS (Cont'd)
FOR QUARTER ENDED MARCH 31, 2014**

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
TOTAL PARATRANSIT PORTFOLIO						
MANAGED BY SUNTRUST BANK/CSI GROUP		24,810,320	25,014,002	24,942,002	95,327	25,037,329
TOTAL DISTRICT PORTFOLIO						
MANAGED BY SUNTRUST BANK/CSI GROUP		124,293,380	124,471,983	124,515,993	250,498	124,766,491
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u>						
BANK OF AMERICA CHECKING			16,734,249	16,734,249	0	16,734,249
LAIF			22,477,189	22,477,189	13,399	22,490,589
TOTAL FUNDS MANAGED BY DISTRICT STAFF			39,211,438	39,211,438	13,399	39,224,838
<u>TRUST FUNDS MANAGED BY THIRD PARTY TRUSTEE:</u>						
First American Gov't. Oblig. Cl D		12,987,629	12,987,629	12,987,629	0	12,987,629
Federal National Mortgage Assoc 03-16-2015		2,277,000	2,263,112	2,281,577	356	2,281,933
TOTAL FUNDS MANAGED BY THIRD PARTY TRUSTEE		15,264,629	15,250,741	15,269,206	356	15,269,562
TOTAL AS OF MARCH 31, 2014			178,934,162	178,996,637	264,253	179,260,890

SamTrans Historical Yield Curve



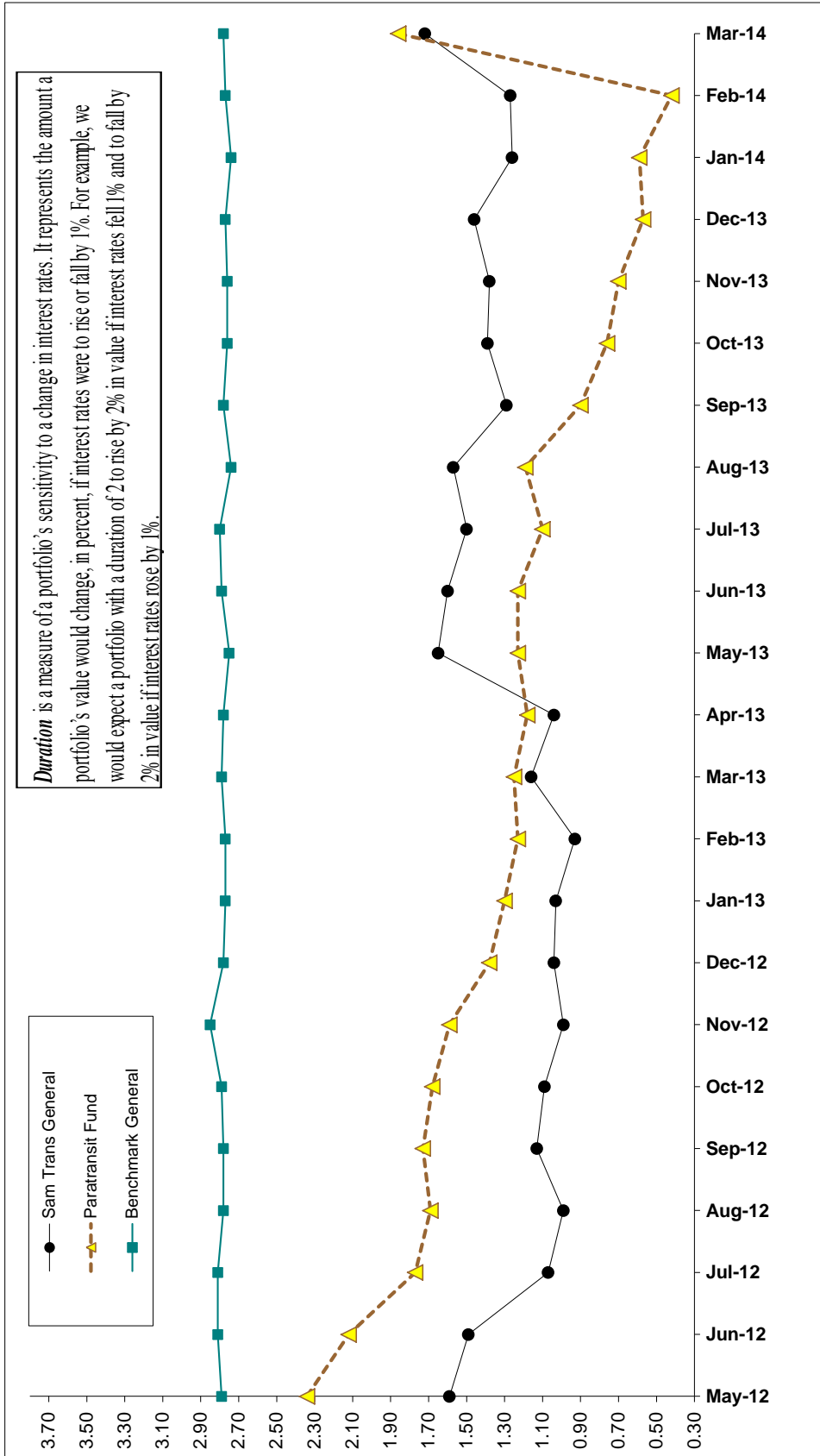
Data Source: Bloomberg

EXHIBIT 1

CSI Capital Management, Inc.

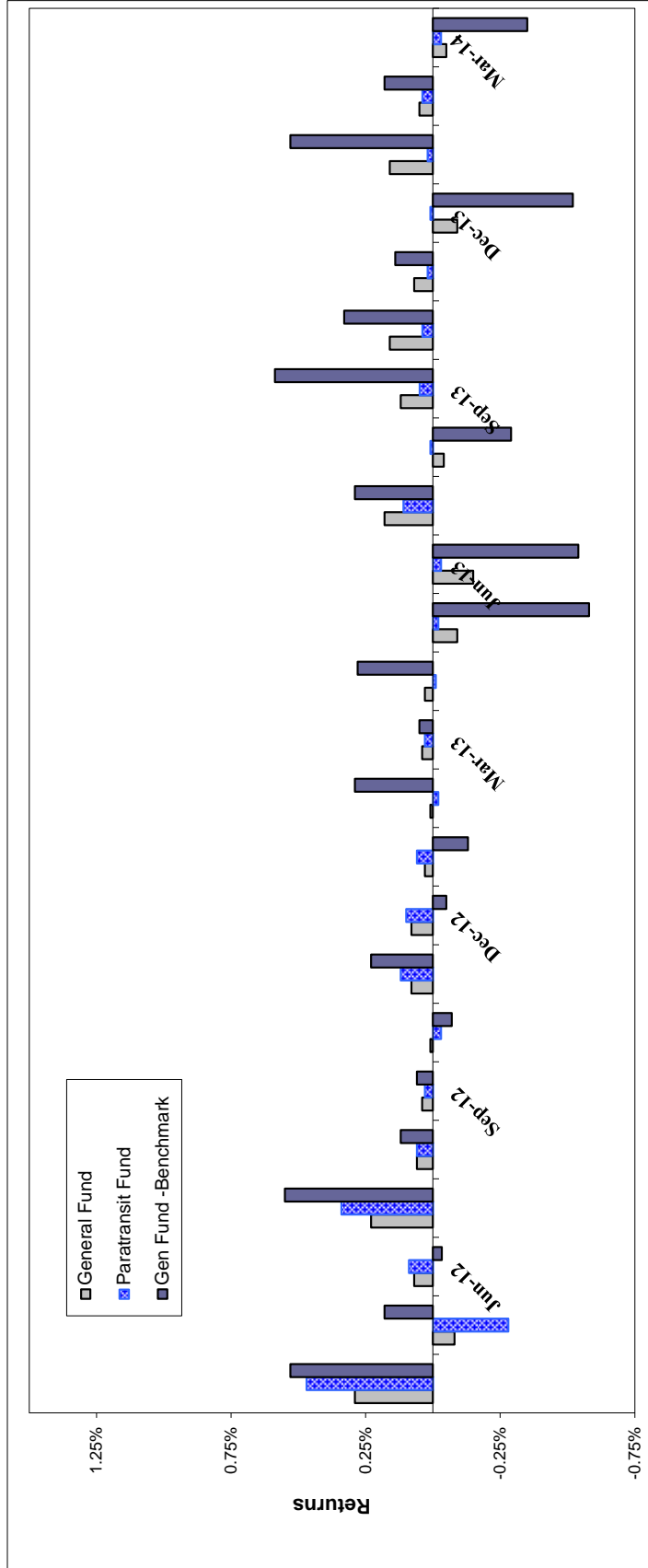
SamTrans Duration vs. Benchmark

EXHIBIT 2



CSI Capital Management, Inc.

SamTrans
Monthly Review – Account vs. Benchmark
 Rolling 24 Months



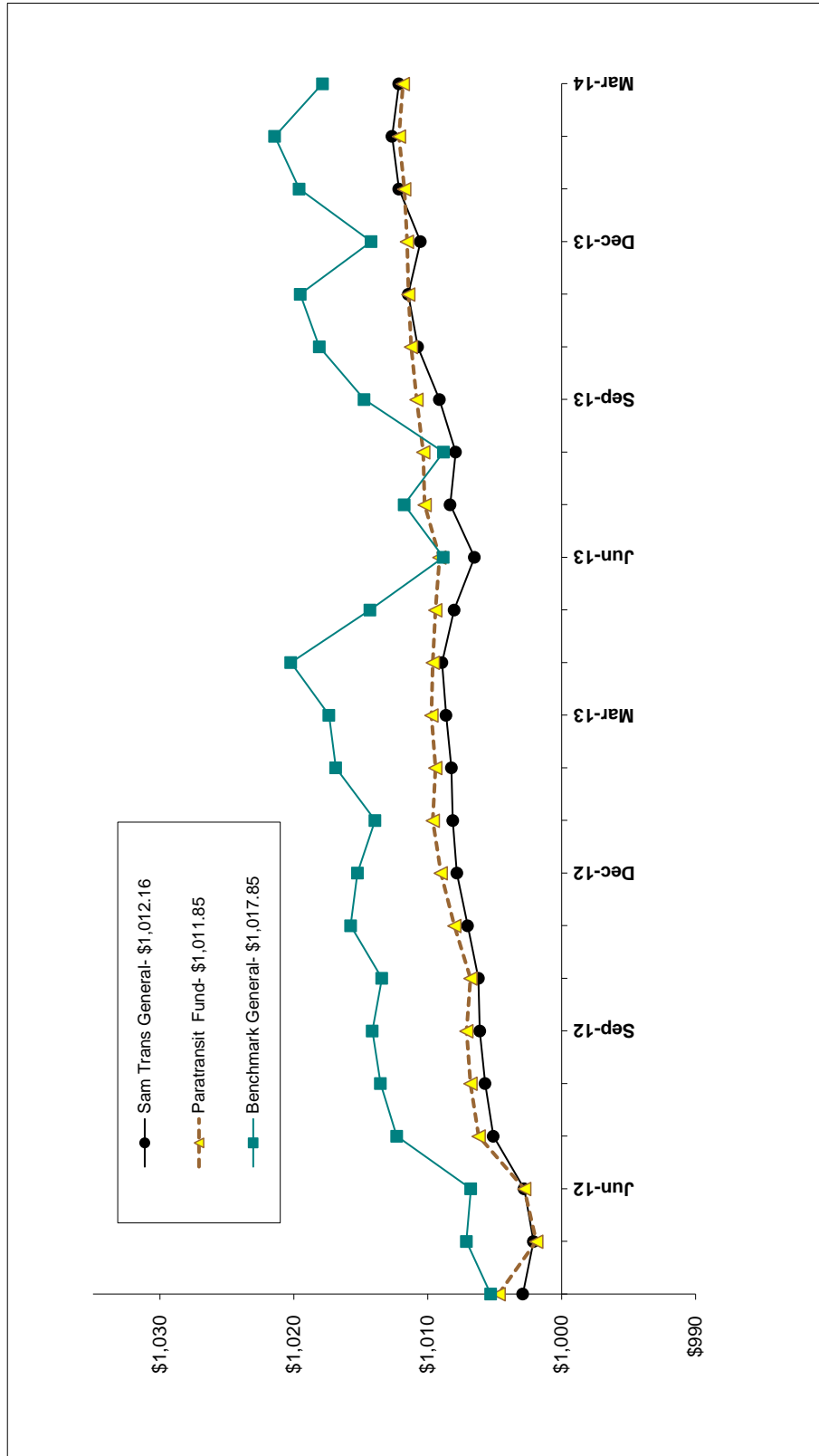
Trailing 12 Months	Apr-13	May-13	Jun-13	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Trailing 12
MONTHLY PERFORMANCE DATA													
SamTrans - Gen Funds	0.03%	-0.09%	-0.15%	0.18%	-0.04%	0.12%	0.16%	0.07%	-0.09%	0.16%	0.05%	-0.05%	0.35%
SamTrans - Paratran	-0.01%	-0.02%	-0.03%	0.11%	0.01%	0.05%	0.04%	0.02%	0.01%	0.02%	0.04%	-0.03%	0.21%
Benchmark - Gen Fund	0.28%	-0.58%	-0.54%	0.29%	-0.29%	0.59%	0.33%	0.14%	-0.52%	0.53%	0.18%	-0.35%	0.05%
Benchmark - Paratran	0.73%	-1.74%	-1.42%	0.09%	-0.75%	1.19%	0.60%	-0.17%	-1.34%	1.42%	0.29%	-0.66%	-1.80%

EXHIBIT 3

CSI Capital Management, Inc.

SamTrans Growth of a Thousand Dollars

Rolling 24 Months



CSI Capital Management, Inc.

SamTrans Percent of Assets Held by Type

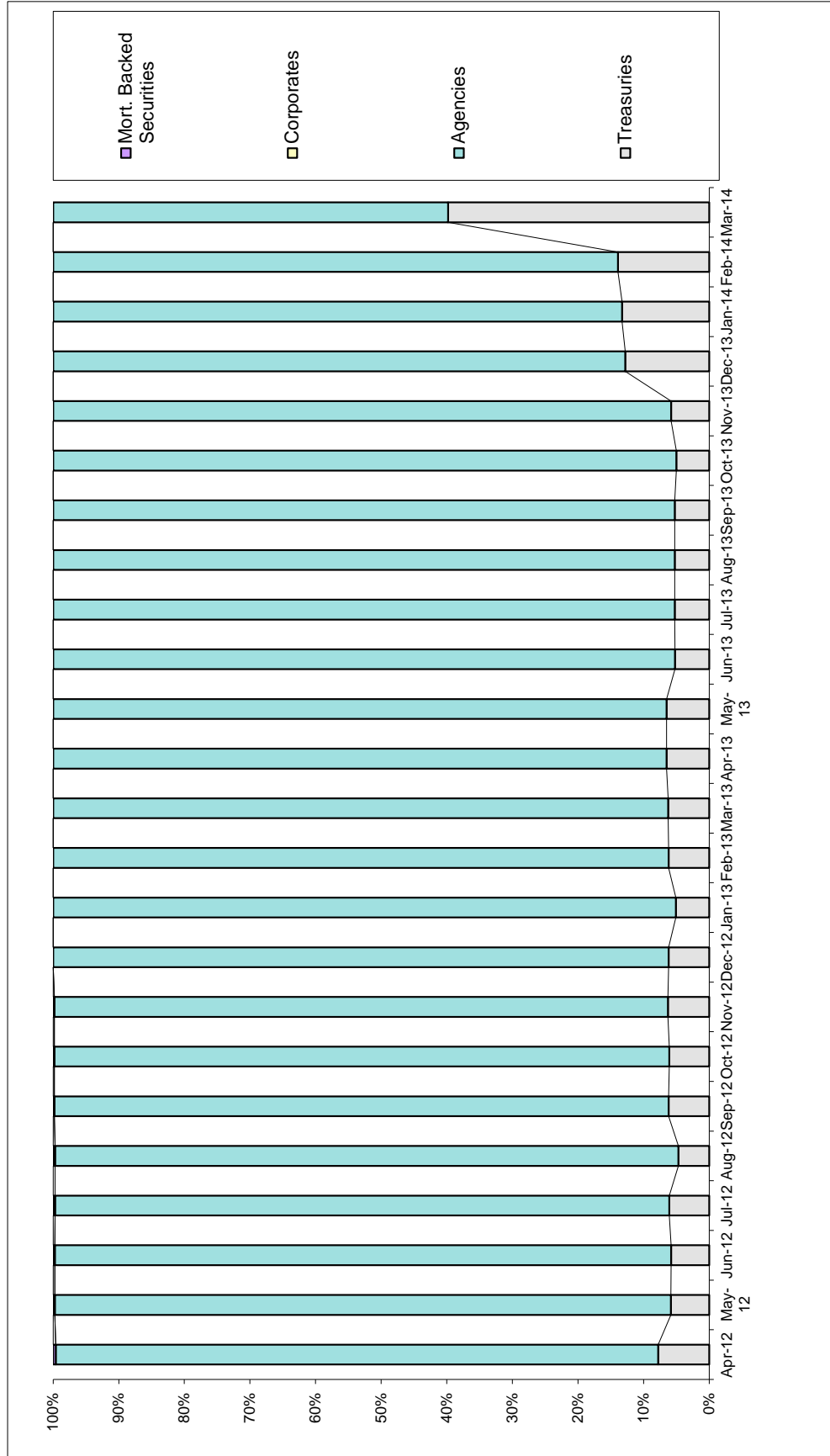


EXHIBIT 5

CSI Capital Management, Inc.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE IMPLEMENTATION OF FUEL HEDGING PROGRAM FOR THE FISCAL YEAR ENDING JUNE 30, 2015, INCLUDING APPROVAL OF REQUEST FOR BIDS AND FORMS OF DOCUMENTS, AND AUTHORIZE EXECUTION AND DELIVERY OF DOCUMENTS, SELECTION OF WINNING BIDDER AND PAYMENT OF COMMODITY PRICE CAP PREMIUM FOR SUCH PROGRAM**

ACTION

Staff recommends the Committee recommend the Board:

1. Authorize implementation of a Fuel Hedging Program for the Fiscal Year (FY) ending June 30, 2015;
2. Approve the Request for Bids and forms of documents on file for a diesel fuel hedge in the form of a commodity price cap (the price cap);
3. Authorize the General Manager/CEO or the Deputy CEO, Finance and Administration, to execute such price cap documents as shall be necessary to implement the Fuel Hedging Program for the Fiscal Year ending June 30, 2015 and to select the winning bidder; and
4. Authorize payment of the premium for the price cap.

SIGNIFICANCE

In accordance with the revised Fuel Hedging Policy adopted on April 2, 2014 (the Fuel Hedging Policy), staff has been working with the San Mateo County Transit District's (District) financial advisor to determine the interest of qualified counterparties in bidding on a price cap, to develop a Request for Commodity Price Caps (the Request) and to develop with each potential bidder an agreed upon form of price cap documents, which are comprised of an ISDA Master Agreement (a Master Agreement), a Schedule to the Master Agreement (a Schedule), and a Credit Support Annex (a Credit Support Annex).

Based on discussions between staff and the District's financial advisor, it has been determined that there are three potential bidders for the FY2015 Fuel Hedging

Program: Barclays Bank PLC (Barclays), Royal Bank of Canada (RBC) and Wells Fargo Bank, N.A. (Wells Fargo). Barclays and Wells Fargo have submitted bids in the past based upon forms of documents previously approved by the District.

Barclays was the winning bidder for the price cap for the Fiscal Years ending June 30, 2011, June 30, 2013 and June 30, 2014 and has entered into a Master Agreement, Schedule (the Barclays Schedule), and Credit Support Annex (the Barclays Credit Support Annex), with the District.

Revisions to the executed Barclays Schedule and paragraph 13 to the Barclays Credit Support Annex and to the previously approved forms of Schedule and paragraph 13 to the Credit Support Annex for Wells Fargo are now required to conform to certain business conduct standards applicable to, and procedures required by, each of the potential bidders resulting from legislation and related regulations commonly referred to as Dodd-Frank.

Forms of the amended and revised Schedule and the amended and revised form of paragraph 13 to the Credit Support Annex previously entered into with Barclays (the Barclays Amended Documents) have been prepared and are on file. Forms of the amended and revised Schedule and the amended and revised form of paragraph 13 to the Credit Support Annex previously approved for Wells Fargo (the Wells Fargo Amended Documents, and, together with the form of Master Agreement and Credit Support Annex previously approved by the District for Wells Fargo, the Wells Fargo Bid Documents) have also been prepared and are on file.

A new potential bidder, Royal Bank of Canada (RBC) has expressed an interest in submitting a bid for the FY2015 Fuel Hedging Program. Forms of Master Agreement, Schedule, and Credit Support Annex, including a form paragraph 13 to the Credit Support Annex (collectively, the RBC Bid Documents), have been prepared and are on file.

The Request, the Barclays Amended Documents, the Wells Fargo Bid Documents and the RBC Bid Documents have been reviewed by Orrick and the District's financial advisor. All bidders would only be eligible to bid if they agree to bid based on the most recent bid documents approved by, and on file with, the Board.

A Confirmation (the Confirmation) setting forth the pricing and other economic terms of FY2015 price cap will be drafted and executed after the winning bid is selected.

Board authorization is required to (i) approve the Request, (ii) approve the forms of Barclays Amended Documents, Wells Fargo Amended Documents and RBC Bid Documents, (iii) authorize the General Manager/CEO or Deputy CEO, Finance and Administration, to execute the Barclays Amended Documents, the Wells Fargo Bid Documents, the RBC Bid Documents and such other documentation as is necessary in connection with Dodd-Frank, to select the counterparty for the FY2015 fuel hedging program based on the bids submitted, and to execute the Confirmation, and (iv) authorize payment of the premium for the price cap.

The bid and settlement of the premium payable by the District for the price cap are expected to occur prior to the beginning of the next fiscal year, with the price cap taking effect as of July 1, 2014. If staff is not satisfied with the results of the bid, including the required premium for a price cap, the District will elect not to proceed with a fuel hedging program at the time bids are received.

The primary goal for the FY2015 fuel hedging program is to reduce volatility and uncertainty in the fuel budget. Consistent with the Fuel Hedging Policy, staff has proposed that the District hedge 1.2 million gallons, which currently represents approximately 70 percent of its expected annual fuel consumption. In order to maximize the hedging program's potential for economic efficiency, the District will partner with the Peninsula Corridor Joint Powers Board (JPB), which is expected to hedge 2.3 million gallons, which currently represents approximately 50 percent of its expected annual fuel consumption.

Depending upon the date selected for the bid, staff expects to return to the Board at either the June or July meeting with a report on the results of the bid. Staff also expects to return to the Board next year with an assessment of the FY2015 Fuel Hedging Program.

BUDGET IMPACT

Implementing the Fuel Hedging Program will enable the District to purchase 70 percent of its fuel at a not-to-exceed base price, thus providing the District greater budgetary certainty and allowing for more effective utilization of budget resources. The proposed FY2015 fuel budget will include the hedging program fees consisting of up to \$13,000 for financial advisor, up to \$150,000 for outside legal counsel (70 percent of the total legal fees are the JPB's responsibility), \$5,000 in miscellaneous costs and approximately \$280,000 for the cost of a price cap.

BACKGROUND

The District currently purchases fuel from Pinnacle Petroleum based on the average weekly spot price of Oil Price Information Service (OPIS) index, exposing the District to market price fluctuation. In order to meet the primary goal of the fuel hedging program of reducing volatility and uncertainty in the fuel budget for FY2015, staff will purchase a price cap consistent with the Fuel Hedging Policy. The price cap, like prior price cap purchases, will be based on the Platt's Gulf Coast Ultra Low Sulfur Diesel (ULSD) index, which has a high historical correlation to the OPIS index.

Staff notes that the price cap will not include taxes on the fuel price, however the price commonly reported to the Board includes taxes. A price cap allows the District to limit its exposure if fuel prices rise, while continuing to receive the benefit of lower costs if prices fall.

Prepared By: Aandy Ly, Senior Financial Analyst

650-508-6376

RESOLUTION NO. 2014-

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

*** * ***

AUTHORIZING IMPLEMENTATION OF A FUEL HEDGING PROGRAM FOR THE FISCAL YEAR ENDING JUNE 30, 2015, AUTHORIZING THE EXECUTION AND DELIVERY OF DOCUMENTS NECESSARY TO IMPLEMENT SUCH FUEL HEDGING PROGRAM, INCLUDING, AS APPLICABLE, AN ISDA MASTER AGREEMENT, A SCHEDULE TO THE ISDA MASTER AGREEMENT, A CREDIT SUPPORT ANNEX, AMENDMENT OF ANY ISDA MASTER AGREEMENT, ANY SCHEDULE TO AN ISDA MASTER AGREEMENT OR ANY CREDIT SUPPORT ANNEX, AND A CONFIRMATION, AND AUTHORIZING THE TAKING OF ALL ACTION NECESSARY RELATING TO THE IMPLEMENTATION AND EXECUTION OF SAID FUEL HEDGING PROGRAM

WHEREAS, pursuant to the San Mateo County Transit District Act (constituting Part 15 of Division 10 of the Public Utilities Code of the State of California), the Board of Directors of the San Mateo County Transit District (District) is authorized to provide transit services and to perform all acts deemed necessary or convenient for the exercise of its power to provide transit services, including making and entering into contracts; and

WHEREAS, over the past several years in connection with its transit service operations, the District has consistently purchased approximately two million gallons of diesel fuel each year; and

WHEREAS, staff, in conjunction with PFM Asset Management LLC and Ross Financial, studied various options for reducing volatility in the price paid for diesel fuel and assisted in the process of budgeting for fuel costs; and

WHEREAS, as a result of such study, staff recommended adoption of a fuel hedging program utilizing a fuel hedge in the form of a commodity price cap; and

WHEREAS, upon the recommendation of staff, the Board of Directors of the District authorized and staff implemented a fuel hedging program in the form of a commodity price cap for Fiscal Years 2010, 2011, 2012, 2013 and 2014; and

WHEREAS, based on an evaluation of the fuel hedging program in effect for the current fiscal year, staff recommended continuation of the fuel hedging program for the Fiscal Year ending June 30, 2015 (the 2015 Fuel Hedging Program), utilizing a fuel hedge in the form of a commodity price cap; and

WHEREAS, Barclays Bank PLC (Barclays Bank), which is currently rated A2/A/A, Royal Bank of Canada (RBC), which is currently rated Aa3/AA-/AA, and Wells Fargo Bank, N.A. (Wells Fargo), which is currently rated Aa3/AA-/AA-, have expressed an interest in bidding on a commodity price cap for the 2015 Fuel Hedging Program; and

WHEREAS, in order to maintain a competitive bidding process, staff, with the advice of its above-identified fuel hedge program advisors, has determined that each of the above-identified providers of commodity price caps meets the credit rating criteria specified in the revised Fuel Hedging Policy adopted by the Board of Directors of the District on April 3, 2014 (hereinafter referred to as the Fuel Hedging Policy); and

WHEREAS, in connection with authorization and approval of implementation of a fuel hedging program for a prior fiscal year, a form of 1992 International Swaps and Derivatives Association, Inc. (ISDA) Master Agreement, including a Schedule and Credit Support Annex thereto (hereinafter collectively referred to as the Barclays Hedging Documents) were made available to, and approved by, the Board of Directors of the District; and

WHEREAS, in connection with the fuel hedging program for a prior fiscal year, the District executed and delivered the Barclays Hedging Documents; and

WHEREAS, amendments to the previously executed Schedule and Credit Support Annex (hereinafter collectively referred to as the Barclays Amended Hedging

Documents) are now required to address certain business conduct standards applicable to, and procedures required by, Barclays; and

WHEREAS, a form of each of the Barclays Amended Hedging Documents has been made available to the Board of Directors of the District; and

WHEREAS, in connection with authorization and approval of implementation of a fuel hedging program for a prior fiscal year, a form of ISDA Master Agreement, including a form of Schedule and a form of Credit Support Annex thereto, proposed to be entered into with Wells Fargo, were made available to, and approved by, the Board of Directors of the District; and

WHEREAS, revisions to the previously approved form of Schedule and form of Credit Support Annex are now required to address certain business conduct standards applicable to, and procedures required by, Wells Fargo; and

WHEREAS, a form of ISDA Master Agreement, including a revised form Schedule and a revised form of Credit Support Annex (hereinafter collectively referred to as the Wells Fargo Hedging Documents), proposed to be entered into with Wells Fargo, have been made available to the Board of Directors of the District; and

WHEREAS, a form of ISDA Master Agreement, including a Schedule and Credit Support Annex thereto (hereinafter collectively referred to as the "RBC Hedging Documents") have been made available to the Board of Directors of the District; and

WHEREAS, implementation of the 2015 Fuel Hedging Program will involve (i) soliciting bids from the above-identified providers of commodity price caps which have expressed an interest in bidding on the commodity price cap on substantially such terms as are set forth in the Request for Commodity Price Caps (the 2015 Program Request) prepared by PFM Asset Management LLC and Ross Financial in connection

with the 2015 Fuel Hedging Program, (ii) execution and delivery of such documents as shall be required to enable each of the above-identified providers of commodity price caps to bid on the commodity price cap, (iii) the selection of a provider of commodity price caps as a cap counterparty, such selection to be made pursuant to a competitive bidding process, (iv) execution and delivery of such documents as shall be necessary to complete the commodity price cap transaction with the cap counterparty selected pursuant to such competitive bidding process, including a Confirmation (the Confirmation), and (v) execution and/or filing and delivery of such documentation resulting from legislation and related regulations commonly referred to as Dodd-Frank as shall be required; and

WHEREAS, it is now necessary for the Board of Directors of the District to approve the form of the 2015 Program Request, to authorize the execution and delivery of the Barclays Amended Hedging Documents, the RBC Hedging Documents and the Wells Fargo Hedging Documents, to authorize the negotiation and execution and delivery of the Confirmation with the cap counterparty selected, to authorize the taking of such other actions as shall be necessary to consummate the 2015 Fuel Hedging Program and to authorize the taking of various actions necessary in connection therewith, including, without limitation, such actions as may be necessary in connection with Dodd-Frank.

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

Section 1. **Findings.** The Board of Directors of the District hereby finds and determines that the foregoing recitals are true and correct. The Board of Directors of the District hereby further determines that it would be in the best interest of the District and in furtherance of the purposes of the District and the exercise of the powers of the

District in connection with the operation of its transit services to mitigate the risk of a rise in diesel fuel cost and to assist the District in its budgeting process by reducing the volatility and uncertainty in the effective cost to the District of diesel fuel by acquiring a commodity price cap through the implementation of the 2015 Fuel Hedging Program and the execution and delivery of such documentation as shall be required to implement such 2015 Fuel Hedging Program, including the Barclays Amended Hedging Documents, , the RBC Hedging Documents, the Wells Fargo Hedging Documents, a Confirmation with the cap counterparty selected, and such documentation as is necessary in connection with Dodd-Frank.

Section 2. **Approval of the 2015 Fuel Hedging Program.** Implementation of the 2015 Fuel Hedging Program in accordance with the Fuel Hedging Policy with a cap counterparty (the Cap Counterparty) selected pursuant to a competitive bidding process and on such other terms as are acceptable to the General Manager/CEO of the District (the General Manager/CEO) or the Deputy CEO, Finance and Administration of the District (the Deputy CEO), with the advice of Ross Financial (the Financial Advisor), which shall function as the designated qualified investment representative of the District for purposes of Dodd-Frank, is hereby authorized and approved.

Section 3. **Authorization of Execution and Delivery of 2015 Fuel Hedge Program Documentation.** The General Manager/CEO or the Deputy CEO, each acting alone (each, an Authorized Officer) is hereby authorized and directed, for and in the name and on behalf of the District to execute and deliver the Barclays Amended Hedging Documents, the RBC Hedging Documents and Wells Fargo Hedging Documents (hereinafter collectively referred to as the 2015 Fuel Hedging Program

Documents), each of such documents to be in substantially the form approved hereby, each of such documents with such changes therein as the Authorized Officer executing the same, with the advice of the Financial Advisor, may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Each Authorized Officer is hereby authorized and directed, for and in the name and on behalf of the District, to execute and deliver a Confirmation to the Cap Counterparty, such Confirmation to be in such form as shall be acceptable to the Authorized Officer executing the same, with the advice of the Financial Advisor, such acceptability to be conclusively evidenced by the execution and delivery thereof.

Section 4. **Ratification of Actions Relating to 2015 Fuel Hedging Program and 2015 Fuel Hedging Program Documents.** All actions heretofore taken by the officers and agents of the District with respect to the 2015 Fuel Hedging Program are hereby ratified, confirmed, and approved. All actions heretofore taken with respect to each of the 2015 Fuel Hedging Program Documents are hereby ratified, confirmed, and approved.

Section 5. **Completion of 2015 Fuel Hedging Program; Subsequent Actions.** All approvals, consents, directions, notices, orders, requests and other actions permitted or required by the Confirmation or by any of the other documents authorized by this Resolution, including, without limitation, any amendments to any of the documents authorized by this Resolution, entered into or to be entered into, as applicable, and any amendments to any of the 2015 Fuel Hedging Program Documents ratified and confirmed by this Resolution, or by Dodd-Frank, may be given or taken by either Authorized Officer without further authorization or direction by the Board of Directors of the District. Each Authorized Officer is hereby authorized and directed to give any such

approval, consent, direction, notice, order or request and to take any such action which such Authorized Officer may deem necessary or desirable to further the purposes of this Resolution, including, without limitation, execution and delivery of any and all agreements, certificates, documents and instruments, which may be necessary or advisable to (i) effectuate the actions which the Board of Directors of the District has approved in this Resolution, including payment of the premium for the commodity price cap and actions relating to Dodd-Frank, and (ii) carry out, consummate and perform the duties of the District set forth in the 2015 Hedging Program Documents and all other documents executed in connection with the 2015 Fuel Hedging Program.

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

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

Regularly passed and adopted this 7th day of May, 2014 by the following vote:

AYES;

NOES:

ABSTAIN:

Chair, San Mateo County Transit District

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AWARD OF CONTRACT FOR LIFE AND ACCIDENTAL DEATH AND
DISMEMBERMENT TO RELIANCE STANDARD LIFE INSURANCE COMPANY**

ACTION

Staff proposes the Committee recommend Board approval of a contract with Reliance Standard Life Insurance Company (Reliance) for the continued provision of basic life and accidental death and dismemberment (AD&D) insurance for a three-year period beginning June 1, 2014. The cost to the San Mateo County Transit District (District) for this coverage is estimated to be \$226,500.

SIGNIFICANCE

The District currently provides a minimum of \$50,000 life and \$15,000 AD&D insurance for all regular full-time employees and members of the Board of Directors. The District also provides \$25,000 life and \$7,500 AD&D insurance for all regular part-time employees.

BUDGET IMPACT

The monthly premium rates for life insurance per \$1,000 of coverage will decrease from \$0.23 to \$0.13. The accidental death and dismemberment rate will remain at \$0.02 per \$1,000 of coverage. Changing from Standard Insurance Company, our current carrier, to Reliance results in an annual decrease of \$47,242. The estimated annual cost is \$75,500 is incorporated in present and projected budgets. No adjustment to the budget will be necessary.

BACKGROUND

The District's current contract for life and accidental death and dismemberment insurance expires on June 1, 2014. IMAGE Financial & Insurance Services, the District's insurance brokers for employee benefit programs, solicited for life and accidental death and dismemberment and optional life insurance coverage from 10 carriers. Four carriers, including the District's current carrier provided quotes. A market survey determined that Reliance provides the same basic life and accidental death and

dismemberment coverage at a significantly lower rate than the other respondents, including our current carrier Standard. The rate provided by Reliance amounts to almost a 39 percent decrease in premiums over last year. The rate is guaranteed for three years, effective June 1, 2014.

Reliance will also provide Optional Life coverage matching the current benefit levels with a guaranteed issue amount of \$200,000 for employees and will grandfather those who already have satisfied evidence of insurability. The optional life benefit is an employee-paid benefit.

Prepared by: Juliet Nogales-DeGuzman, Manager, Personnel
Operations

650-508-6236

RESOLUTION NO. 2014 –

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

*** * ***

**APPROVING PLACEMENT OF LIFE AND ACCIDENTAL DEATH
AND DISMEMBERMENT INSURANCE COVERAGE WITH
RELIANCE STANDARD LIFE INSURANCE COMPANY FOR THREE YEARS
AT AN ESTIMATED ANNUAL COST OF \$75,500**

WHEREAS, the San Mateo County Transit District's (District) current contract for life and accidental death and dismemberment insurance coverage expires on June 1, 2014; and

WHEREAS, the District solicited quotations from 10 carriers to continue this existing employment benefit and determined that Reliance Standard Life Insurance Company (Reliance) provides coverage equal to that currently in effect at a significantly lower rate than the current carrier, resulting in an annual decrease in premiums of \$47,242; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the District award a contract to Reliance for the placement of life and accidental death and dismemberment insurance for all regular employees and Board members at an estimated annual premium cost of \$75,500 for three years beginning June 1, 2014.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District (District) approves the placement of life and accidental death and dismemberment insurance coverage with Reliance Standard Life Insurance Company (Reliance) for three years beginning June 1, 2014, for basic life insurance coverage at a monthly rate of \$0.13 per \$1,000 and accidental death and dismemberment coverage

at a monthly rate of \$0.02 per \$1,000, for a total estimated annual premium of \$75,500;
and

BE IT FURTHER RESOLVED the General Manager/CEO, or his designee, is authorized to execute a contract on behalf of the District with Reliance in full conformity with the terms of this resolution.

Regularly passed and adopted this 7th day of May, 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
Deputy CEO

C. H. (Chuck) Harvey
Deputy CEO

SUBJECT: **AUTHORIZATION TO REJECT THE SINGLE BID FOR PLUMBING MAINTENANCE SERVICES AND TO NEGOTIATE A CONTRACT ON THE OPEN MARKET**

ACTION

Staff proposes the Committee recommend the Board:

1. Reject the single bid received from Burr Plumbing and Pumping, Inc. (Burr) which staff determined was not fair and reasonable.
2. Authorize the General Manager/CEO, or his designee, to negotiate a contract on the open market for plumbing maintenance services that will be brought back to the Board for award.

SIGNIFICANCE

Approval of the above actions will allow rejection of the single received bid and will provide staff with the requisite authority to research the marketplace to identify contractors with whom to negotiate fair and reasonable prices for the required plumbing services.

BUDGET IMPACT

Rejection of the bid will have no budget impact.

BACKGROUND

An Invitation for Bids was issued to obtain bids for furnishing plumbing maintenance services for a three-year base term with two one-year options. Staff advertised the requirement on the San Mateo County Transit District (District) website and in a local newspaper of general circulation. Solicitation notification was sent out to interested bidders including Small Business and Disadvantaged Business Enterprises that were registered in the vendor database.

No bids were received on the bid due date. Staff then amended the solicitation to schedule another Pre-Bid Conference, Question and Answer Period, and Bid Opening. This second round produced the single bid below:

<i>Company Name</i>	<i>Bid Amount</i>
Burr Plumbing and Pumping, Inc., San Jose	\$ 384,190*

* Corrected for mathematical error.

Staff reviewed the above bid and performed a price analysis to determine if the pricing offered by Burr was fair and reasonable. The bid price was significantly higher than the independent cost estimate and is not considered fair and reasonable.

A re-issuance of the same solicitation specifications is unlikely to yield different results. However, the flexibility to negotiate contract terms at fair and reasonable prices in the open market with qualified contractors may produce favorable results. For this purpose, staff will canvass qualified plumbing contractors who can meet the District's requirements and negotiate a contract. Staff will bring the resulting contract to the Board for approval.

Burr holds the current contract for plumbing maintenance services, which expired April 30, 2014. The District negotiated an extension of the existing contract on a month-to-month basis to cover the open period from contract expiration to new contract award.

Contract Officer: Evelyn Marcal	650-508-7958
Project Manager: Theresa Ostello, Associate Contract Administrator (Facilities)	650-508-7993

RESOLUTION NO. 2014-

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

* * *

**AUTHORIZING REJECTION OF THE SINGLE BID FOR PLUMBING MAINTENANCE SERVICES
AND NEGOTIATION OF A CONTRACT ON THE OPEN MARKET**

WHEREAS, the current plumbing maintenance services contract with Burr Plumbing and Pumping, Inc. (Burr) expired on April 30, 2014; and

WHEREAS, the San Mateo County Transit District (District) has negotiated an extension of that contract on a month-to-month basis; and

WHEREAS, the District solicited competitive bids for plumbing maintenance services; and

WHEREAS, because no bids were received at the bid opening date, staff extended the bid deadline and scheduled another pre-bid conference; and

WHEREAS, the second round produced one bid from the incumbent; and

WHEREAS, following a price analysis, staff determined the bid price offered was not fair and reasonable as it was significantly higher than the independent cost estimate; and

WHEREAS, a re-issuance of the same solicitation specifications is unlikely to yield different results; and

WHEREAS, the flexibility to negotiate contract terms at fair and reasonable prices in the open market with qualified contractors may produce favorable results; and

WHEREAS, the General Manager/CEO recommends and the Finance Committee concurs that the Board reject the bid and authorize the General Manager/CEO to negotiate a contract on the open market.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District (District) authorizes the General Manager/CEO or his designee to:

1. Reject the single bid from Burr Plumbing and Pumping, Inc.; and
2. Negotiate a contract on the open market with a qualified plumbing contractor and bring it to the Board for award.

Regularly passed and adopted this 7th day of May, 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
Deputy CEO

SUBJECT: **PRELIMINARY FISCAL YEAR 2015 OPERATING BUDGET**

ACTION

This report is submitted for informational purposes only. At the June 4, 2014, meeting, staff will present a final Fiscal Year (FY) 2015 budget proposal for consideration of Committee recommendation for Board adoption.

SIGNIFICANCE

The preliminary FY2015 Operating Budget totals \$131,032,765, as shown in Attachment A, *Total Uses of Funds* (page 1, line 25). The preliminary budget is projected to **increase** by \$5.4 million or 4.3 percent from the FY2014 revised budget of \$125.6 million.

In the past several years, and continuing through the present fiscal year, staff has taken extraordinary steps to reduce costs, undertake efficiencies and enhance service and revenues. During the same time period, the economy has slowly improved, stabilizing sales tax revenues. The FY2015 Operating Budget seeks to build upon this foundation, while continuing to include thoughtful expenditures and prudent revenue assumptions. This FY2015 preliminary budget is one of cautious optimism that the revenue growth will continue, while the District continues to work with its funding partners and employees to pursue its goals.

Sources of Funds

Passenger Fares (page 1, line 1), for both Motor Bus and ADA services, are projected at \$18.4 million in FY2015, an **increase** of \$403,300 or 2.2 percent from the FY2014 revised budget:

- Motor Bus Fares are projected to **increase** by \$380,000 or 2.2 percent primarily due to a 2 percent increase in ridership from projected actuals for FY2014.
- Redi-Wheels Fares are projected to **increase** by \$23,300 or 2.9 percent primarily due to a projected two percent increase in ridership from projected actuals for FY2014.

Local/State/Federal (page 1, lines 2, 4, & 7) funds of \$47.7 million are projected to **decrease** \$4.7 million or 9 percent from the FY2014 revised budget, primarily because there were less Transportation Development Act (TDA) and State Transportation Assistance (STA) carryover funds available for FY2015, decreased use of preventive maintenance grant funding due to one-time costs for fare box equipment warranty, and decreased programming levels for project grant funding.

Pass-through to Other Agencies (page 1, line 3) is \$383,948, a projected **increase** of \$4,779 or 1.3 percent from the FY2014 revised budget, reflecting an increase in the amount of funds SamTrans passes through to other agencies that cannot claim the funds directly. The corresponding pass-through expenditure can be found under Uses of Funds (page 1, line 23), and the amount has been increased accordingly.

San Mateo County Transportation Authority (SMCTA) Measure A (page 1, line 5) funds are projected to **increase** by \$480,000 or 5.9 percent from the FY2014 revised budget based on projected sales tax receipts of \$72 million for FY2015.

San Mateo County Measure A (page 1, line 6) funding for the District's paratransit program is projected to be \$5 million. There is **no change** from the FY2014 revised budget.

District Half-cent Sales Tax (page 1, line 10) receipts are projected to be \$72 million, which is an **increase** of \$2 million or 2.9 percent from the FY2014 revised budget. While in recent months there has been substantial growth in sales tax revenues, the continuing volatility of the regional economy has prompted staff to adopt a conservative approach to sales tax revenue projections for the coming fiscal year. Should events require, staff will return to the Board in mid-year to propose budget adjustments.

Investment Interest (page 1, line 11) of \$948,840 reflects a projected **decrease** of \$107,320 or 10.2 percent from the FY2014 revised budget of \$1.1 million. The decrease is primarily due to decreasing interest revenue in the investment portfolio and paratransit fund resulting from maturing bonds re-invested at lower rates of return. The primary goal of investments is preservation of capital.

Other Interest, Rent & Other Income (page 1, line 12) of \$7 million reflects a projected **increase** of \$568,762 or 8.8 percent compared to the FY2014 revised budget mainly due to additional revenue from bus shelters advertising, additional rent from leased space, and the employer share of shuttle costs, which SamTrans recognizes as revenue.

Uses of Funds

Operating costs (page 1, line 25) of \$131 million are projected to **increase** by \$5.4 million or 4.3 percent from the FY2014 revised budget of \$125.6 million. The increase is mostly due to an increase in fringe benefits, PeopleSoft post-implementation application support, expanded service for Coastside Route 17, and an increase in demand for paratransit taxi service.

Sales Tax Allocation – Capital Programs (page 1, line 29) is projected to be \$5.9 million, an **increase** of \$511,643 or 9.6 percent compared to the FY2014 revised budget. The difference is due to costs in FY2015 for replacement of the Gillig and North American Bus Industries (NABI) bus fleets.

Motor Bus Highlights

Total Motor Bus Expense (page 1, line 19) of \$106.5 million, reflects a projected **increase** of \$4.3 million or 4.2 percent over the FY2014 revised budget of \$102.2 million. Critical Motor Bus elements include:

- *Wages and Benefits* (page 3, line 1) are projected to **increase** \$1.5 million or 3 percent, mainly due to an increase in fringe benefits and to overtime costs that reflect FY2014 actual usage.
- *Contracted Vehicle Maintenance* (page 3, line 4) are projected to **increase** \$929,200 or 133.5 percent, primarily due to costs related to maintenance of new fare box equipment.
- *Professional Services* (page 3, line 6) are projected to **decrease** \$532,700 or 10.3 percent, primarily due decreased funding for SamTrans's portion of the District's sustainability program and decreased activity as the following projects have advanced during FY2014: Completion of the DOT Tiger II grant, which funds projects related to the Grand Boulevard Initiative; the Peninsula Rides program funded by the New Freedom 4 grant; the South San Francisco Complete Streets case study; project initiation documents for Complete Streets projects for Daly City, South San Francisco, and San Bruno; the Making the Last Mile project; and the MTC-mandated Short Range Transportation Plan.
- *Technical Services* (page 3, line 7) are projected to **increase** \$423,575 or 8 percent, primarily for increases in software maintenance and license agreements and security costs. Included in security costs is an increase in the contract with the San Mateo County Sheriff's Office to provide Transit Police services. Both SamTrans and the Peninsula Corridor Joint Powers Board (JPB) pay for this contract, with the JPB covering a larger share of the costs.
- *Other Services* (page 3, line 8) are projected to **increase** \$940,613 or 62.4 percent, primarily for services to support the PeopleSoft application after implementation of the Business Optimization Program.
- *Coastside Services* (page 3, line 37) are projected to **increase** \$999,897 or 116.6 percent primarily due to Route 17 costs for implementing SamTrans Service Plan changes which expanded revenue hours and added the FLX San Carlos/ Pacifica pilot project.

ADA Programs Highlights

The FY2015 budget (page 1, line 20) of \$15.4 million represents a projected **increase** of \$605,731 or 4.1 percent over the FY2014 revised budget mainly due to an upward trend in demand to use taxi service.

Caltrain Service

In FY2015, the proposed SamTrans member agency share for Caltrain service (page 1, line 21) is \$5.8 million, an **increase** of \$320,000 or 5.9 percent from the FY2014 revised budget. The full contribution from SamTrans to Caltrain will be \$6.3 million, an increase of \$820,000 or 15.1 percent from the FY2014 revised budget. The \$6.3 million is composed of the \$5.8 million in the preliminary budget and another \$500,000 from previously allocated TA funds.

Other Multimodal Programs

In FY2015, support costs for the SamTrans shuttle program and the multimodal facility maintenance are projected to be \$2.9 million (page 1, line 22), an **increase** of \$193,537 or 7.1 percent from the FY2014 revised budget, primarily because of an increase in costs for the employer share of the shuttle program, which SamTrans recognizes as an expense.

Land Transfer Interest Expense

The FY2015 budget includes \$45,895 (page 1, line 24) in interest expense, a **decrease** of \$13,484 or 22.7 percent from the FY2014 revised budget. This is mainly due to a decrease in the interest rate projected in FY2015. The expense represents an interest payment to the TA on a promissory note for four acres of property acquired from the TA which is located in the City of San Carlos along the Caltrain right of way.

BUDGET IMPACT

This report is submitted for informational purposes only. There is no budget impact. The amounts represent the FY2015 preliminary budget, which staff will bring back to the Board at its June 4, 2014 meeting with a request that the Committee recommend Board adoption of the FY2015 Operating Budget at that time.

BACKGROUND

The SamTrans preliminary FY2015 budget is consistent with the SamTrans Strategic Plan vision and goals related to SamTrans' six focus areas: Financial Integrity, Multimodal Services, Transportation and Land Use, Customers, Business Practices, and Employees. The preliminary budget provides for the continuation of safe, reliable and high-quality services to SamTrans customers, while promoting employee excellence in a challenging economic environment.

Prepared By:

Chris Petak, Senior Budget Analyst
Ladi Bhuller, Director Budgets

650-508-7754
650-508-7755

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2015 PRELIMINARY OPERATING BUDGET**

Attachment A

	FY2013 <u>ACTUAL</u> A	FY2014 <u>ADOPTED</u> B	FY2014 <u>REVISED</u> C	FY2015 <u>PRELIMINARY</u> D	FY15 PRELIMINARY Compared to FY14 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
SOURCES OF FUNDS:							
Operating Revenues							
1 Passenger Fares	17,808,366	17,965,000	17,965,000	18,368,300	403,300	2.2%	1
2 Local TDA and STA Funds	38,153,079	42,542,322	42,542,322	40,323,614	(2,218,708)	-5.2%	2
3 Pass through to Other Agencies	467,959	379,169	379,169	383,948	4,779	1.3%	3
4 Operating Grants	11,012,564	8,050,834	9,274,579	6,769,219	(2,505,360)	-27.0%	4
5 SMCTA Measure A	8,394,311	8,160,000	8,160,000	8,640,000	480,000	5.9%	5
6 SM County Measure A	0	0	5,000,000	5,000,000	0	0.0%	6
7 AB434 Funds	554,400	566,000	566,000	582,000	16,000	2.8%	7
8 Subtotal - Operating Revenues	76,390,680	77,663,325	83,887,070	80,067,081	(3,819,989)	-4.6%	8
Other Revenue Sources							
9 District 1/2 Cent Sales Tax	73,859,183	68,000,000	70,000,000	72,000,000	2,000,000	2.9%	10
11 Investment Interest	1,624,772	1,056,160	1,056,160	948,840	(107,320)	-10.2%	11
12 Other Interest, Rent & Other Income	6,364,912	6,346,565	6,438,107	7,006,869	568,762	8.8%	12
13 Other Sources	6,460,000	0	0	0	0	0.0%	13
14 Subtotal - Other Revenues	88,308,867	75,402,725	77,494,267	79,955,709	2,461,442	3.2%	14
15							15
16 Total Sources of Funds	164,699,547	153,066,050	161,381,337	160,022,790	(1,358,547)	-0.8%	16
17							17
USES OF FUNDS:							
19 Motor Bus	93,453,085	100,725,200	102,219,993	106,538,151	4,318,158	4.2%	19
20 A.D.A. Programs	13,767,333	14,780,900	14,780,900	15,386,631	605,731	4.1%	20
21 Caltrain	14,000,000	5,440,000	5,440,000	5,760,000	320,000	5.9%	21
22 Other Multi-Modal Programs	2,624,227	2,880,681	2,719,603	2,913,140	193,537	7.1%	22
23 Pass through to Other Agencies	467,959	383,742	383,742	388,948	5,206	1.4%	23
24 Land Transfer Interest Expense	59,379	59,379	59,379	45,895	(13,484)	-22.7%	24
25 Total Uses of Funds	124,371,982	124,269,902	125,603,617	131,032,765	5,429,148	4.3%	25
26							26
27 TOTAL OPERATING SURPLUS/(DEFICIT)	40,327,565	28,796,148	35,777,720	28,990,025	(6,787,695)	-19.0%	27
28							28
29 Sales Tax Allocation - Capital Programs	980,800	5,345,625	5,345,625	5,857,268	511,643	9.6%	29
30							30
31 SURPLUS/(DEFICIT)	39,346,765	23,450,523	30,432,095	23,132,757	(7,299,338)	-24.0%	31
32							32
DEBT SERVICE							
34 Debt Service	24,453,463	24,453,287	24,453,287	24,449,078	(4,209)	0.0%	34
35 Fiscal Agent Fees	26,493	26,410	26,410	27,635	1,225	4.6%	35
36 Total Debt Service	24,479,956	24,479,697	24,479,697	24,476,713	(2,984)	0.0%	36
37 * Debt Service - BART - \$12.7M							37
38							38
39 USE OF RESERVES FOR DEBT SERVICE	(24,479,956)	(24,479,697)	(24,479,697)	(24,476,713)	2,984	0.0%	39
40							40
41 TOTAL USES OF RESERVES	14,866,809	(1,029,174)	5,952,398	(1,343,956)	(7,296,354)		41

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2015 PRELIMINARY OPERATING BUDGET**

**FY15 PRELIMINARY
Compared to
FY14 REVISED BUDGET
Increase PERCENT
(Decrease) CHANGE
E = D-C F = E/C**

	<u>FY2013 ACTUAL</u> A	<u>FY2014 ADOPTED</u> B	<u>FY2014 REVISED</u> C	<u>FY2015 PRELIMINARY</u> D	<u>Increase (Decrease)</u> E = D-C	<u>PERCENT CHANGE</u> F = E/C
OPERATING REVENUES - MOTOR BUS:						
1 TOTAL MOTOR BUS FARES	16,985,825	17,156,000	17,156,000	17,536,000	380,000	2.2%
LOCAL (TDA) TRANSIT FUND:						
4 General Operating Assistance	31,871,276	34,505,186	34,505,186	34,458,615	(46,571)	-0.1%
STATE TRANSIT ASSISTANCE:						
7 STA Base	4,411,706	5,633,670	5,633,670	3,694,119	(1,939,551)	-34.4%
8 STA TOTAL	4,411,706	5,633,670	5,633,670	3,694,119	(1,939,551)	-34.4%
OPERATING GRANTS:						
11 Operating Grants	10,150,976	7,051,491	8,275,236	6,380,807	(1,894,429)	-22.9%
DISTRICT 1/2 CENT SALES TAX:						
14 General Operating Assistance	24,554,829	31,475,368	31,493,796	38,972,511	7,478,715	23.7%
15 Accessibility Fixed Route	1,009,438	1,035,143	1,035,143	1,018,540	(16,603)	-1.6%
16 TOTAL 1/2 CENT SALES TAX	25,564,267	32,510,511	32,528,939	39,991,051	7,462,112	22.9%
INVESTMENT INTEREST INCOME						
19 Investment Interest Income	1,123,502	697,450	697,450	620,090	(131,930)	-18.9%
OTHER REVENUE SOURCES:						
22 Overnight Deposit Interest Income	42	0	0	0	0	0.0%
23 Rental Income	1,071,710	1,087,440	1,087,440	1,293,600	206,160	19.0%
24 Advertising Income	936,232	930,000	930,000	1,035,000	105,000	11.3%
25 Other Income	1,337,548	1,153,452	1,406,072	1,528,869	122,797	8.7%
26 TOTAL OTHER REVENUES	3,345,533	3,170,892	3,423,512	3,857,469	433,957	12.7%
28 TOTAL MOTOR BUS	93,453,085	100,725,200	102,219,993	106,538,151	4,318,158	4.2%
AMERICAN DISABILITIES ACT:						
31 Passenger Fares-Redi Wheels	822,542	809,000	809,000	832,300	23,300	2.9%
32 Local TDA 4.5 Redi Wheels	1,378,216	1,839,741	1,839,741	1,733,614	(106,127)	-5.8%
33 Local STA - Paratransit	491,881	563,725	563,725	437,266	(126,459)	-22.4%
34 Operating Grants	861,588	999,343	999,343	388,412	(610,931)	-61.1%
35 Sales Tax - Paratransit District	4,141,998	4,846,042	0	1,050,989	1,050,989	0.0%
36 Sales Tax - Paratransit Suppl. Coastside	1,248,275	1,244,339	1,090,381	1,335,300	244,919	22.5%
37 Interest Income-Paratransit Fund	468,521	358,710	358,710	328,750	(29,960)	-8.4%
38 SMCTA Measure A Redi-Wheels	2,954,311	2,720,000	2,720,000	2,880,000	160,000	5.9%
39 SM County Measure A	0	0	5,000,000	5,000,000	0	0.0%
40 Measure M Paratransit	1,400,000	1,400,000	1,400,000	1,400,000	0	0.0%
41 TOTAL ADA PROGRAMS	13,767,332	14,780,900	14,780,900	15,386,631	605,731	4.1%
MULTI-MODAL TRANSIT PROGRAMS:						
44 Sales Tax - Caltrain	2,100,000	0	0	0	0	0.0%
45 Other Sources - Caltrain	6,460,000	0	0	0	0	0.0%
46 Transfer from SMCTA for Caltrain	5,440,000	5,440,000	5,440,000	5,760,000	320,000	5.9%
47 AB434 Funds - SamTrans Shuttle	554,400	566,000	566,000	582,000	16,000	2.8%
48 Employer SamTrans Shuttle Funds	1,619,379	1,775,673	1,614,595	1,749,400	134,805	8.3%
49 Sales Tax - SamTrans Shuttle Program	346,517	356,218	356,218	377,640	21,422	6.0%
50 Operating Grants	0	0	0	0	0	0.0%
51 Sales Tax - Gen. Operating Asst.	103,931	182,790	182,790	204,100	21,310	11.7%
52 TOTAL MULTI-MODAL	16,624,227	8,320,681	8,159,603	8,673,140	513,537	6.3%
54 TOTAL REVENUES	123,844,644	123,826,781	125,160,496	130,597,922	5,437,426	4.3%

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2015 PRELIMINARY OPERATING BUDGET**

		FY15 PRELIMINARY Compared to FY14 REVISED					BUDGET	
		FY2013 ACTUAL	FY2014 ADOPTED	FY2014 REVISED	FY2015 PRELIMINARY	Increase (Decrease)	PERCENT CHANGE	
		A	B	C	D	E = D-C	F = E/C	
DISTRICT OPERATED BUSES								
1	Wages and Benefits	47,696,860	50,777,535	50,777,535	52,325,457	1,547,922	3.0%	1
2	Services:							2
3	Board of Directors	47,923	51,800	51,800	51,750	(50)	-0.1%	3
4	Contracted Vehicle Maintenance	542,852	696,080	696,080	1,625,280	929,200	133.5%	4
5	Property Maintenance	1,107,710	1,273,500	1,273,500	1,242,000	(31,500)	-2.5%	5
6	Professional Services	3,412,859	4,173,153	5,195,847	4,663,147	(532,700)	-10.3%	6
7	Technical Services	4,740,556	5,280,779	5,280,779	5,704,354	423,575	8.0%	7
8	Other Services	1,271,395	1,507,128	1,507,128	2,447,741	940,613	62.4%	8
9								9
10	Materials & Supply:							10
11	Fuel and Lubricants	5,351,161	6,491,659	6,491,659	6,333,750	(157,909)	-2.4%	11
12	Bus Parts and Materials	2,347,757	1,886,670	2,358,769	1,911,257	(447,512)	-19.0%	12
13	Uniform and Drivers Expense	305,339	443,122	443,122	444,235	1,113	0.3%	13
14	Timetables and Tickets	151,640	172,000	172,000	201,900	29,900	17.4%	14
15	Office Supplies/Printing	260,551	369,267	369,267	339,062	(30,205)	-8.2%	15
16	Other Materials and Supply	129,524	156,500	156,500	159,500	3,000	1.9%	16
17								17
18	Utilities:							18
19	Telecommunications	381,263	602,470	602,470	666,174	63,704	10.6%	19
20	Other Utilities	1,012,799	989,000	989,000	1,084,000	95,000	9.6%	20
21	Insurance Costs	2,610,004	2,640,150	2,640,150	2,681,400	41,250	1.6%	21
22	Workers' Compensation	2,994,923	3,231,060	3,231,060	3,443,160	212,100	6.6%	22
23	Taxes and License Fees	489,079	569,109	569,109	552,894	(16,215)	-2.8%	23
24	Fixed Route Accessibility	1,009,438	1,035,143	1,035,143	1,018,540	(16,603)	-1.6%	24
25	Leases and Rentals	109,841	124,483	124,483	134,631	10,148	8.2%	25
26	Prmtnl and Legal Advertising	200,257	275,200	275,200	289,400	14,200	5.2%	26
27	Training & Business Travel	147,784	207,765	207,765	292,075	84,310	40.6%	27
28	Dues and Membership	84,596	91,652	91,652	87,624	(4,028)	-4.4%	28
29	Postage and other	57,578	200,049	200,049	102,180	(97,869)	-48.9%	29
30								30
31	Total District Operated Buses	76,463,689	83,245,274	84,740,067	87,801,511	3,061,444	3.6%	31
32								32
33	CONTRACTED BUS SERVICES							33
34	Contracted Urban Bus Service	14,780,548	15,041,393	15,041,393	15,365,530	324,137	2.2%	34
35	Other Related Costs	360,426	347,720	347,720	380,030	32,310	9.3%	35
36	Insurance Costs	651,828	655,000	655,000	655,000	0	0.0%	36
37	Coastside Services	703,283	857,553	857,553	1,857,450	999,897	116.6%	37
38	Redi Coast Non-ADA	230,120	254,209	254,209	222,220	(31,989)	-12.6%	38
39	Other Related Costs	47,102	101,400	101,400	76,470	(24,930)	-24.6%	39
40	La Honda Pescadero	52,500	55,125	55,125	55,130	5	0.0%	40
41	Southcoast - Pescadero	137,068	160,896	160,896	118,150	(42,746)	-26.6%	41
42	Other Related Costs-SamCoast	26,522	6,630	6,630	6,660	30	0.5%	42
43	Total Contracted Bus Service	16,989,396	17,479,926	17,479,926	18,736,640	1,256,714	7.2%	43
44								44
45	TOTAL MOTOR BUS	93,453,085	100,725,200	102,219,993	106,538,151	4,318,158	4.2%	45

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2015 PRELIMINARY OPERATING BUDGET**

		FY15 PRELIMINARY Compared to FY14 REVISED					BUDGET
		FY2013 ACTUAL	FY2014 ADOPTED	FY2014 REVISED	FY2015 PRELIMINARY	Increase (Decrease)	PERCENT CHANGE
		A	B	C	D	E = D-C	F = E/C
AMERICAN DISABILITY ACT PROGRAMS							
46	Elderly & Disabled/Redi-Wheels	5,627,520	6,359,982	6,359,982	6,294,660	(65,322)	-1.0%
47	Other Related Costs	2,575,080	2,937,197	2,937,197	3,060,554	123,357	4.2%
48	ADA Sedan/Taxi Service	3,012,025	2,534,802	2,534,802	3,133,720	598,918	23.6%
49	ADA Accessibility Support	791,132	1,189,580	1,189,580	1,047,397	(142,183)	-12.0%
50	Coastside ADA Support	1,248,275	1,244,339	1,244,339	1,335,300	90,961	7.3%
51	Insurance Costs	513,301	515,000	515,000	515,000	0	0.0%
52	TOTAL ADA PROGRAMS	13,767,333	14,780,900	14,780,900	15,386,631	605,731	4.1%
53							
54	MULTI-MODAL TRANSIT PROGRAMS						
55							
56	CALTRAIN SERVICE						
57	Peninsula Rail Service	14,000,000	5,440,000	5,440,000	5,760,000	320,000	5.9%
58	Total Caltrain Service	14,000,000	5,440,000	5,440,000	5,760,000	320,000	5.9%
59							
60	OTHER SUPPORT						
61	Dumbarton Express Service	3,567	0	0	0	0	0.0%
62	SamTrans Shuttle	2,520,296	2,697,891	2,536,813	2,709,040	172,227	6.8%
63	Bicycle Coordinating Activities	0	0	0	25,000	25,000	0.0%
64	Maintenance Multimodal Fac	100,363	182,790	182,790	179,100	(3,690)	-2.0%
65	Total Other Support	2,624,227	2,880,681	2,719,603	2,913,140	193,537	7.1%
66							
67	TOTAL MULTI-MODAL PROGRAMS	16,624,227	8,320,681	8,159,603	8,673,140	513,537	6.3%
68							
69	TOTAL OPERATING EXPENSES	123,844,644	123,826,781	125,160,496	130,597,922	5,437,426	4%

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **PRELIMINARY FISCAL YEAR 2015 CAPITAL BUDGET**

ACTION

This report is submitted for informational purposes only. No Board action is required. Staff will bring this item back to the Board at its June 4, 2014 meeting with a request the Committee recommend Board adoption of the Fiscal Year (FY) 2015 Capital Budget at that time.

SIGNIFICANCE

The FY2015 Capital Budget, as presented in Attachment A, contains projects necessary and essential to sustain the San Mateo County Transit District's (District) existing service and infrastructure network, without compromising the District's vision as set forth in the District's adopted Strategic Plan. The FY2015 Capital Budget contains the following major elements:

- **Revenue Vehicles and Support Equipment Replacement** – Includes the replacement of 60 2003 - Gillig Low Floor buses and 55 2002 – North American Bus Industries (NABI) buses as these vehicles have reached the end of their useful lives. The estimated total replacement cost for the 60 2003 - Gillig Low Floor buses is \$30,203,000 and \$47,800,000 for the 55 2002 - NABI buses. The \$24,096,385 request per subfleet in this proposed budget represents the amounts needed in FY2015. The remaining \$29,810,230 will be proposed for inclusion in the FY2016 Capital Budget. The buses are scheduled for delivery in calendar year 2016.

This category also includes the annual procurement of bus parts, engines and transmissions, replacement of maintenance support equipment and the replacement of service support vehicles. The amount budgeted for this category totals \$50,075,570.

- **Information Technology (IT) Software and Hardware Upgrade & Replacement** – Includes replacement and upgrade of Informational Technology equipment, networks, and software applications necessary to maintain the connectivity of various departments and external communications. Also included are funds to fully fund the PeopleSoft System Integration Project/Business Optimization Program. The amount budgeted for this category totals \$1,938,000.

- **Planning / Development** – Includes funding to evaluate and study the current non-fixed route services including shuttles and paratransit services and update the Strategic Plan which will lay out a vision for the agency's core business for the next five years. This category also includes program planning and management. The amount budgeted for this category totals \$894,000.
- **Facilities** – Includes rehabilitation and improvement projects to ensure that maintenance and administrative facilities are adequately maintained to support the District's revenue service operations. Projects in this category include pavement rehabilitation at North Base and South Base, maintenance of existing heating, ventilation and air conditioning system at the Central offices, and a study to determine the effects of erosion around North Base. The amount budgeted for this category totals \$804,000.
- **Safety and Security** – Includes security improvement projects to continue the SamTrans Safety and Security Program. Projects in this category include safety improvements to the receptionist area, improving the security at North Base and South Base and installation of fencing at key locations along the Dumbarton Rail Corridor. The amount budgeted for this category totals \$1,370,000.
- **Contingency** – Funding for any unforeseen and emergency capital expenditures during the fiscal year. The amount budgeted for this category totals \$250,000.

BUDGET IMPACT

Of the \$55,331,570 recommended for the FY2015 Capital Budget, the total amount of District sales tax required is \$5,857,268. Federal, State and other fund sources make up the remaining amount of \$49,474,302 to fully fund the FY2015 Capital Budget.

BACKGROUND

The District's Capital Budget is developed on an annual basis. A comprehensive call for projects was issued District wide. The capital projects submitted were reviewed and prioritized for consistency with District policy directives and key Strategic Plan Initiatives. In keeping with the District's need to conserve financial resources, the final recommendations reflect the most critical projects that support existing District revenue service without compromising either safety or security. In addition, the program is developed to leverage as much external funding and grants as possible.

Among other factors, projects submitted this year were evaluated and prioritized based on maintenance and enhancement of existing transit operations relative to operational and legal requirements and mandates, along with opportunities for business process improvements.

Prepared By: Leslie Fong, Senior Budgets Analyst
Éva Goode, Manager, Budgets

650-508-6332
650-508-7914

San Mateo County Transit District										
Proposed Fiscal Year 2015 Capital Budget										
#	PROJECT TITLE	PROJECT DESCRIPTION	Total Estimated Project Cost	Previously Budgeted	FY2015 Budget Request	Remaining	FUNDING SOURCES			
							FEDERAL	STATE	OTHER	DIS. SALES TAX
1 REVENUE VEHICLES REPLACEMENT										
1.1	Replacement Buses (Gillig)	Replace 60 2003 Gillig Low-Floor buses at the end of their useful lives	\$ 30,203,000		\$ 24,096,385	\$ 6,106,615	\$ 20,000,000	\$ 4,096,385	\$ -	\$ -
1.2	Replacement Buses (NABI)	Replace 55 2002 NABI buses at the end of their useful lives	\$ 47,800,000		\$ 24,096,385	\$ 23,703,615	\$ 20,000,000	\$ 2,849,037	\$ -	\$ 1,247,348
	Subtotal				\$ 48,192,770		\$ 40,000,000	\$ 6,945,422	\$ -	\$ 1,247,348
2 REVENUE VEHICLE SUPPORT										
2.1	Major Bus Components	Annual funding for procurement of bus parts	\$ 963,800		\$ 963,800	\$ -	\$ -	\$ -	\$ -	\$ 963,800
2.2	Mobile Bus Lifts	Replace the mobile bus lifts used for maintenance and repairs on the bus fleets that have reached the end of their useful lives	\$ 520,000		\$ 520,000		\$ 416,000	\$ -	\$ -	\$ 104,000
2.3	Non-Revenue Service Support Vehicles	Replace 15 non-revenue service support vehicles that have reached the end of their useful lives	\$ 399,000		\$ 399,000	\$ -	\$ 319,200	\$ -	\$ -	\$ 79,800
	Subtotal				\$ 1,882,800	\$ -	\$ 735,200	\$ -	\$ -	\$ 1,147,600
3 INFORMATION TECHNOLOGY										
3.1	Technology Refresh Project	Replace and upgrade servers and out of warranty printers, copiers, fax machines and scanners.	\$ 995,000		\$ 995,000	\$ -	\$ -	\$ -	\$ -	\$ 995,000
3.2	Wi-Fi Installation at North Base and South Base	Installation of a Wi-Fi network at North Base and South Base	\$ 143,000		\$ 143,000		\$ -	\$ -	\$ -	\$ 143,000
3.3	PeopleSoft Upgrade	Redesign and upgrade of PeopleSoft to better match the application to the business needs of the District	\$ 21,637,112	\$ 20,837,112	\$ 800,000		\$ -	\$ -	\$ 333,680	\$ 466,320
	Subtotal				\$ 1,938,000	\$ -	\$ -	\$ -	\$ 333,680	\$ 1,604,320
4 DEVELOPMENT										
4.1	Mobility Management Plan	Evaluate and study the delivery of our current non-fixed route services, including shuttles and paratransit services	\$ 590,000		\$ 250,000	\$ 340,000	\$ -	\$ -	\$ 90,000	\$ 160,000
4.2	Strategic Plan Update	Update the agency's policy frame work which will lay out a vision for the agency's core business	\$ 435,674	\$ 291,674	\$ 144,000	\$ -	\$ -	\$ -	\$ -	\$ 144,000
4.3	Capital Program and Project Development	Capitalized funds for annual program development including but not limited to plans, budgets, programs, funding strategies, and preliminary engineering	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
4.4	Capital Program Management	Capitalized funds for program and project controls support, including monitoring project performance and delivery	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	Subtotal				\$ 894,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 804,000

San Mateo County Transit District
Proposed Fiscal Year 2015 Capital Budget

#	PROJECT TITLE	PROJECT DESCRIPTION	Total Estimated Project Cost	Previously Budgeted	FY2015 Budget Request	Remaining	FUNDING SOURCES			
							FEDERAL	STATE	OTHER	DIS. SALES TAX
5 FACILITIES/CONSTRUCTION										
5.1	Facilities Smaller Projects	Facility maintenance/Improvement Account	\$ 282,000		\$ 282,000	\$ -	\$ -	\$ -	\$ -	\$ 282,000
5.2	Maintenance & Operating Facility Pavement Rehab: NB & SB Concrete Rehab	Rehab pavement at North and South Bases to bring the pavement to a state of good repair	\$ 170,000		\$ 170,000	\$ -	\$ -	\$ -	\$ -	\$ 170,000
5.3	Central Heating, Ventilation & Air Conditioning (HVAC) Maintenance at Central	Conduct basic repair and maintenance of existing HVAC system that has reached the end of its useful life	\$ 75,000		\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000
5.4	Belle-Aire Island Erosion Study	A study to determine the effects of erosion around Belle-Aire Island at North Base	\$ 117,000		\$ 117,000		\$ -	\$ -	\$ -	\$ 117,000
5.5	Facilities Asset Inventory	Conduct an inventory of all facilities assets at Central, North Base, South Base, Brewster, Sequoia Station and Colma	\$ 160,000		\$ 160,000		\$ -	\$ -	\$ -	\$ 160,000
	Subtotal				\$ 804,000	\$ -	\$ -	\$ -	\$ -	\$ 804,000
6 SAFETY AND SECURITY										
6.1	Receptionist Area Security Improvement	Project will provide improved security for the receptionist on the 2nd floor of Central who is involved in numerous interactions with the public	\$ 1,000,000	\$ 470,000	\$ 530,000	\$ -	\$ -	\$ 530,000	\$ -	\$ -
6.2	North Base and South Base Access Control Improvements	Project will improve the security at North Base and South Base with significant additions to the entrance and conversion to electronic card access	\$ 500,000		\$ 160,000	\$ 340,000	\$ -	\$ 160,000	\$ -	\$ -
6.3	Dumbarton Corridor Right of Way Fencing	Project will install vandal resistant fencing at key locations along the Dumbarton Rail Corridor to deter trespassing, illegal dumping and homeless encampments	\$ 4,500,000		\$ 680,000	\$ 3,820,000	\$ -	\$ 680,000	\$ -	\$ -
	Subtotal				\$ 1,370,000		\$ -	\$ 1,370,000	\$ -	\$ -
7 OTHER										
7.1	Contingency	Annual set-aside for unforeseen and emergency capital expenditures	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	Subtotal				\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	GRAND TOTAL				\$ 55,331,570	\$ -	\$ 40,735,200	\$ 8,315,422	\$ 423,680	\$ 5,857,268
NOTES:										
A) Funding will come from PCJPB and SMCTA for their share of the project.										
B) Funding will come from SMCTA										



BOARD OF DIRECTORS 2014

JEFF GEE, CHAIR
SHIRLEY HARRIS, VICE CHAIR
JERRY DEAL
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, MAY 7, 2014 – 2:40 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of April 2, 2014

INFORMATIONAL

2. State and Federal Legislative Update

Committee Members: Shirley Harris, Zoe Kersteen-Tucker

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
APRIL 2, 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, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, S. Murphy, M. Scanlon, M. Simon

Committee Chair Shirley Harris called the meeting to order at 2:46 p.m.

Approval of Minutes of Legislative Committee Meeting of March 5, 2014

The Committee unanimously approved the minutes (Guilbault/Tissier).

Update on the State and Federal Legislative Program

Seamus Murphy, Director, Government and Community Affairs, said as part of the governor's Fiscal Year (FY) 2014-2015 State budget, the Brown Administration is proposing to allocate cap and trade revenues to a variety of different transportation needs. The San Mateo County Transit District (District) supports increasing transportation funding that regions would receive to implement Sustainable Communities Strategies required under Senate Bill (SB) 375. He said the District also supports increasing investment proposed for a statewide rail modernization program to "fund capital improvements and operational investments that will modernize California's intercity, commuter, and urban rail systems." The District supports the current proposal to allocate these funds through a competitive grant program. Some agencies are assessing other methods of distribution including a formula approach and a project-specific allocation of funds.

Mr. Murphy said SB 962 would require cell phone producers to include an automatic kill switch to help deter cell phone theft. This is a growing problem on transit systems, so the District has been supportive of the bill.

Mr. Murphy said the Carbon Tax Proposal that would replace Cap and Trade Funding for the fuel sector would go towards various expenditures including transportation. The bill has lost momentum and the Senate Pro Tem, Darrell Steinberg (D-Sacramento), has taken a step back and is willing to look at a concept that would guarantee transportation would receive one-third of all cap and trade revenues going forward.

Federal Update

Mr. Murphy thanked Directors Karyl Matsumoto and Jerry Deal for attending the American Public Transportation Association's annual Legislative Conference. They participated in meetings with the District's legislative delegation, administration officials

and committee staff who will be instrumental in drafting FY2015 appropriations bills and the next surface transportation reauthorization bill. He said committee staff stated they intend to write bills preserving existing funding levels for transportation, but those levels cannot be supported by the revenues in the Highway Trust Fund today, and even then there will still be a shortage of \$4 billion to \$6 billion to meet existing system state of good repair needs or the needs of increased transit ridership.

Chair Jeff Gee thanked Mr. Murphy for following up on his question about SB1077 from the March meeting.

Director Deal said Congressman Earl Blumenauer (D-Oregon) made a great presentation on vehicles miles traveled and increasing the Federal gas tax, but it was very disheartening to hear that nothing is going to happen.

Director Matsumoto said she is pleased to see the District's delegation is in full support of the issues that concern the District.

Mr. Murphy said he will send the Board an article that appeared in the Huffington Post regarding the 1980 Republican National Platform to save mass transit.

Adjourned: 2:57 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

State Budget

The governor's May budget revision is expected to be released on May 14. Most of the transportation-related components of the budget should remain unchanged from the governor's January recommendations, but there could be some changes to funding levels based on updated fuel sales projections. The proposed cap-and-trade expenditures may also change based on feedback from local agencies, metropolitan planning organizations and the Legislature.

In April, Senate President Pro Tem Darrell Steinberg released a proposal for the long-term expenditure of cap-and-trade revenues that would offer significant benefits to transit agencies.

After setting aside annual appropriations to reduce emissions through clean vehicles and energy efficiency programs, Steinberg's proposal would invest all remaining revenues in transportation-related programs that support transit operations and connectivity; rail modernization; bike, pedestrian and road improvements and the creation of housing opportunities near transit and job centers.

Under the plan, 40 percent of these revenues would be used to support regional efforts to comply with state law that calls for reducing emissions by focusing growth near transit centers and improving transit services to accommodate that growth. These funds could be used to create housing opportunities along the Caltrain corridor where residents would have convenient, walkable access to public transportation.

Thirty percent would be guaranteed to support transit operations, helping agencies like Caltrain maintain and increase service to meet existing and future demand.

Twenty percent would be reserved annually for rail modernization, including high-speed rail, and would be eligible to upgrade the Caltrain corridor and enhance capacity on a system where ridership demand is rapidly outpacing the maximum capacity of the railroad.

Finally, 10 percent of the funding would be made available to maintain and upgrade state highways like El Camino Real, creating opportunities for bicycle and pedestrian improvements that make it more convenient to use non-motorized transportation.

Based on the Legislative Analyst's projections, the 30 percent set-aside for transit could eventually result in over \$1.3 billion. Based on historical State Transit Assistance allocations, a program of this size could support annual Caltrain allocations of up to \$15 million per year.

FEDERAL ISSUES

Minimum Crew Standards Notice of Proposed Rule Making

The Federal Railroad Administration announced that they will be releasing a proposed rule that required a minimum crew size on some freight and passenger rail services.

The announcement specifically mentions that the rule will apply to freight rail operations carrying crude oil, but does not clarify how the rule will impact passenger service.

Staff will be working with our legislative advocates and other passenger rail operators to weigh in when details about the proposed rule are released.

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

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 26 Bonilla D</p> <p>Construction: prevailing wage and mechanics liens.</p>	<p>SENATE L. & I.R. 3/18/2014 - From committee chair, with author's amendments: Amend, and re-refer to Com. on L. & I.R. Read second time and amended.</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. The bill would also expand the definition of "public works," for the purposes of requirements regarding the payment of prevailing wages, to also include any task relating to the collecting or sorting, or both, of refuse or recyclable metals, such as copper, steel, and aluminum, performed at a public works 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 3/18/2014</p>	
<p>AB 194 Campos D</p> <p>Open meetings: actions for violations.</p>	<p>SENATE G. & F. 2/6/2014 - Referred to Com. on GOV. & F.</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 every agenda for a regular meeting or notice for a special meeting to provide an opportunity for members of the public to address the legislative body on items being considered by the legislative body, as specified. The act authorizes a district attorney or any interested party to seek a judicial determination that an action taken by a legislative body is null and void if the legislative body violated certain provisions of the act.</p> <p>This bill would expand the authorization for a district attorney or interested party to seek a judicial determination that an action taken by a legislative body is null and void if the legislative body violated the requirement that every agenda for a regular meeting or notice for a special meeting provide an opportunity for members of the public to address the legislative body on items being considered, as specified. Last Amended on 1/27/2014</p>	

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 418 Mullin D</p> <p>Local government: special tax, assessment, or property-related fee.</p>	<p>ASSEMBLY UNFINISHED BUSINESS 4/3/2014 - From committee: That the Senate amendments be concurred in. (Ayes 7. Noes 2.) (April 2).</p> <p>4/28/2014 #11 ASSEMBLY UNFINISHED BUSINESS CONCURRENCE IN SENATE AMENDMENTS</p>	<p>Existing law, until January 1, 2013, authorized the City/County Association of Governments of San Mateo County to impose a fee of up to \$4 on motor vehicles registered within San Mateo County for a program for the management of traffic congestion and storm water pollution within that county.</p> <p>This bill would authorize the City/County Association of Governments of San Mateo County, in accordance with specified provisions of the California Constitution, to impose a parcel tax or a property-related fee for the purpose of implementing storm water management programs, as prescribed. This bill contains other related provisions. Last Amended on 2/10/2014</p>	
<p>AB 515 Dickinson D</p> <p>Environmental quality: California Environmental Quality Act: writ of mandate.</p>	<p>SENATE E.Q. 3/17/2014 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E.Q.</p>	<p>The California Environmental Quality Act requires the court, if it finds that a public agency has violated the requirements of the act, to issue an order, in the form of a peremptory writ of mandate, specifying what actions by the public agency are necessary to comply with the requirements of the act.</p> <p>This bill would require the peremptory writ of mandate to specify the time by which the public agency is to make an initial return of the peremptory writ of mandate containing specified information. Because a public agency would be required to file an initial return of the peremptory writ of mandate, this bill would impose a state-mandated local program. The bill would require the trial court, to the extent feasible, to issue a determination indicating whether the actions specified in the initial return and any subsequent return are adequate to comply with the peremptory writ of mandate within 30 days of the filing of the return. Last Amended on 3/17/2014</p>	

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 1501 Patterson R</p> <p>High-speed rail.</p>	<p>ASSEMBLY TRANS. 4/21/2014 - In committee: Reconsideration granted.</p> <p>4/28/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWE NTHAL, Chair</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other related purposes. The Federal American Recovery and Reinvestment Act of 2009 (ARRA) and other federal acts provide funding for allocation nationally to high-speed rail projects. The Budget Act of 2012 appropriates federal funds, and state funds in the High-Speed Passenger Train Bond Fund, to the authority for various purposes related to the high-speed rail project, including right-of-way acquisition and construction.</p> <p>This bill would prohibit the authority from expending the federal funds appropriated to the authority pursuant to the Budget Act of 2012 unless state funds appropriated from the High-Speed Passenger Train Bond Fund or from another state funding source are immediately available to the authority for the purpose of providing matching state funds for the federal funds. This requirement would apply regardless of whether the federal government has authorized the expenditure of the federal funds without the immediate availability of the nonfederal match that is a condition for the award of the federal funds. Last Amended on 3/13/2014</p>	<p>Oppose</p>
<p>AB 1536 Olsen R</p> <p>Public transportation employees: strikes: prohibition.</p>	<p>ASSEMBLY P.E.,R. & S.S. 3/27/2014 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law prescribes procedures governing disputes between exclusive bargaining representatives of public transportation employees and local agencies, and authorizes the Governor, when it appears a strike will significantly disrupt transportation services and endanger public health, safety, and welfare, to appoint a board to investigate issues in connection with these labor negotiations and make a report. Existing law prohibits a strike during the period of investigation and permits the Governor, upon receiving a report from a board of investigation, to request the Attorney General to petition a court to enjoin the strike, as specified.</p> <p>This bill would repeal those provisions that authorize the Governor to appoint a board to investigate when it appears a strike will significantly disrupt transportation services, prohibit a strike during the period of investigation, and that authorize the Governor to request the Attorney General to petition a court to enjoin the strike. The bill would instead prohibit a state or local public transportation employee or public transportation employee organization from engaging in, causing, instigating, encouraging, or condoning a strike. The bill would also provide that a person who, on behalf of a public transportation employer, exercises authority, supervision, or direction over a public transportation employee shall not have the power to, and shall not purport to, authorize, approve, condone, or consent to a strike by a public transportation employee. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 1556 Perea D</p> <p>Unemployment insurance.</p>	<p>SENATE RLS. 4/21/2014 - In Senate. Read first time. To Com. on RLS. for assignment.</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. This bill would instead require those pamphlets to be printed in English and the seven other most commonly used languages among participants in each program.</p> <p>This bill would require the Employment Development Department to make pages on its Internet Web site that provide information regarding applying for, and receiving, unemployment insurance benefits available in the seven 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 3/17/2014</p>	
<p>AB 1639 Grove R</p> <p>California Global Warming Solutions Act of 2006: greenhouse gas emissions limit.</p>	<p>ASSEMBLY NAT. RES. 4/23/2014 - Re-referred to Com. on NAT. RES.</p> <p>4/28/2014 1:30 p.m. - State Capitol, Room 447 ASSEMBLY NATURAL RESOURCES, CHESBRO, Chair</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020.</p> <p>This bill would provide that cap-and-trade revenues shall not be appropriated from the fund for purposes of the high-speed rail system, and would make legislative findings and declarations in that regard. This bill contains other existing laws. Last Amended on 4/22/2014</p>	

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 1684 Chávez R</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY TRANS. 4/1/2014 - Re-referred to Com. on TRANS.</p> <p>4/28/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWE NTHAL, Chair</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle. This bill would authorize the North County Transit District to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 43 inches from the front of the bus, or more than 36 inches from the front bumper, when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 49 inches from the front of the bus, or more than 42 inches from the front bumper.</p> <p>This bill would also establish, for a specified purpose, a route review committee prior to the installation of the initial folding device on a bus that is more than 40 feet in length. This bill would require the committee to perform an initial review of the routes on which the district proposes to operate a bus that is longer than 40 feet and that is equipped with a front-mounted bicycle rack, and would require the committee to make a determination of, by unanimous vote of all members, the routes that are suitable for the safe operation of those types of buses. The bill would require the district to submit a report, containing specified requirements, to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2020. This bill contains other related provisions. Last Amended on 3/28/2014</p>	
<p>AB 1720 Bloom D</p> <p>Vehicles: bus gross weight.</p>	<p>ASSEMBLY TRANS. 2/27/2014 - Referred to Com. on TRANS.</p> <p>4/28/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWE NTHAL, Chair</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.</p>	Support

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 1897 Hernández, Roger D</p> <p>Labor contracting: client liability.</p>	<p>ASSEMBLY APPR. 4/24/2014 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 23). Re-referred to Com. on APPR.</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, as defined, to share with a labor contractor all civil legal responsibility and civil liability for the payment of wages, the failure to report and pay all required employer contributions, worker contributions, and personal income tax withholdings, and the failure to obtain valid workers' compensation coverage. The bill would define a client employer as an individual or entity that obtains or is provided workers to perform labor or services within the usual course of business of the individual or entity from a labor contractor. The bill would define a labor contractor as an individual or entity that supplies workers, by contract or otherwise, to perform labor or services within the usual course of business for a client employer. 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 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. Last Amended on 4/10/2014</p>	<p>Oppose</p>
<p>AB 2021 Gordon D</p> <p>San Mateo County Transit District.</p>	<p>SENATE RLS. 4/21/2014 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. Existing law requires the district to comply with certain prevailing wage requirements with respect to that contract method, which requirements are monitored and enforced by the Department of Industrial Relations, or alternatively to elect to enter into a collective bargaining agreement that binds all of the contractors performing work on the project and that includes a mechanism for resolving disputes about the payment of wages.</p> <p>This bill would additionally authorize the district to meet its obligations under this provision by continuing to operate an existing previously approved labor compliance program, subject to approval of the Department of Industrial Relations, as specified. Last Amended on 3/17/2014</p>	<p>Sponsor</p>

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2046 Gomez D</p> <p>Joint exercise of powers: financing.</p>	<p>ASSEMBLY THIRD READING 4/21/2014 - Read second time. Ordered to third reading.</p> <p>4/28/2014 #36 ASSEMBLY ASSEMBLY THIRD READING FILE</p>	<p>The Joint Exercise of Powers Act authorizes the legislative or other governing bodies of two or more public agencies to jointly exercise by agreement any power common to the contracting parties, as specified, and authorizes a joint powers authority to exercise various powers, including, among others, the power to issue bonds, including bonds bearing interest, to pay the cost of any public capital improvement, working capital, or liability or other insurance program, as specified.</p> <p>This bill would authorize a joint powers authority to issue or cause to be issued bonds and enter into a loan agreement for the financing or refinancing of a project that is situated in another state, including working capital related to that project, if the project and its financing meet certain conditions. Last Amended on 3/24/2014</p>	
<p>AB 2126 Bonta D</p> <p>Meyers-Milias-Brown Act: mediation.</p>	<p>ASSEMBLY APPR. 4/2/2014 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (April 2). Re-referred to Com. on APPR.</p> <p>4/30/2014 9 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GATT O, Chair</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 non-binding 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 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. Amended on 3/26/2014</p>	
<p>AB 2170 Mullin D</p> <p>Joint powers authorities: common powers.</p>	<p>ASSEMBLY THIRD READING 4/7/2014 - Read second time. Ordered to third reading.</p> <p>4/28/2014 #19 ASSEMBLY ASSEMBLY THIRD READING FILE</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 or tax, as specified.</p>	

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p><u>AB 2198</u> <u>Levine D</u></p> <p>Mental health professionals: suicide prevention training.</p>	<p>ASSEMBLY B.,P. & C.P. 4/22/2014 - Re-referred to Com. on B.,P. & C.P. In committee: Set, first hearing. Hearing canceled at the request of author.</p> <p>4/29/2014 9 a.m. - State Capitol, Room 447 ASSEMBLY BUSINESS, PROFESSIONS AND CONSUMER PROTECTION, BONILLA, Chair</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 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 4/21/2014</p>	<p>Support</p>
<p><u>AB 2250</u> <u>Daly D</u></p> <p>Toll facilities: revenues.</p>	<p>ASSEMBLY APPR. 4/24/2014 - Read second time and amended.</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 the department, when entering into a cooperative agreement with a local agency for a managed lane, as defined, on the state highway system, to ensure that any toll revenues generated from the managed lane that is administered by the local agency remain available for expenditure within the respective corridor in which the managed lane is located. Last Amended on 4/24/2014</p>	

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2445 Chau D</p> <p>Community colleges: transportation fees.</p>	<p>SENATE RLS. 4/24/2014 - In Senate. Read first time. To Com. on RLS. for assignment.</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, approve the payment of the fee within the same time period.</p>	<p>Support</p>
<p>AB 2471 Frazier D</p> <p>Public contracts: change orders.</p>	<p>ASSEMBLY A. & A.R. 4/24/2014 - From committee chair, with author's amendments: Amend, and re-refer to Com. on A. & A.R. Read second time and amended.</p> <p>4/30/2014 9 a.m. - State Capitol, Room 444 ASSEMBLY ACCOUNTABILITY AND ADMINISTRATIVE REVIEW, FRAZIER, Chair</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. Existing law, until January 1, 2016, prohibits progress payments upon state contracts from being made in excess of 100% of the percentage of actual work completed, and authorizes the Department of General Services to withhold not more than 5% of the contract price until final completion and acceptance of the project, except as specified.</p> <p>This bill would require a public entity, as defined, when authorized to order changes or additions in the work in a public works contract awarded to the lowest bidder, to issue a change order promptly, and in no event later than 60 days after the extra work is performed. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the work that has already been performed. The bill would require prejudgment interest to accrue on any amount for which the public entity fails to issue a change order promptly or make a payment due pursuant to this bill. The bill would also authorize an original contractor to present to the public entity a request for a change order for extra work performed by a subcontractor, including a lower tier subcontractor. It would also authorize a subcontractor to request that an original contractor present a change order request for extra work directed by the public entity that was performed by the subcontractor or lower tier subcontractor. The bill would require the original contractor to notify the subcontractor as to whether the original contractor presented the request to the public entity, as specified. Last Amended on 4/24/2014</p>	<p>Oppose</p>

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2639 Lowenthal D</p> <p>State freight plan.</p>	<p>ASSEMBLY PRINT 2/24/2014 - Read first time.</p>	<p>Existing law requires the Transportation Agency to prepare a state freight plan with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. Existing law requires the agency to establish a freight advisory committee with various responsibilities in that regard and requires that the initial state freight plan be submitted to the Legislature, the Governor, and certain state agencies by December 31, 2014, and updated every 5 years thereafter.</p> <p>This bill would make nonsubstantive changes to these provisions.</p>	
<p>AB 2650 Conway R</p> <p>Bonds: transportation.</p>	<p>ASSEMBLY TRANS. 3/17/2014 - Referred to Com. on TRANS.</p> <p>4/28/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWE NTHAL, Chair</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund projects in the State Transportation Improvement Program, the State Highway Operation and Protection Program, and the state's freight plan. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election. This bill contains other related provisions.</p>	

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2651 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>ASSEMBLY TRANS. 4/21/2014 - In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Account to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006.</p> <p>This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2652 Linder R</p> <p>Increased revenues: appropriation.</p>	<p>ASSEMBLY BUDGET 4/1/2014 - Re-referred to Com. on BUDGET.</p> <p>4/28/2014 3:30 p.m. — State Capitol, Room 444 ASSEMBLY BUDGET SUBCOMMITTEE NO. 6 ON BUDGET OVERSIGHT, SKINNER, Chair</p>	<p>The California Constitution requires the Governor, within the first 10 days of each calendar year, to submit to the Legislature a budget for the ensuing fiscal year containing itemized statements for recommended state expenditures and estimated state revenues. Existing law requires the Director of Finance to provide to the Legislature, on or before May 14 of each year, specified information, including an estimate of General Fund revenues for the current fiscal year and for the ensuing fiscal year.</p> <p>This bill would require the Director of Finance to calculate any increase between the General Fund revenue estimate for the 2013-14 fiscal year in the Governor's Budget Summary 2014-15 and the estimate of General Fund revenue for the 2013-14 fiscal year submitted by the Director of Finance on or before May 14, 2014. The bill would require the Director of Finance to calculate any increase between the General Fund revenue estimate in the budget for the 2014-15 fiscal year submitted by the Governor and the estimate of General Fund revenues for the 2014-15 fiscal year submitted by the Director of Finance on or before May 14, 2014. The bill would prohibit General Fund appropriations other than those made by this bill for the 2013-14 and 2014-15 fiscal years from exceeding the amount of General Fund revenues in the budget approved for the 2013-14 fiscal year and, for the 2014-15 fiscal years, in the budget submitted by the Governor. The bill would appropriate the amount of any increase in General Fund revenues calculated by the Director of Finance necessary to meet the state's minimum funding obligation pursuant to Section 8 of Article XVI of the California Constitution to the Controller for apportionment to school districts and community college districts. If any funds remain after this appropriation, the bill would appropriate 50% of the remaining funds to the Budget Stabilization Account and would appropriate 50% of the funds, up to \$2.534 billion, to specified transportation funds and accounts for immediate repayment of outstanding loans made from those transportation funds and accounts to the General Fund. The bill would appropriate certain amounts repaid to specified transportation funds and accounts for local street and road purposes, to be apportioned by the controller according to a specified formula. The bill would appropriate any funds remaining to the Budget Stabilization Account. Last Amended on 3/28/2014</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2653 Linder R</p> <p>Transportation finance.</p>	<p>ASSEMBLY BUDGET 4/1/2014 - Re-referred to Com. on BUDGET.</p> <p>4/28/2014 3:30 p.m. — State Capitol, Room 444 ASSEMBLY BUDGET SUBCOMMITTEE NO. 6 ON BUDGET OVERSIGHT, SKINNER, Chair</p>	<p>Article XIX of the California Constitution restricts the use of fuel excise tax revenues imposed by the state on fuels used in motor vehicles upon public streets and highways to expenditure on highway and certain mass transit purposes. Existing law provides for the deposit of these revenues in the Highway Users Tax Account, and appropriates those revenues to various purposes. Existing law, with respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, requires an allocation to reimburse the State Highway Account for the amount of weight fee revenues that the State Highway Account is not receiving due to use of weight fee revenues to pay debt service on transportation general obligation bonds and to make certain loans, with the remaining amount of this portion of revenues allocated 44% to the State Transportation Improvement Program, 12% to the State Highway Operations and Protection Program, and 44% to city and county streets and roads.</p> <p>This bill would delete the provisions allocating revenues derived from the increased motor vehicle fuel excise tax to State Highway Account reimbursement, the State Transportation Improvement Program, and the State Highway Operations and Protection Program. The bill would instead provide for the Controller to apportion all of these revenues to cities and counties for local streets and roads pursuant to a specified formula, thereby making an appropriation. Last Amended on 3/28/2014</p>	
<p>AB 2707 Chau D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY TRANS. 4/22/2014 - Re-referred to Com. on TRANS.</p> <p>4/28/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWE NTHAL, Chair</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 4/21/2014</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2720 Ting D</p> <p>State agencies: meetings: record of action taken.</p>	<p>ASSEMBLY G.O. 4/3/2014 - Re-referred to Com. on G.O.</p> <p>5/7/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY GOVERNMENTAL ORGANIZATION, HALL, Chair</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 4/2/2014</p>	
<p>AB 2728 Pereq D</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>ASSEMBLY APPR. 4/24/2014 - Read second time and amended.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill, notwithstanding these provisions or any other law, until January 1, 2019, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account , or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund. Last Amended on 4/24/2014</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>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 674 Corbett D</p> <p>California Environmental Quality Act: exemption: residential infill projects.</p>	<p>ASSEMBLY DESK 1/23/2014 - In Assembly. Read first time. Held at Desk.</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>	
<p>SB 785 Wolk D</p> <p>Design-build.</p>	<p>ASSEMBLY DESK 1/27/2014 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would authorize 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. The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. The bill would 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 1/14/2014</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 792 DeSaulnier D</p> <p>Regional entities: San Francisco Bay Area.</p>	<p>ASSEMBLY DESK 1/28/2014 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created under existing law as a joint powers agency comprised of cities and counties with regional planning responsibilities. Existing law provides for a joint policy committee of certain member agencies in this nine-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan in urban areas, to develop a sustainable communities strategy, coordinating transportation, land use, and air quality planning, with specified objectives.</p> <p>This bill would require the member agencies of the joint policy committee to prepare a plan for consolidating certain functions that are common to the member agencies. The bill would require the plan to also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would require a member agency affected by the plan to submit a copy of the plan to its board on or before December 31, 2015, and would require the member agencies to report to the Senate Committee on Transportation and Housing on the adoption and implementation of the plan on or before December 31, 2016. The bill would also require the joint policy committee to maintain an Internet Web site containing information relevant to the committee's activities and to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to the inclusion of economic development opportunities in the sustainable communities strategy. This bill contains other related provisions and other existing laws. Last Amended on 1/27/2014</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 901 Vidak R</p> <p>High-speed rail: funding.</p>	<p>SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. Reconsideration granted.</p>	<p>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes.</p> <p>This bill, subject to voter approval, would amend the bond act to provide that no further bonds shall be sold for high-speed rail and related rail purposes, and would also explicitly authorize the net proceeds received from outstanding bonds issued and sold prior to the effective date of these provisions, upon appropriation, to be redirected from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill would direct the Secretary of State to submit these provisions to the voters on the ballot of the November 4, 2014, statewide general election. This bill contains other related provisions. Last Amended on 4/7/2014</p>	<p>Oppose</p>
<p>SB 902 Vidak R</p> <p>High-speed rail: eminent domain.</p>	<p>SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. Reconsideration granted.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law authorizes the authority to acquire rights-of-way through purchase or eminent domain. Existing law sets forth the process for acquisition of property by eminent domain, including a requirement for adoption of a resolution of necessity. Before adopting a resolution of necessity, existing law requires a public entity to determine the fair market value of the property to be acquired and to offer that amount to the owner of the property.</p> <p>This bill would prohibit the authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the property, and the anticipated time of receipt of those funds, and declares that the authority, or the board, has offered to purchase the property at not less than the fair market value or the amount necessary to discharge the liens against the property, as described, whichever is greater. The bill would require the authority or the board to be responsible for compliance with any environmental protection laws or regulations that are applicable to the property it acquires pursuant to eminent domain. This bill contains other related provisions. Last Amended on 4/7/2014</p>	<p>Oppose</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 903 Vidak R</p> <p>High-speed rail: property tax revenues.</p>	<p>SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. Reconsideration granted.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system, including the power to acquire rights-of-way through purchase or eminent domain. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other purposes, creates the High-Speed Passenger Train Bond Fund, and requires that moneys in the fund be made available to the authority for expenditures, among other things, related to the acquisition of interests in real property and rights-of-way and the development and construction of the high-speed rail system.</p> <p>This bill would require the authority, with regard to real property acquired by it and from moneys available for expenditure by it from the fund, to annually pay to the county in which the real property is located an amount equal to the property tax equivalent, as defined. This bill contains other related provisions. Last Amended on 4/7/2014</p>	<p>Oppose</p>
<p>SB 904 Vidak R</p> <p>High-speed rail: private property: owner consent.</p>	<p>SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. Reconsideration granted.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law, for any project along the high-speed rail network, authorizes the authority to contract with the Department of Transportation to perform specified project design services, including construction inspection services. This bill would require the authority to require that any employee of the authority or any employee working for a public or private entity that has contracted with the authority, prior to entering onto any privately owned property, identify himself or herself to the property owner and obtain the consent of the property owner, as specified. This bill contains other related provisions. Last Amended on 4/7/2014\</p>	<p>Oppose</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 962 Leno D</p> <p>Advanced mobile communications devices.</p>	<p>SENATE THIRD READING 4/24/2014 - Read third time. Refused passage. (Ayes 19. Noes 17.) Motion to reconsider made by Senator Leno. Reconsideration granted. (Ayes 37. Noes 0.)</p> <p>4/28/2014 #31 SENATE SENATE BILLS-THIRD READING FILE</p>	<p>Existing law regulates various business activities and practices, including the sale of telephones.</p> <p>This bill would require that any advanced mobile communications device, as defined, that is sold in California on or after January 1, 2015, include a technological solution, which may consist of software, hardware, or both software and hardware, that can render inoperable the essential features of the device, as defined, when the device is not in the possession of the rightful owner. The bill would require that the technological solution be able to withstand a hard reset, as defined, and when enabled, prevent reactivation of the device on a wireless network except by the rightful owner or his or her authorized designee. The bill would make these requirements inapplicable when the device is resold in California on the secondhand market or is consigned and held as collateral on a loan. The bill would prohibit the sale of an advanced mobile communications device in California without the technological solution being enabled, but would authorize the rightful owner to affirmatively elect to disable the technological solution after sale. The bill would make a violation of the bill's requirements subject to a civil penalty of not less than \$500, nor more than \$2,500, for each violation. Last Amended on 4/9/2014</p>	<p>Support</p>
<p>SB 969 DeSaulnier D</p> <p>Public works.</p>	<p>SENATE T. & H. 4/3/2014 - Set for hearing April 29.</p> <p>4/29/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</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 Overview Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000. 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. 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.</p>	<p>Oppose</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 990 Vidak R</p> <p>Transportation funds: disadvantaged small communities.</p>	<p>SENATE T. & H. 4/21/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p> <p>4/29/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</p>	<p>Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program.</p> <p>This bill would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions. Last Amended on 4/21/2014</p>	
<p>SB 1077 DeSaulnier D</p> <p>Vehicles: mileage-based fee pilot program.</p>	<p>SENATE T. & H. 4/21/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p> <p>4/29/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</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 agency to develop, by January 1, 2016, a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax. The bill would require the agency, at a minimum, to assess certain issues related to implementing an MBF, including, among others, different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system, as specified. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2017. The bill would require the report to include, among other things, recommendations on how best to implement an MBF, as specified, and recommendations regarding public and private agency access to MBF data that ensures privacy rights as protected by the California Constitution. The bill would repeal these provisions on January 1, 2018. Last Amended on 4/21/2014</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 1122 Pavley D</p> <p>Sustainable communities: Strategic Growth Council.</p>	<p>SENATE T. & H. 4/23/2014 - Set for hearing April 29.</p> <p>4/29/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law authorizes moneys from the fund to be allocated for the purpose of reducing greenhouse gas emissions in this state through specified investments, including funding to reduce greenhouse gas emissions through strategic planning and development of sustainable infrastructure projects.</p> <p>This bill would additionally require the council to provide financial assistance for those purposes, to be funded from moneys from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature, and would additionally require the regional plan or other planning instrument to meet the requirements of an applicable sustainable communities strategy. The bill would authorize the council to develop and implement regional grant programs to support the implementation of sustainable communities strategies, alternative transportation plans, or other regional greenhouse gas emission reduction plans within a developed area. The bill would require the council, in consultation with specified public agencies, to establish standards for integrated modeling systems and measurement methods, and standards for the use of moneys awarded. The bill also would authorize the council to award financial assistance for the development and implementation of agricultural, natural resource, and open space land protection plans that are consistent with the implementation of sustainable communities strategies, alternative transportation plans, or other regional greenhouse gas emission reduction plans. Last Amended on 4/8/2014</p>	
<p>SB 1125 Pavley D</p> <p>California Global Warming Solutions Act of 2006: emissions reduction.</p>	<p>SENATE E.Q. 4/11/2014 - Set for hearing April 30.</p> <p>4/30/2014 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, HILL, Chair</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to the 1990 level to be achieved by 2020. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020.</p> <p>This bill would require the state board, on or before January 1, 2016, and in consultation with specified entities, to develop reduction targets for greenhouse gas emissions and short-lived climate pollutants, as defined, for 2030 . The bill would require the state board to report to the Legislature on those targets. The bill, on January 1, 2020, would declare inoperative the requirement that the state board report to the Legislature. Last Amended on 3/28/2014</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 1145 Corbett D</p> <p>Railroad crossings: quiet zones.</p>	<p>SENATE RLS. 3/6/2014 - Referred to Com. on RLS.</p>	<p>Existing law generally requires a railroad to provide for the sounding of a horn or other similar device when a train will be entering a highway grade crossing, except in areas where a quiet zone has been established consistent with the requirements of federal regulations.</p> <p>This bill would state the intent of the Legislature to enact legislation to facilitate the process of establishing local safety enhancements at railroad crossings necessary for the approval of quiet zones.</p>	
<p>SB 1151 Cannella R</p> <p>Vehicles: school zone fines.</p>	<p>SENATE APPR. 4/25/2014 - Set for hearing May 5.</p> <p>5/5/2014 1 p.m. or upon adjournment of session John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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 4/21/2014</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p>SB 1156 Steinberg D</p> <p>California Carbon Tax Law of 2014.</p>	<p>SENATE G. & F. 4/2/2014 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, effective January 1, 2015, would impose a carbon tax of an unspecified amount per ton of carbon-dioxide-equivalent emissions on suppliers of fossil fuels. The bill would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board. The bill would state the intent of the Legislature that revenues from the carbon tax be rebated to taxpayers, particularly low- and medium-income taxpayers, of other taxes, and for implementation of the carbon tax to be revenue neutral. This bill contains other related provisions.</p>	
<p>SB 1204 Lara D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>SENATE E.Q. 4/21/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.</p> <p>4/30/2014 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, HILL, Chair</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. T</p> <p>his 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 a multiyear framework and plan, and to adopt guidelines for implementation of the program. Last Amended on 4/21/2014</p>	

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1298 Hernandez D</p> <p>High-occupancy toll lanes.</p>	<p>SENATE T. & H. 4/10/2014 - Set for hearing April 29.</p> <p>4/29/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</p>	<p>Existing law authorizes a regional transportation agency, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit.</p> <p>This bill would remove the limitations on the number of HOT lanes that the commission may approve and would delete the January 1, 2012, deadline for HOT lane applications. The bill would also delete the requirement for public hearings on each application.</p>	
<p>SB 1350 Lara D</p> <p>Baby diaper changing accommodations.</p>	<p>SENATE T. & H. 4/21/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p> <p>4/29/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</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 after January 1, 2017, 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 State 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. Last Amended on 4/21/2014</p>	
<p>SB 1368 Wolk D</p> <p>State highways: relinquishment.</p>	<p>SENATE T. & H. 4/4/2014 - Set for hearing April 29.</p> <p>4/29/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</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 joint powers authority formed for purposes of providing transportation services in the manner described above.</p>	Support

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1418 DeSaulnier D</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>SENATE T. & H. 3/27/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p> <p>4/29/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenue to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill would repeal these provisions, thereby retaining the weight fee revenues in the State Highway Account. The bill would make other conforming changes in that regard. This bill contains other related provisions and other existing laws. Last Amended on 3/27/2014</p>	
<p>SB 1433 Hill D</p> <p>Local Agency Public Construction Act: transit design-build contracts.</p>	<p>SENATE APPR. 4/23/2014 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (April 22). Re-referred to Com. on APPR.</p> <p>5/5/2014 1 p.m. or upon adjournment of session John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</p>	<p>Existing law authorizes a transit operator to enter into a design-build contract, as specified. Existing law defines a "transit operator" as a transit district, included transit district, municipal operator, included municipal operator, or transit development board, a consolidated agency, or any joint powers authority formed to provide transit service. Existing law establishes conditions for the selection of the design-build entity relating to the dollar amounts of the contracts. Existing law requires a transit operator, as defined, awarding a contract for a public works project pursuant to these provisions, to reimburse the Department of Industrial Relations for costs of performing prevailing wage monitoring and enforcement of the public works project and would require moneys collected to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund. Existing law repeals these provisions on January 1, 2015.</p> <p>This bill would include in the definition of "transit operator" any other local or regional agency responsible for the construction of transit projects, thereby extending the design-build procurement authorization. The bill would eliminate the requirement that the project cost exceed a specified amount. The bill would delete the repeal date, thus extending the operation of these provisions indefinitely.</p>	Support

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>SCA 4 Liu D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. Last Amended on 8/28/2013</p>	<p>Support</p>
<p>SCA 8 Corbett D</p> <p>Transportation projects: special taxes: voter approval.</p>	<p>SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, non-substantive changes. Last Amended on 5/21/2013</p>	<p>Support</p>
<p>SCA 9 Corbett D</p> <p>Local government: economic development: special taxes: voter approval.</p>	<p>SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, non-substantive changes. Last Amended on 5/21/2013</p>	

San Mateo County Transit District State Legislative Matrix 4/28/2014

Bill ID/Topic	Location	Summary	Position
<p>SCA 11 Hancock D</p> <p>Local government: special taxes: voter approval.</p>	<p>SENATE APPR. 6/27/2013 - Re-referred to Com. on APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, and prohibits a local government from imposing an ad valorem tax on real property or a transactions tax or sales tax on the sale of real property.</p> <p>This measure would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, non-substantive changes. Last Amended on 5/21/2013</p>	<p>Support</p>



BOARD OF DIRECTORS 2014

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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

AGENDA

PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, MAY 7, 2014 – 3:00 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of March 5, 2014

INFORMATIONAL

2. Connect Redwood City Update
3. Senior Mobility Initiative Update

Committee Members: Carole Groom, Rose Guilbault

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
MARCH 5, 2014**

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

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, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, M. Scanlon, M. Simon, S. van Hoften

Committee Chair Carole Groom called the meeting to order at 2:48 p.m.

Approval of Minutes of Planning, Development and Sustainability Committee Meeting of February 5, 2014

The Committee unanimously approved the minutes (Lloyd/Tissier).

Authorize Granting a Fiberoptics Easement to the Peninsula Corridor Joint Powers Board Over a Portion of the Dumbarton Rail Corridor

Gigi Harrington, Deputy CEO, said part of the Communications-based Overlay Signal System/Positive Train Control Project is a new control facility on the Dumbarton spur. The contractor needs to hook the old control facility to the new control facility going down the right of way. This will allow the contractor to install fiber under the right of way to the new control facility. Both control facilities will be hooked together for testing the new system when the Federal Railroad Administration is here in the fall.

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

SamTrans Service Plan (SSP) Progress Update

Chuck Harvey, Deputy CEO, said:

- Staff will bring comprehensive reports on a quarterly basis.
- The SSP launch went smoothly on January 26.
- Overall it was a very complex undertaking including a lot of changes and route designations.
- Staff identified 14 high priority issues to routes and running times and will be making those changes on March 9.
- For the month of January total ridership on Route ECR service is up 7.9 percent, or 22,800 additional riders.
- There have been issues raised about the stop locations for Route 294 in Half Moon Bay and San Mateo. Half Moon Bay is very challenging because the

buses cannot be parked on Main Street so the buses have to park on a side street facing in the correct direction. This allows the bus driver to quickly get back on Main Street and onto Highway 92 when leaving Half Moon Bay. In changing this routing a bus stop was removed from the senior complex. Staff is looking at this issue and will reinstate the stop in June or August. In San Mateo the concern is that the stop is on a residential street. Staff is looking at this issue.

- Staff made changes to the routing of Route 292 in San Mateo where the buses used to cross the Caltrain tracks twice to serve a neighborhood. This was eliminated to avoid crossing the tracks.

Public Comment

Marsha Herr, South San Francisco, said the Route 130 bus stop was removed from Old Mission Road and she now has a 22 minute walk to El Camino Real. She said now that the stop has been removed she is being denied freedom of movement. Ms. Herr asked why the Route 130 cannot run from Daly City Bay Area Rapid Transit (BART) to South San Francisco BART. She said she has made complaints and no one gets back to her. Ms. Herr said it seems like no one cares.

Committee Chair Groom said she is sorry that Ms. Herr feels no one has been responsive to her concerns. She said staff will get her an answer.

Director Karyl Matsumoto said the city of South San Francisco has put in a shuttle request with the San Mateo County Transportation Authority to address the Route 130 issues.

Ms. Herr asked why service was cut off at Colma BART.

Committee Chair Groom said the SSP was an opportunity to try to be more efficient. She told Ms. Herr that staff will get her answers on the shuttle and see if she qualifies for a Lifeline rate.

Michael Scanlon, General Manager/CEO, said that people do care. He said unfortunately Ms. Herr lives on a portion of the line that was eliminated and where she was the only rider. Mr. Scanlon said staff is working closely with the city of South San Francisco to get a shuttle. In the meantime, staff will work with Ms. Herr to get her on Redi-Wheels.

Galyn Evans, Coastside Senior Housing, said on January 26 the Route 294 stop was changed and seniors now have to walk half-mile to the nearest stop. She asked that Route 294 service on south Main Street be reinstated.

Committee Chair Groom asked if Route 294 could be changed before June. Mr. Harvey said it is a challenge, but staff will speak to MV Transportation to see if it can be done sooner.

Director Zoe Kersteen-Tucker thanked Michael Eshleman, Planner, and Mr. Harvey for their attention to this effort. She said Mr. Eshleman came over to the Coastside Transit Committee meeting and spoke with the people affected by this change.

Mr. Harvey said with the SSP, Route 17 and Route 294 were designed to be integrated and have the transfer point downtown.

Director Rose Guilbault said she would like to hear a follow-up from staff on these two issues in the future.

Director Matsumoto said the city does care because if the shuttle is awarded the city is using \$100,000 from its General Fund.

2014-2018 SamTrans Strategic Plan Update

Doug Kim, Director, Planning, said:

- The last Strategic Plan was adopted five years ago.
- The new Plan will define five-year goals and objectives, incorporate the 2009 Plan, build off financial capacity forecasts, and balance vision and reality.
- Key Plan elements include:
 - Do more of what works
 - Prioritize
 - Define success and measure progress
- Three goals:
 - Become mobility manager
 - Create highly effective organization
 - Restore financial health
- Staff needs to build consensus by reaching out to customers, the community at-large, the Board, staff and the executive team.
- Outreach includes:
 - Public meetings
 - Dedicated website
 - Onboard rider outreach
 - Traditional and social media
 - Community group and city council presentations, as requested
- Next steps:
 - Solicit input in spring 2014
 - Draft Plan in summer 2014
 - Public review of document in summer/fall 2014
 - Board adoption in October/November 2014

Quarterly Capital Progress Report – 2nd Quarter Fiscal Year 2014

Gigi Harrington, Deputy CEO, said this is an informational item only.

Chair Jeff Gee said he had discussed with staff about the schedule for the Interactive Voice Response System Project. He said he wants to make sure staff is staying on top of

projects that are slipping behind a bit, particularly the technology projects because time is not a friend when it comes to technology.

Adjourned: 3:19 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **CONNECT REDWOOD CITY UPDATE**

ACTION

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

SIGNIFICANCE

The Last Mile Connection Pilot Program began in 2011 to implement transportation demand management (TDM) strategies in the city of Redwood City that reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). In August 2013, it was rebranded as "*Connect Redwood City! Bike Share. Car Share. Vanpools. Transit. And More.*" The project is a partnership between the San Mateo County Transit District, Peninsula Congestion Relief Alliance, San Mateo County, and the city of Redwood City under a Climate Initiatives grant from the Metropolitan Transportation Commission (MTC).

Connect, Redwood City! implements the following pilot TDM strategies:

- Car Share: Zipcar provides three hybrid cars at the Redwood City Caltrain Station as well as two other locations in downtown Redwood City.
- Short-distance Vanpool: Ten vanpools offer local employees who live less than 25 miles away a commute option.
- Telework & Flex-schedules: The county of San Mateo launched a program to allow its employees options to a traditional work arrangement.
- Bike Share: Seven MTC-funded bike share stations are located in downtown Redwood City that provide last-mile options for local travel.

In addition, a marketing and evaluation effort that targets residents, employers, and employees is underway. An interim report that discusses all evaluation work completed to date has been prepared. The report provides a high-level perspective of how the pilot TDM strategies of *Connect, Redwood City!* are performing, including both the successes and possible shortcomings of the pilot program.

At the May 7, 2014 meeting, staff will present these preliminary findings.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

In December 2010, the Board authorized the receipt of \$1,486,700 in Federal funds for the Making the Last Mile Connection Pilot Program, under the MTC's Climate Initiatives program. The Climate Initiatives Program provides grant funding to support high-impact projects with the greatest potential to reduce GHG and VMT that can be replicated on a large scale throughout the region.

Prepared By: Douglas Kim, Director, Planning

650-508-6278

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **SENIOR MOBILITY INITIATIVE UPDATE**

ACTION

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

SIGNIFICANCE

The San Mateo County Transit District (District) implements a Senior Mobility Initiative that partners with a broad coalition of organizations to provide older people and those with disabilities with a range of transportation options that improve their mobility and quality of life. These mobility management strategies currently include a Mobility Ambassador Program, publication of a Senior Mobility Guide, and Peninsula Fleet Share. The program will be expanding to incorporate a virtual Mobility Management Center, implementation of a Veteran's Mobility Corps, coordination with the County of San Mateo's Aging and Adult Services Information and Assistance Program.

Current Programs:

- Mobility Ambassador Program. The program coordinates a corps of volunteer "Mobility Ambassadors" who help seniors and persons with disabilities improve mobility, such as using transit, safe driving, alternatives to transit, and walking. Through March 2014, the Mobility Ambassadors logged 3,244 volunteer hours and trained 622 seniors to use public transit.
- Senior Mobility Guide. The District also disseminates comprehensive mobility information for seniors through its annual Senior Mobility Guide. This resource provides information about driver safety, shuttles, public transportation, walking, and other mobility options. The guide has been updated seven times, translated to Chinese and Spanish, and formatted especially for the visually impaired. To date, over 15,000 printed copies have been distributed throughout the county.
- Peninsula Fleet Share. On December 12, 2012, the Board authorized the kick-off of the Peninsula Fleet Share (PFS) vehicle-sharing demonstration program. This 18-month pilot project was one element of the District's Senior Mobility Initiative

that provided a mechanism for San Mateo County agencies, organizations, and transportation providers (public, private, and non-profit) to develop partnerships to share vehicle capacity and increase mobility for their constituents. The vision was to match organizations that need resources (e.g., vehicles and drivers) with those that have excess capacity. The District served as an administrator of the program, but did not provide vehicles to the pilot project.

While the concept of peer-to-peer car sharing has since been operationalized by a number of services, the response to PFS has been guarded. While three organizations (MV Transportation, the city of South San Francisco, Peninsula Jewish Community Center) have enrolled, the program hasn't generated adequate participation due to concerns about perceived liability and other logistics. As a result, the pilot project will sunset over the next month.

New Programs:

With assistance from grant sources, including Federal New Freedom funds, the District will be implementing new programs in the upcoming fiscal year:

- Virtual Mobility Management Center. The District will create an online resource that provides seniors, family members, case managers, and others with information about and links to all public, private, and non-profit transportation services available in the county.
- Information and Assistance. The District will provide training and support on transportation options for the agencies that the County Aging and Adult Services funds to provide information and assistance, including HART, Self Help for the Elderly, and Peninsula Family Services. This promotes the District's goal of supporting telephone information and assistance by helping community organizations provide a centralized point of contact where seniors and people with disabilities can access mobility information.
- Veterans' Mobility Corps. In partnership with the Veterans Resource Centers of America's Next Step Resource Center at the Menlo Park Veterans Administration Medical Center, the District will build off its Senior Mobility Ambassador program by focusing on disabled veterans. The "Train the Trainer" travel training sessions will help veterans instruct other veterans in how to use fixed-route transit.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The District partners with a number of community stakeholders to implement its Senior Mobility Initiative. These include:

Mobility Ambassadors: Foster City Senior Wing, Redwood City Veterans Memorial Senior Center, City of San Mateo Senior Center, San Carlos Adult Community Center, Little House, and Menlo Park Senior Center

PFS: San Mateo County Park and Recreation Directors Association, Peninsula Congestion Relief Alliance, and others

Telephone Information and Assistance: Senior Mobility Steering Committee and San Mateo County Aging and Adult Services

Prepared By: Douglas Kim, Director, Planning

650-508-6278



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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

AGENDA

BOARD OF DIRECTORS

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

WEDNESDAY, MAY 7, 2014 – 3:00 p.m.

or immediately following Committee meetings

1. ROLL CALL

2. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of Board of Directors Meeting of April 2, 2014
- b. Acceptance of Statement of Revenues and Expenses for March 2014
- c. Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended March 31, 2014

3. PUBLIC COMMENT

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

4. REPORT OF THE CHAIR

5. REPORT OF THE SELECTION COMMITTEE (DEAL, KERSTEEN-TUCKER, TISSIER)

- a. Appointment of Rose Guilbault to the Peninsula Corridor Joint Powers Board

6. REPORT OF THE GENERAL MANAGER/CEO

7. COMMUNITY RELATIONS COMMITTEE

MOTION

- a. Designation of May as "Older Americans Month"

SUBJECTS DISCUSSED

- b. Student "Art Takes a Bus Ride" Contest
- c. Accessibility Update
- d. PCC Update
- e. Citizens Advisory Committee Liaison Report
- f. Multimodal Ridership Report – March 2014

8. FINANCE COMMITTEE

RESOLUTIONS

- a. Authorize Implement of Fuel Hedging Program for the Fiscal Year Ending June 30, 2014, Including Approval of Requests for Bids and Form of Documents, and Authorize Execution and Delivery of Documents, Selection of Winning Bidder and Payment of Commodity Price Cap Premiums for Such Program
- b. Authorize Award of Contract to Reliance Standard Life Insurance Company for Life and Accidental Death and Dismemberment Insurance for an Estimated Cost of \$226,500 for a Three-Year Period
- c. Authorize Rejecting the Single Bid from Burr Plumbing and Pumping, Inc. for Plumbing Maintenance Services, Temporarily Extend the Current Contract with Burr Plumbing, and Negotiate a Contract on the Open Market

INFORMATIONAL

- d. Preliminary Fiscal Year 2015 Operating Budget
- e. Preliminary Fiscal Year 2015 Capital Budget

9. LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

10. PLANNING, DEVELOPMENT & SUSTANABILITY

INFORMATIONAL

- a. Connect Redwood City Update
- b. Senior Mobility Initiative Update

11. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

12. BOARD MEMBER REQUESTS/COMMENTS

13. DATE, TIME AND PLACE OF NEXT MEETING – June 4, 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, Amalgamated Transit Union, Local 1574 (Bus Operators, Mechanics, Utility Workers and Storeskeeper Employees)
- b. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Teamsters Union, Local 856 (Bus Transportation Supervisors, Dispatchers and Radio Controllers)
- c. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6, Amalgamated Transit Union, Local 1574 (Customer Service Center Employees)

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

15. 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
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA**

**MINUTES OF BOARD OF DIRECTORS MEETING
APRIL 2, 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, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

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

CONSENT CALENDAR

- a. Approval of Minutes of Board of Directors Meeting of March 5, 2014
- b. Acceptance of Statement of Revenues and Expenses for February 2014

A motion (Deal/Harris) to approve the Consent Calendar was approved unanimously.

PUBLIC COMMENT

None

REPORT OF CHAIR

Resolution of Appreciation to Retired Director Art Lloyd

A motion (Groom/Deal) to approve the resolution was approved unanimously.

Director Lloyd said it was an honor to serve on this Board.

Michael Scanlon, General Manager/CEO said Director Lloyd is an institution in the transit industry.

Director Adrienne Tissier said Director Lloyd has offered great guidance to the Board for the 10 years she has been on the Board.

Director Carole Groom said Director Lloyd has been a great mentor to new Board members and always had a smile.

Director Shirley Harris said Director Lloyd was a mentor to her when she joined the Board and introduced her to many people at the American Public Transportation Association (APTA). She said Director Lloyd is a true legend in San Mateo County.

Director Zoe Kersteen-Tucker said she has learned so much from Director Lloyd. She said he is so gracious and willing to share his expertise with the Board.

Director Rose Guilbault said it was an honor to serve on the Board with Director Lloyd. She said it was wonderful to have someone like him on the Board who knows so much history about transit in the county and the nation.

Director Karyl Matsumoto thanked Director Lloyd so much for being him.

Director Jerry Deal said Director Lloyd is a walking historical encyclopedia. He said you could ask him anything about transit and he always had an answer.

David Miller, Legal Counsel, said Director Lloyd not only brought a sense of history, but he brought a vision of what the railroad could become. Mr. Miller said Director Lloyd's vision was manifested in the efforts to acquire the right of way. Mr. Miller stated that everyone has learned from Director Lloyd, and that he has brilliantly represented San Mateo County. Mr. Miller said he thinks of Director Lloyd not only as someone who has a lot of knowledge of the past, but as someone who sees the past for what it can mean for the future.

Chair Gee thanked Director Lloyd's family for sharing their dad, grandfather and great-grandfather with everyone.

Chair Gee said there is a SamTrans opening on the Peninsula Corridor Joint Powers Board (JPB). He said Director Deal represents the City Selection Committee and Director Tissier represents the San Mateo County Board of Supervisors on the JPB. Chair Gee said he has appointed Directors Deal, Kersteen-Tucker, and Tissier to a committee to select the new representative to the JPB. He said if any Board member is interested in being appointed to the JPB please submit letters of interest to Martha Martinez, District Secretary, by April 25. Chair Gee said the committee will make a recommendation for appointment at the May 7 meeting.

REPORT OF THE GENERAL MANAGER/CEO

Mr. Scanlon reported:

- Congratulated the new Citizens Advisory Committee (CAC) members and those who were reappointed. Thanked Directors Deal and Matsumoto for conducting the interviews.
- The reading file contains a letter and petition from Abigail Ramirez concerning Route 130. He said this Board works hard to represent the interests of the many and staff must make hard decisions that may negatively impact a few individuals. He applauded Director Matsumoto for working on getting a shuttle in South San Francisco.
- February fixed-routes averaged over 27,000 miles between service calls and Redi-Wheels averaged 27,000 miles between service calls. Year-to-date fixed-routes averaged 36,000 miles between service calls and Redi-Wheels averaged 34,000 miles between service calls.
- On March 16 the Supervisor Academy started with 27 participants.
- Tina Dubost, Manager, Accessible Transit Services, reached out to Marsha Herr after the March meeting and found she is eligible for Redi-Wheels, but not for the Lifeline Assistance Fare.

- The Federal Transit Administration recently released for comment a draft circular on the Americans with Disabilities Act. Staff is working with legal counsel to make comments, and APTA will be submitting comments.
- The Redi-Wheels Request for Proposals has been sent for review and will be advertised on April 17.
- On March 26 a new Route 17 bus stop opened on Highway 1 near the south portal of the Tom Lantos Tunnels.
- Staff continues to work and monitor the SamTrans Service Plan changes.
- Staff will be conducting a virtual scavenger hunt for SamTrans and Caltrain riders during Earth Week. Customers will be invited to send in photos of Earth-friendly items and each photo will be entered into a drawing.
 - On April 22, a representative from the Bay Area Water Supply and Conservation Agency will be here to make a presentation on water conservation challenges in the region and opportunities going forward.
 - On April 23, SamTrans employees are invited to take a tour of the Shoreway Environmental Center, a state-of-the-art recycling and transfer station.
- Marketing is conducting a ridership promotion that focuses on the most attractive elements of the bus system. The ads suggest riders experience the difference. Frequency, the sense of community, coverage, and bus stops are service features that are highlighted in the ads. Some elements of the promotion include bilingual print ads, a 15-second ad in movie theaters, web ads, social media, and a 30-second television commercial. The television commercial was shown to the Board.
- The Reading File contains the *Transit Fun Guide* and a Take One on staying safe and secure on bus transit.

Director Guilbault said she has seen the commercial on Spanish television and said it a good ad and is very effective. Director Guilbault said she loves the continual bi-lingual material that is being provided to our customers.

COMMUNITY RELATIONS COMMITTEE – J. Deal

MOTION

- a. Appointment of CAC Members
 - a. Sonny Koya, Representing Bus Riders (Incumbent)
 - b. Peter Loranger, Representing Bus Riders (Incumbent)
 - c. Holly Osborne, Representing Bus Riders
 - d. Juslyn Manalo, Representing Bus Riders
 - e. Nada Ballator, Representing Community Riders
 - f. Bob Gomez, Representing Community Riders
 - g. Peter Ratto, Representing Multimodal Riders (Incumbent)
 - h. Charlotte Laughon, Representing Multimodal Riders

A motion (Deal/Guilbault) to approve the appointments of the CAC members was approved unanimously.

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. PCC Update
- c. CAC Liaison Report
- d. Mobility Management Report – Caltrain
- e. Multimodal Ridership Report – February 2014

FINANCE COMMITTEE – Z. Kersteen-Tucker

RESOLUTIONS

- a. Authorize Revision of the Fuel Hedging Policy and Award of Contract to Orrick, Herrington & Sutcliffe LLP to Serve as Special Counsel for Not-to-Exceed Fee of \$150,000
- b. Authorize Reaffirming the District Investment Policy, the Paratransit Trust Fund Investment Policy, and Reauthorizing Investment of Monies with the Local Agency Investment Fund
- c. Authorize Entering into Memoranda of Understanding with the Cities of Daly City, South San Francisco and San Bruno to Finalize the Grand Boulevard Initiative Complete Streets Project
- d. Authorize Execution of Contracts for Technology Related Products and Services to Vendors Under Cooperative Purchasing Agreements for Fiscal Year 2015 for an Aggregate Not-to-Exceed Amount of \$1.5 Million
- e. Authorize Execution of Contracts over \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2015 for an Aggregate Not-to-Exceed Amount of \$850,000
- f. Authorize Amendment to the Contract with Ojo Technology, Inc. for Security System Maintenance and Repair Services by Extending the Contract on a Month-to-Month Basis for up to 12 Months and Increasing the Estimated Total Contract Amount by \$48,000
- g. Authorize Amendment of the Contract with Wipro, LLC to Provide PeopleSoft Systems Integration Services and Execution of Release of Claims Agreement in the Amount of \$1.35 Million

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

INFORMATIONAL

- h. Assessment of the Fiscal Year 2014 Fuel Hedge Program

LEGISLATIVE COMMITTEE – S. Harris

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

None

GENERAL COUNSEL PROPOSAL

None

DATE AND TIME OF NEXT MEETING – May 7, 2014 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

Chair Gee requested the meeting be adjourned in memory of Lillian Matsumoto, mother of Director Matsumoto.

Meeting adjourned at 3:30 p.m. in memory of Lillian Matsumoto.