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AGENDA

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

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

WEDNESDAY, JUNE 4, 2014 – 2:00 p.m.

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

ACTION

3. Approval of Minutes of Community Relations Committee Meeting of May 7, 2014

INFORMATIONAL

4. Accessibility Update – Tina Dubost
5. PCC Update - Mike Levinson
6. Citizens Advisory Committee Liaison Report - Peter Ratto
7. Multimodal Ridership Report – April 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
MAY 7, 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, T. Bartholomew, T. Dubost, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon, B. Tietjen

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

Approval of Minutes of Community Relations Committee (CRC) Meeting of April 2, 2014

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

Designation of May as “Older Americans Month”

Committee Chair Deal said staff is asking the Board to designate May as “Older Americans Month.”

A motion (Gee/Tissier) to accept the recommendation was unanimous.

Sandra Lang, a member of the San Mateo County Commission on Aging, accepted the proclamation.

Director Adrienne Tissier thanked Ms. Lang for all her work on the Commission on Aging.

Student “Art Takes a Bus Ride” Contest

Michael Scanlon, General Manager/CEO, said this is the 10th year SamTrans and the San Mateo County Office of Education have sponsored the contest. Six winning designs were selected from more than 400 entries representing 19 schools. The entries were judged based on the best illustrations of the theme “SamTrans: See the County.” Mr. Scanlon said the winning entries will be featured on adcards inside SamTrans buses and on the outside of a SamTrans bus.

Tasha Bartholomew, Community Relations Officer, said the Art Takes a Bus Ride contest would not be possible without the invaluable help of long-time art education supporters Dick Sperisen and Buena Dandan of the San Mateo County Office of Education. She also thanked Donald Mulliken, Robin Rodricks and Sherrill Swan from the San Mateo County Arts Commission for serving as judges and selecting this year’s winners.

Ms. Bartholomew said each winner will receive a framed adcard, a SamTrans Summer Youth Pass, and a winner's certificate from the San Mateo County Transit District (District).

Brent Tietjen, Public Affairs Specialist, announced the winners:

- First Grade – Mia Hariri-Turner, Central Elementary
- Second Grade – Myles Hu, Sandpiper Elementary
- Third Grade - Emily Jiwon Hwang, Sandpiper Elementary
- Fourth Grade – Nikaella Mariano, Ponderosa Elementary
- Fifth Grade – Jessica Liu, Sandpiper Elementary
- Sixth Grade – Aidan Walker, Tierra Linda Middle School

Mr. Scanlon recognized Robin Rodricks, Chair, San Mateo County Arts Commission.

The Board recessed to view the wrapped bus at 2:13 p.m.

The Board reconvened at 2:28 p.m.

Accessibility Update – Tina Dubost

Tina Dubost, Manager, Accessible Transit Services, said Paratransit Coordinating Council (PCC) member, Stephanie Hill, passed away last month. She said Ms. Hill was a wonderful person and was dedicated to making paratransit better for everyone.

PCC Update – Mike Levinson

Mike Levinson, PCC Chair, said:

- Thanked Director Karyl Matsumoto for donating prizes for the MV Transportation Appreciation Party.
- Ms. Hill was one of the most active people on the PCC and will be truly missed. There will be a celebration of Ms. Hill's life at San Mateo Central Park in the Assembly Room on May 17 from 1 to 3 p.m. Ms. Hill's family has asked donations be sent to the District to be used for Redi-Wheels. Mr. Harvey was thanked for arranging the donations to be accepted for Redi-Wheels in Ms. Hill's memory.

Public Comment

Jerry Grace, San Lorenzo, said he and his friends will be at the celebration of life for Ms. Hill.

CAC Liaison Report - Peter Ratto

Peter Ratto, CAC Chair, said at the April 30 meeting the CAC:

- Welcomed four new members. This will improve geographic equity for the CAC.
- Bill Lock, CAC member, has volunteered to be the Peninsula Corridor Joint Powers Board liaison which includes attending the monthly meetings and reporting back to the CAC.
- A presentation was given on Clipper 2.0.

Multimodal Ridership Report – March 2014 Compared to March 2013

Chuck Harvey, Deputy CEO, reported:

- Bus average weekday ridership (AWR) was 43,440, an increase of 2.2 percent.
- Paratransit AWR was 1,100, an increase of 1.9 percent.

- Caltrain AWR was 53,080, an increase of 8.9 percent.
- Caltrain shuttle AWR was 12,850, an increase of 8.4 percent.

Year-to-date Total Ridership – March 2014

- Bus ridership was 9,551,140, an increase of 2.7 percent.

Mr. Harvey said staff will provide an in-depth report on the SamTrans Service Plan at the June meeting. He said ridership on Route ECR is up 12 percent, Route 296 is up 21.1 percent, Route 281 is up 23.7 percent, and on Routes 130/131 combined ridership is up 17.9 percent. Mr. Harvey said all together these four routes are carrying an extra 2,200 riders per day in the redesigned service pattern.

Adjourned: 2:38 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **ACCESSIBILITY REPORT**

ACTION

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

SIGNIFICANCE

Several groups advise SamTrans on accessible service issues. The Paratransit Coordinating Council (PCC) provides a forum for consumer input on paratransit issues. The Advocacy and Legislative Committee (AL-Com) is the advocacy arm of the PCC. The SamTrans Accessibility Advisory Committee (formerly the Americans with Disabilities Act Technical Advisory Committee or ATAC) is a SamTrans committee that advises on accessibility issues, particularly related to fixed-route service. Each group has requested that the Board be informed of the issues discussed at meetings.

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

The minutes from the April 7 PCC meeting and the April 1 AL-Com meeting are attached. Minutes from the March 3 SAAC meeting are also attached.

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
April 8, 2014**

ATTENDANCE: Members Present: Mike Levinson, Chair; Dale Edwards, Consumer; Aki Eejima, Consumer; Dinae Cruise, Consumer; Barbara Kalt, Rosener House; Nancy Keegan, San Carlos Adult Day Services; Sammi (Wilhelmina) Riley, Consumer; Tina Dubost, SamTrans; Sandra Lang, COA; Judy Garcia, Consumer; Susan Capeloto, DOR; Vincent Merola, CiD.

ABSENTEES: Michal Settles, Vice-Chair; Maureen Dunn, Senior Focus; Dan Mensing, Consumer; Jim Engvall, COD; Marie Violet, Sequoia Hospital.

GUESTS: John Murphy, MV Transportation; Lynn Spicer, MV Transportation; Maria Kozac, Consumer; Elly Colwell, SamTrans; Henry Silvas, SamTrans; Ashish John, SamTrans; Rose Berta, Former PCC Staff; Bill Welch, Former SamTrans Manager, Accessible Transit Services; Linda Rhine, Nelson-Nygaard; Erin Swartz, PCC Staff.

(Member Attendance: 12, Quorum—Yes.)

WELCOME/INTRODUCTION

Chair Mike Levinson called the meeting to order at 4:00 p.m. and welcomed all to the April PCC meeting.

APPROVAL OF MOTION TO ADJOURN AND RESUME MEETING

Mike motioned and Sandra seconded to adjourn the meeting, to allow time for a memorial to Stephanie Hill, PCC member and Al-Com Chair who passed away on Thursday, April 3, 2014. Many current and former members of the PCC recalled how Stephanie reached out to each of them. Stephanie worked hard as an advocate to involve people from the community in the PCC. A memory book was circulated among those in attendance at today's meeting and will be presented to Stephanie's family.

Mike motioned and Dinae and Tina seconded to resume the PCC meeting.

APPROVAL OF MARCH PCC MINUTES

Mike moved to approve the March minutes and Dinae seconded, with the minutes approved unanimously by the PCC members.

COMMITTEE REPORTS

A. ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)

Mike reported on the Al-Com meeting that was held on April 1, 2014 at 1:00 p.m. The guest speaker was Shweta Bhatnagar from SamTrans who discussed the SamTrans Legislative Program for 2014. The next Al-Com meeting is scheduled for July 1, 2014 at

1:00 p.m. Mike requested that people who are interested in Chairing Al-Com speak to him soon, so that they are considered during the nomination process.

B. GRANT/BUDGET REVIEW

Barbara reported that there were no new updates at this time. Mike reported on Bus Review Committee that took place today prior to the PCC meeting. Two new vehicles were shown, with many improvements suggested by riders.

C. EDUCATION COMMITTEE

Since Maureen was absent, Mike reported that the next Education Committee meeting is scheduled for May 13, 2014 at noon. The last meeting was held prior to the PCC meeting in March. Dale will be giving a presentation at the next Coastside meeting on April 16. The presentation is focused on recruiting for the Consumer Corps. Mike reported that he will be able to attend the presentation, as well. Some of the upcoming Education Committee outreach presentations are being planned for COA and the San Carlos Adult Community Center. The outreach presentation feedback forms are being reviewed and updated.

D. EXECUTIVE COMMITTEE

Mike reported that the next meeting will be held in May, prior to the PCC meeting.

Erin presented the Consumer Corps Quarterly Report, covering the months of January through March 2014. During that time period, 207 ride evaluations were submitted by Corps members. About 66% of the time, riders observed Comment Cards in Redi-Wheels vehicles. On-Time Performance was within 20 minutes of the scheduled pick up time for 93.7% of the riders. One Corps member reported a ride no-show for a scheduled pick up. Of the riders who have opted to receive Night Before Calls, there were 11 reports of incomplete and/or inaccurate calls. About one third of all Redi-Wheels riders calling to schedule a ride were placed on hold. The longest hold time this quarter was 17 minutes. More than 90% of Corps members reported that driver assistance either "met needs" or was "above needs." A Redi-Wheels vehicle picked up riders 72% of the time and another 24% rode in a taxicab. The remaining rides were provided by RediCoast. The majority of comments submitted were compliments.

SAMTRANS/REDI-WHEELS REPORT

A. Operational Report

Tina provided the Operations Report and noted that the Bus Review Committee met today, prior to the PCC meeting. Comments are still being gathered and Tina encouraged people to submit them. San Francisco Paratransit is proposing a fare increase of twenty-five cents per ride.

B. Performance Summary

Tina reported that the Total Trips Requested in February 2014 was higher than the same time last year. Inter-County Transfers are half as much as they were in February 2013. On-Time Performance is above the standard, at 91.5%. Average Phone Wait time is 1.3 minutes, which is better than the standard of 1.5 minutes.

C. Customer Comments

Tina reported that Policy Related, Service Related, and Compliment comments were all higher in February 2013 than they were in January 2013. The Average Response Time to Customers of 3.5 days also met the standard. Although On-Time Performance is positive, the Monthly Comment Statistics – Comments By Type report shows 7 Late Vehicle complaints. In January 2013, there were only 2 Late Vehicle Complaints.

D. Safety Report

Lynn reported that RediCoast had one non-preventable incident and Redi-Wheels had 4 non-preventable accidents, with no major damage and no injuries.

LIAISON REPORTS

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Linda reported in Michal's absence. The next Coastside meeting is April 16. Michal emailed out the meeting agenda this morning. The Coastside meeting will be from 9:30-10:30 a.m. and the outreach presentation will take place from 10:30-11:00 a.m. The new meeting location is now ready at 925 Main St. in Half Moon Bay.

B. AGENCY

Barbara reported that there has not been another meeting, due to a scheduling conflict. The next meeting is tentatively scheduled for April 22, 2014.

C. EFFICIENCY REVIEW COMMITTEE (ERC)

Aki reported that ERC last met on April 1 at 11:00 a.m. In the eligibility update, Aki reported that the number of applicants is up and denials are down. No-shows are up, as well. Aki noted Stephanie's strong presence as an advocate on the ERC. In the IVR update, Aki noted that the next phase, the Imminent Arrival Calls, is dependent on successfully implementing a newer version of Trapeze software. The next ERC meeting is tentatively set for May 6, 2014. Mike added that Stephanie was also highly active on the Eligibility and No-Show Appeals Panels. Mike asked Tina about a vehicle radio upgrade that is related to the Trapeze update. Tina reported that the radio upgrade would only be taking place in Redi-Wheels vehicles. Tina reported that the mobile data system on taxicabs is separate from the system used in Redi-Wheels vehicles.

D. COMMISSION ON AGING (COA) REPORT

Sandra reported that COA is meeting April 14, 2014. The decision about having a PCC Education Committee outreach presentation is pending. The COA project, "Making the Invisible, Visible" is ongoing. Also, the COA is expecting a hearing on the Older Americans Act next week.

E. COMMISSION ON DISABILITY (COD) REPORT

Jim Engvall was absent, no report available.

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

Vincent reported that the movie "Darius Goes West" will be screened at the Main Branch of the San Mateo Library. Also, the CiD office will be moving to another location in San Mateo. No move date or new address is available yet. A 35th year CiD anniversary celebration will be in conjunction with the new office opening.

G. DEPARTMENT OF REHABILITATION (DOR)

Susan thanked Tina for assisting the DOR clients whose Redi-Wheels routes had been cut. DOR has job vacancies and is able to fill positions. Tina and Lynn clarified the requirements for riders to use subscription service. Tina described how subscription service works for riders. Dinae added that subscription rides, in her experience, tended to run later than rides that she scheduled individually.

H. METROPOLITAN TRANSPORTATION COMMITTEE (MTC)

No report or representative available.

OTHER BUSINESS

Barbara asked Tina if there are any immediate plans for a fare increase at SamTrans. Tina confirmed Redi-Wheels, and RediCoast riders are not going to experience a fare increase at this time.

Dinae asked about Aki's request for discussion of the Pledge of Allegiance. Mike reported that the Executive Committee will discuss this at the next meeting, as some members have requested that this practice be discontinued.

Aki shared that he appreciated seeing PCC alumni attend today's meeting and encouraged them to return for another meeting.

Linda reported that the PCC New Member Orientation is scheduled for April 22, 2014 at the SamTrans Building. The meeting time and room number will be announced soon.

Mike reported that Karyl Matsumoto of the SamTrans Board provided prizes for the MV Appreciation Party. Her gifts include a See's candy gift certificate, notebook, stationary and a photo album.

Linda acknowledged the many private donations for the MV Appreciation party, including the gift from John Murphy.

Next meeting is May 13, 1:30-3:30 p.m.

MEETING ADJOURNED: Mike adjourned the meeting at 5:22 p.m.

MEETING NOTES
San Mateo County PCC Advocacy/Legislative (AL-Com) Meeting
SamTrans 2nd Floor Auditorium
1250 San Carlos Ave., San Carlos, CA 94070
April 1, 2014

1:00-3:00 p.m.

Members Present: Stephanie Hill, Chair; Mike Levinson, PCC Chair; Vincent Merola, CiD; Dinae Cruise, Consumer; Dr. Aki Eejima, Consumer; Linda Rhine, Nelson/Nygaard Consulting; Erin Swartz, PCC Staff; Tina DuBost, SamTrans; Elly Colwell, SamTrans; Henry Silvas, SamTrans.

Absences: Dale Edwards, Consumer and Michal Settles, Vice-Chair.

Guests: Shweta Bhatnagar, SamTrans

Members Present 6; Quorum: Yes.

Mike motioned for approval of the October minutes and Dinae seconded, with Aki and Vincent abstaining. Mike motioned for approval of the January minutes and Tina seconded with Vincent abstaining.

Legislative Update: Presentation given by Shweta Bhatnagar, Government Affairs Officer

"2014 San Mateo County Transit District Legislative Program"

Purpose

The 2014 Legislative Program establishes the principles that will guide the District's legislative and regulatory advocacy efforts through the 2014 calendar year, including the second half of the 2013-14 State legislative Session and the 114th Congress.

Federal and State Policy Objectives

The 2014 Legislative Program is organized to guide the District's actions and positions in support of the three primary objectives:

1. Maintain and enhance funding opportunities to support the District's programs and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the District's ability to meet transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership.

Advocacy Tactics

District staff, led by the Government and Community Affairs group and its legislative consultants, will employ a variety of advocacy tactics to support the 2014 Legislative Program, including:

1. Direct Advocacy
2. Coalition-based Advocacy
3. Media Advocacy

State and Regional Issues

1. State Budget and Transportation Funding Opportunities

Infrastructure investments are achieved primarily through the sale of voter-approved bonds. The appropriation of revenues from the sale of Proposition 1A and Proposition 1B bonds will be needed to ensure that the State's transportation needs are addressed.

- Ballot Measures and Voter Threshold
 - Cap-and-Trade Revenues
 - Sustainable Communities Strategies Implementation
 - Other Local Financing Options
2. Caltrain Modernization and High-speed rail
 3. Transportation Operations, Administration, Planning and Project Delivery Regulation
 - General
 - Vehicle Weight Limits
 - Zero Emission Bus Purchase Requirement
 - California Environmental Quality Act (CEQA)
 - Project Delivery
 - a. Surface Transportation and Rail Authorization
 - b. MAP-21 Implementation and Other Regulatory Issues
 - c. 2015 Federal Appropriations
 - d. Climate Change and Livability

Shweta concluded her presentation by answering questions from the AI-Com members.

Local Advocacy Issues—none presented.

CRC

Tina distributed the Total Comments by Quarter Report. She compared data from last quarter to data gathered this quarter. Compliments for this quarter were down from last quarter and at the same time last year. Comments about Late Vehicles are much lower than last quarter, showing that On Time Performance is improving. When compared to last quarter, Service Request comments were slightly higher and Customer Error comments were lower. Missed Trip comments increased from 1 last quarter to 4 this quarter. No Safety comments were reported, continuing the trend that has been evident for the past several quarters. The number of Rides has gone down slightly since last quarter. Service complaints/Thousand Rides is 0.62, which is far below

the SamTrans standard of 2.5. Linda asked Tina to review which categories were eliminated for the July 2014 report. Tina confirmed that the July 2014 report will reflect the updated Comments by Type. Aki confirmed that these stats include reports from Coastside riders.

Other Business

Tina shared several announcements for upcoming events:

*She announced that San Francisco Paratransit is proposing a fare increase. A public comment opportunity will be on April 8.

*Bus Review Committee on April 8 for cutaway buses and minivans.

She provided follow-up from the last AI-Com meeting when funding for portions of the mobility plan were discussed. Volunteer driver, veterans mobility corps, telephone assistance were funded. Doug Kim will be taking over the project.

A discussion of committee assignments was discussed, in addition to new officer appointments.

Aki brought forward an issue that was raised in today's ERC meeting regarding the specific pick up and drop off points used by Redi-Wheels.

Tina agreed to follow up on accessibility options for the Rider's Guide that is posted on the SamTrans website.

Aki confirmed that the Mobility Guide is also provided by SamTrans.

Mike discussed the implementation of Imminent Arrival Calls and the new radio system being used on Redi-Wheels vehicles.

The next AI-Com meeting is set for on Tuesday, July 1, 2014.

Meeting Adjourned 2:02

SAMTRANS ACCESSIBILITY ADVISORY COMMITTEE

MEETING SUMMARY – March 3, 2014

PRESENT: Alec Karp (Chair), Jim Engvall, Donald Jacobberger, Doris Maez, Judy McKie, Karen Vanderwoert

ABSENT: Cam Acker

GUEST: Rogan Farfan, Laura Lorenger

SAMTRANS STAFF: Detra Dillon, Bus Maintenance Contract Administrator, Tina Dubost, Richard Lesser

I. Introductions

Tina Dubost was congratulated by the Committee for her promotion to Manager of Accessible Transit Services.

II. Agenda

III. Approval of Minutes

IV. Fixed Route Bus and Caltrain

A. New Hybrid Buses, Accessibility Features – Detra Dillon, Bus Maintenance Contract Administrator

Detra Dillon is the project manager for bringing new vehicles into the SamTrans fleet. She listens to consumers' suggestions and takes their needs into account as she shepherds vehicle production through the manufacturing process, making sure that agreed-upon features are incorporated.

The hybrid buses are new additions to the SamTrans fleet. They have improved mileage compared to regular diesel buses. Detra did not yet have enough data to give exact numbers on the mileage. The typical diesel bus gets about four miles per gallon.

All SamTrans diesel buses, and the hybrids, have an advanced system to filter out particulates from the exhaust to reduce pollution.

The wheelchair ramp on the hybrid buses has a 6:1 ratio slope, which is an easier slope than the standard 4:1 ratio. The ramp has a high-visibility yellow edging for added safety when in use. Alec Karp appreciates the yellow edging as it will help guide low-vision customers.

The bus number is written in Braille on the panel behind the driver. The stanchions are high-visibility yellow. There are attached grab straps for customers who may have more difficulty reaching the overhead horizontal bar.

In response to questions regarding whether the horizontal bar, and also the grab straps, could be yellow, Detra said that if there are too many yellow items, then at some point they would no longer be visible against a background of too much yellow. Also the straps are simply not available in yellow.

Jim Engvall asked about the width of the aisle. It is the same as the regular low-floor buses, equally accessible for wheelchairs to maneuver.

The rear doors of the hybrids have a sensor that detects a person's hand and opens the door (after the driver activates the rear door when it is safe to de-board). The sensor will also prevent the door from closing if someone is too close on the outside, which can avoid an accident.

There is a big yellow square button, next to the wheelchair securement area, that a wheelchair passenger can push to make their stop request. It makes a different sound than the usual stop request cord, so that the driver can anticipate, and best place the bus, for wheelchair passenger de-boarding. Karen Vanderwoert is particularly pleased by this feature. She also likes the smoother ride on the hybrid. Detra said that the hybrid has a smaller engine, so there is less vibration. Rogan Farfan appreciates that the ramp is "grippier" - the good traction means that Karen's wheelchair doesn't slip, as it sometimes does on other vehicle ramps.

In response to a question about whether the large square wheelchair stop request button has Braille on it, Alec Karp said that it is not necessary, since once someone is shown where it is, they will always know it.

Judy McKie likes the grab straps and asked if they can be on all our buses. Detra confirmed that they have already added them to some, and are looking into retrofitting the rest of the older buses.

Laura Lorenger asked if the grab straps could be made a little longer, and Detra said she would look into it.

Tina and the Committee appreciated Detra's hard work in bringing these features to the bus design and production, for listening to consumers, and taking their needs into account.

V. Paratransit Update

Tina Dubost said the SamTrans Open House went well. Customers were given a tour of operations.

Redi-Wheels tickets will soon be printed on sheets, rather than in booklets, as a cost saving measure.

Paratransit scheduling software is still being tested to achieve improved accuracy which would allow automated reminder calls to be made about 10 minutes prior to pick-up. These calls cannot be made until the accuracy is improved. Alec Karp asked if an alternative software could be adopted. Tina said that such a transition would be very difficult, involving expense and complications using new interfaces. The current best option is continue to work to improve the present system.

VI. Citizens Advisory Committee Update

Judy McKie updated the Committee. The CAC is looking forward to seeing the upcoming El Camino Real rapid-transit study, which includes ridership and travel patterns.

The ECR route is doing very well. Ridership is up 4½ % over the old 390/391 routes on El Camino Real.

Bus tokens, which are sold at a slight discount to regular fares, continue to be popular.

Day Pass usage has doubled, due to their now lower cost. Transfers are easier and more economical with the Day Pass.

The SamTrans Service Plan (SSP) is in effect since January 26th. Every route has been adjusted. There are now 73 bus routes. Over 2000 new bus signs have been put up. There are some glitches and complaints, and a team meets weekly to review and respond to them.

VII. Valley Transportation Authority Committee of Transportation Accessibility Update

No update as our VTA member was out.

VIII. Announcements and Other Business

Alec Karp asked for the best way to get an old route re-instituted. Richard Lesser responded that a consumer report submitted to SamTrans Customer Service would be forwarded to the SSP group for consideration and response.

Doris Maez mentioned that there are still bus stop signs on Alida Way, where the 133 no longer stops.

Alec asked about the locator tone for Clipper Card Interface Devices (CID's) on Caltrain platforms. Richard Lesser responded that the process is ongoing and he will get further updates.

Committee members said that they wish they had been given the opportunity to review the new bus signs before they were put in place.

Alec said that bus drivers are not always waiting for people to be seated before moving from a stop. Judy agreed, saying that in her experience the majority of drivers do not wait. Richard said that drivers are trained to wait, and the requirement is explicitly spelled out in standard procedures. He also noted that customers who need to sit before the bus moves should make use of the priority seats in the front of the bus, and the driver is expected to wait until they are seated before leaving the stop. If a driver does not do so, please call it in to Customer Service, noting the date, time, route, and bus number, so that a supervisor may counsel the driver.

IX. Set Date for Next Meeting

Monday, May 5th, 2014

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – APRIL 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 BART SFO Extension as a separate line.

AVERAGE WEEKDAY RIDERSHIP – APRIL 2014 COMPARED TO APRIL 2013

Total District Modes – 111,090, an increase of 7.8 percent.

Bus – 42,360, an increase of 2.2 percent.

Paratransit – 1,100, an increase of 2.8 percent.

Caltrain – 55,270, an increase of 9.1 percent.

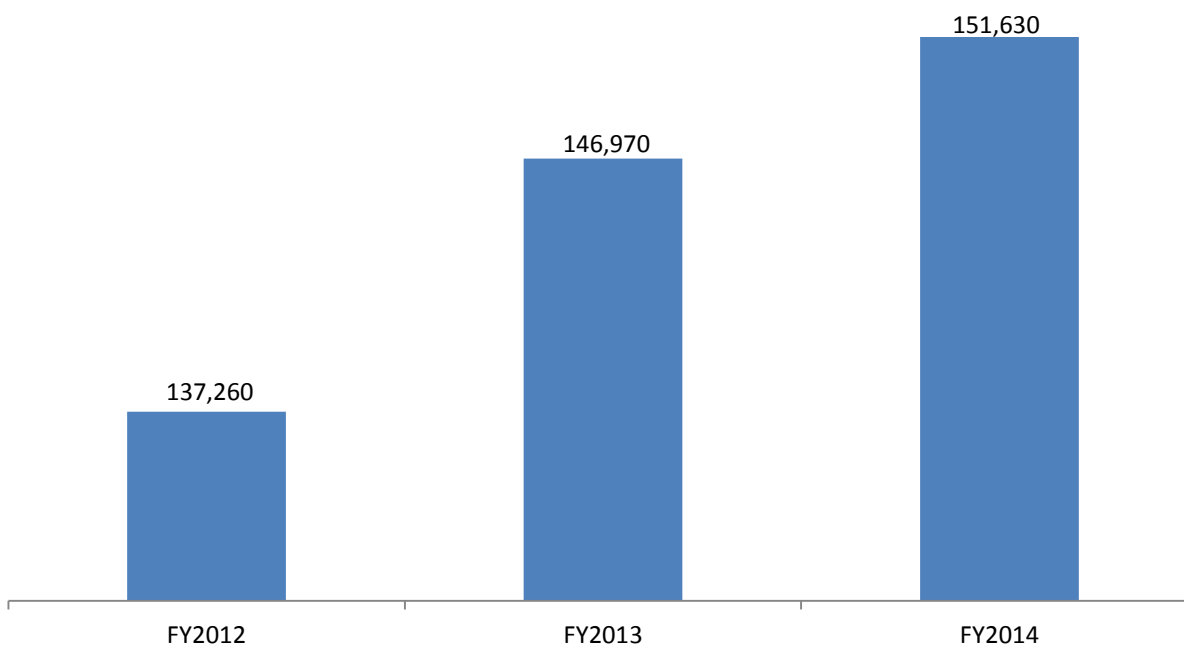
Shuttles – 12,360, an increase of 26.1 percent.

**Table A
Average Weekday Ridership**

April 2014 Average Weekday Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	41,070	41,460	42,360	2.2%
Paratransit	1,040	1,070	1,100	2.8%
Caltrain	45,930	50,680	55,270	9.1%
Shuttles	9,970	9,800	12,360	26.1%
Total	98,010	103,010	111,090	7.8%
BART Extension (No Daly City)	42,550	45,970	46,670	1.5%
Grand Total	140,560	148,980	157,760	5.9%
Weekdays	21	22	22	0.0%

April 2014 Year-to-date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	42,130	41,090	41,830	1.8%
Paratransit	1,050	1,050	1,070	1.9%
Caltrain	43,110	48,240	52,450	8.7%
Shuttles	9,040	10,740	11,220	4.5%
Total	95,340	101,120	106,570	5.4%
BART Extension (No Daly City)	41,920	45,850	45,060	-1.7%
Grand Total	137,260	146,970	151,630	3.2%

**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 April for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – APRIL 2014 COMPARED TO APRIL 2013

All District Modes – 2,867,880, an increase of 8.8 percent.

Bus – 1,091,190, an increase of 2.8 percent.

Paratransit – 27,240, an increase of 3.6 percent.

Caltrain – 1,474,750, an increase of 9.1 percent.

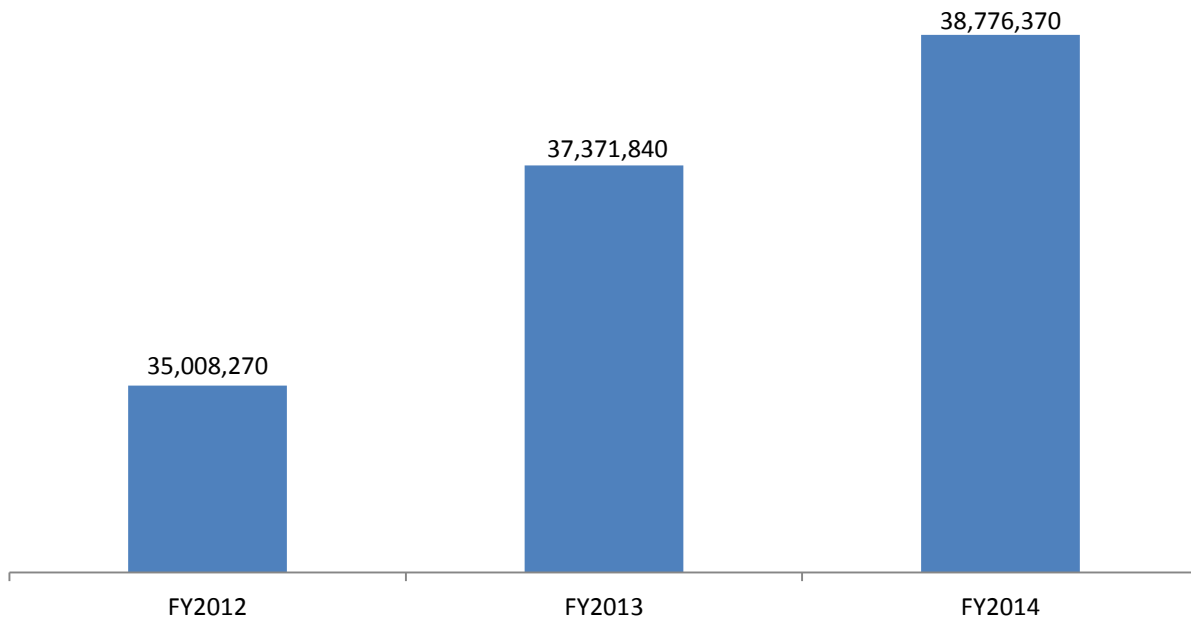
Shuttles – 274,710, an increase of 39.8 percent.

**Table B
Total Ridership**

April 2014 Total Monthly Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	1,022,880	1,061,690	1,091,190	2.8%
Paratransit	24,930	26,300	27,240	3.6%
Caltrain	1,206,520	1,351,540	1,474,750	9.1%
Shuttles	209,780	196,510	274,710	39.8%
Total	2,464,110	2,636,040	2,867,880	8.8%
BART Extension (No Daly City)	1,072,880	1,181,710	1,193,460	1.0%
Grand Total	3,536,980	3,817,750	4,061,340	6.4%
Weekdays	21	22	22	0.0%

April 2014 Year-to-date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	10,606,430	10,359,980	10,642,320	2.7%
Paratransit	253,530	254,160	260,120	2.3%
Caltrain	11,480,810	12,789,290	13,931,290	8.9%
Shuttles	1,925,810	2,313,260	2,428,850	5.0%
Total	24,266,580	25,716,690	27,262,580	6.0%
BART Extension (No Daly City)	10,741,690	11,655,150	11,513,790	-1.2%
Grand Total	35,008,270	37,371,840	38,776,370	3.8%

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – April 2014

Experience the Difference – SamTrans continued its multi-month ridership promotion that focuses on the highlights of the re-vamped SamTrans service. The theme of the campaign is to “Experience the Difference,” including increased frequency, coverage throughout the county, and new bus stop signs with information on getting real-time departure predictions. Elements of the promotion include bilingual print and broadcast ads, 15-second ad in theaters, social media, and a 30-second commercial on cable.

Summer Youth Pass – The promotion for the annual Summer Youth Pass has already started. The pass offers youth 17 years and younger three-months of unlimited rides from June 1 through August 31 for \$40, a 63 percent savings compared to three individual Monthly passes. Staff is reaching out to target markets through multiple channels, with a heavy emphasis on schools and municipalities, including recreation centers. Community partners disseminated 26,000 bilingual flyers/order forms, 150 posters and included messages on their websites and in newsletters. The campaign also is publicizing the pass with bilingual information on buses (take ones, adcards, electronic messages, and audio announcements), newspaper ads, an ad in some recreation guides, social media, news release, *Transit Fun Guide* brochure, and website.

511 Real-time Departures – SamTrans and 511 launched a promotion to let customers know how to access real-time bus departure information through 511. Elements of the campaign include exterior bus ads and bus shelter ads.

Partnership – SamTrans Market Research & Development staff works with a number of event organizers to co-promote events that could generate bus ridership and provide added value for current SamTrans customers. In April, the bus agency partnered with the New Living Expo at the San Mateo Event Center. 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. SamTrans customers received \$5 off the cost of general admission.

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650-508-6248
Michael Eshleman, Planner 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, JUNE 4, 2014 – 2:20 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of May 7, 2014
2. Acceptance of Statement of Revenues and Expenses for April 2014
3. Adoption of Fiscal Year 2015 Operating Budget in the Amount of \$131,590,358
4. Adoption of Fiscal Year 2015 Capital Budget in the Amount of \$55,331,570
5. Authorize Executing a Five-Year Use Agreement with Sunset Real Properties for Pico Boulevard Near San Carlos for a Total Cost of \$604,730
6. Authorize Conditional Approval of the San Carlos Transit Village Project as Approved by the San Carlos City Council and Authorize the General Manager/CEO to Negotiate Final Ground Lease Terms with Legacy Residential Partners, LLC

CONTRACTS

7. Authorize Amendment of Contract with GFI Genfare to Provide Continued On-Site Maintenance and Extended Warranty Service for the Automatic Fare Collection System for a Total Cost of \$1,709,061 for a Two-Year Base Term

Committee Members: Zoe Kersteen-Tucker, Rose Guilbault, Adrienne Tissier

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
MAY 7, 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, L. Bhuller, C. Cavitt, E. Goode, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, J. Nogales-Deguzman, M. Scanlon, M. Simon

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 2:38 p.m.

Approval of Minutes of Finance Committee Meeting of April 2, 2014

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

Acceptance of Statement of Revenues and Expenses for March 2014

Gigi Harrington, Deputy CEO, said year-to-date revenues are over budget by \$6 million and expenses are under budget by \$6.6 million. She said staff completed a series of reversals in March related to some incorrect entries made by a former employee. Last week fuel was \$3.09 per gallon and year to date is \$3.04 per gallon. The San Mateo County Transit District (District) received \$8,000 from the fuel hedge in April and year-to-date has received \$99,000.

Chair Jeff Gee asked if the increase in revenue is due to sales tax and increased ridership. Ms. Harrington said sales tax revenue is about \$5 million over budget.

Director Rose Guilbault asked why the staff report shows revenues 12.5 percent better than budget being offset by the investment interest, which is shown as worse than budget. Ms. Harrington said staff was a bit ambitious on how the return for investment was budgeted.

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

Acceptance of Quarterly Investment Report and Fixed Income Market Review Outlook for the Quarter Ended March 31, 2014

Bill Osher, CSI Group Sun Trust Bank, said the portfolio is in great shape, remains safe, and is invested only in the highest quality investments. He said the portfolio is positioned with the belief that the economy is getting better. Mr. Osher said the fact that the unemployment rate has dropped to 6.3 percent in the last quarter is a sign of this. He said the portfolio benchmarks are quite low -- the General Fund benchmark is close to

zero and the Paratransit Fund is close to -2 percent. He said the portfolio is very short, which means the portfolio doesn't yield much because the investment is very safe. Mr. Osher said over the next couple of years his expectation is that interest rates will rise and there will be an opportunity to extend the portfolio out further, capturing significantly higher interest rates. Mr. Osher said that last year, a two-year treasury yielded about 0.18 percent and today the yield is about 0.4 percent.

Director Karyl Matsumoto asked how the benchmarks are set. Mr. Osher said the California Government Code states surplus funds should be managed primarily with a one to five year benchmark. He said the goal is not to make money, but to keep the funds safe. Mr. Osher said corporate bonds presented an opportunity to do better than staying with government bonds, but after 2007 to 2008, when the corporate bond market experienced trouble and the Lehman Brothers problem, he and staff decided to move to an all government portfolio to eliminate corporate credit risk. He said the benchmark is about 20 percent in corporate bonds. Mr. Osher said the order of objectives is safety, liquidity, and then returns.

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

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

Ms. Harrington said there are three potential bidders: Barclays, Royal Canadian Bank of Canada, and Wells Fargo Bank. The current cap is \$2.85 per gallon and is about a penny less per gallon than last year. She said once the documents are finalized, staff will pick a day and go to market. Ms. Harrington said, pursuant to discussions last year, staff is hedging 65 percent of the portfolio and Caltrain hedges 50 percent. She said she will report back on the transaction at the July meeting.

Committee Chair Kersteen-Tucker asked why Caltrain hedges less. Ms. Harrington said Caltrain hedges 50/50 because slightly more risk is being taken. She said if the market goes really high Caltrain is protected on half and if the market goes really low Caltrain only loses on half.

Committee Chair Kersteen-Tucker asked what is meant in the staff report by the "price cap will not include taxes on the fuel price, however the price commonly reported to the Board includes taxes." Ms. Harrington said every month she reports to the Board what the fuel price is and there is 15 to 20 cents on every gallon in taxes. She said the cap is on the untaxed fuel and legally taxes cannot be capped.

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

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

Juliet Nogales-Deguzman, Manager, Personnel Operations, said staff is asking the Committee recommend Board approval of a contract to Reliance Standard Life Insurance Company. She said there will be an estimated annual decrease of about \$47,242 in premium rates.

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

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

Cheryl Cavitt, Director, Contracts and Procurement, said staff is asking the Committee recommend the Board reject the single bid received from Burr Plumbing. Under the Information for Bids (IFB) process, no bids were initially received. She said staff made inquiries and sent out surveys to all 10 firms that had downloaded the bid packet. Ms. Cavitt said two responses were received, one was from OC McDonald that stated their estimators were too busy to prepare the bid, and the incumbent, Burr, said they didn't receive the notice. She said staff launched an investigation to make sure the website notification to vendors listed in the database was working correctly and staff concluded that there was nothing that should have prevented vendors from receiving the notification.

Ms. Cavitt said, separate from the notifications staff sent, the Disadvantaged Business Enterprise (DBE) Officer sent 80 notices to DBE and Small Business Enterprise firms notifying them of the IFB. Ms. Cavitt said the due date was extended for a second time, staff held a second pre-bid meeting and a question-and-answer period. She said this time the incumbent, Burr, did respond with a proposal that was substantially over the independent cost estimate, and therefore staff did not consider it fair and reasonable.

Ms. Cavitt said staff is asking that Burr's bid be rejected and to allow staff to go out in the open market and identify plumbing firms with which staff can negotiate the terms and conditions. She said under the IFB, staff cannot hold discussions as it is a price-based/lowest-price-wins contract. Ms. Cavitt said assuming staff can come to terms with a plumbing firm, staff will return to the Board for approval of a new contract.

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

Preliminary Fiscal Year (FY) 2015 Operating Budget

Ladi Bhuller, Director, Budgets reported:

- Preliminary FY2015 revenues are \$160 million, a decrease of \$1.4 million.
- Preliminary FY2015 operating expenses are \$131 million, an increase of \$3.1 million.
- Contracted Bus service expenses increase by \$1.3 million.
- Americans with Disabilities Act (ADA) Program expenses increase by \$600,000.

- Multimodal Transit Program expenses increased by \$500,000.
- Debt service requirement is \$24.4 million.
- To balance the budget, \$1.3 million in reserves will be used.
- The FY2015 budget is built upon thoughtful expenses and prudent revenue assumptions.
- Sales tax receipts for FY2015 are estimated at \$72 million, an increase of \$2 million from FY2014 revised budget.

Chair Gee asked if no reserves were used what would that mean to the operation of the organization. Michael Scanlon, General Manager/CEO, said there would probably be reduced service hours. He said staff is currently in labor negotiations with the Amalgamated Transit Union and Teamsters Union.

Director Guilbault asked how \$1.3 million in reserves impacts the balance of reserves. Ms. Bhuller said she can get back to the Board with an answer. Mr. Scanlon said there is a Financial Capacity subcommittee of the Board, which reviewed a financial capacity model that shows a range of cutbacks, including a period of time when employees did not receive pay increases.

Chair Gee asked if the Board can be updated on how far out the reserves will last.

Preliminary Fiscal Year 2015 Capital Budget

Eva Goode, Manager, Budgets reported:

- The Capital Budget includes projects that sustain the District's existing service and infrastructure network, ensures facilities are maintained in a state of good repair, and invests in improvements that provide a safe and secure environment for customers and employees.
- The FY2015 budget is divided into seven categories:
 - Revenue Vehicle Replacement is \$48.1 million to replace 60 2003 Gillig Low Floor buses and 55 2002 North American Bus Industries buses.
 - Revenue Vehicles Support is \$1.9 million for procurement of bus parts, engines and transmissions and replacement of non-revenue support vehicles.
 - Information Technology is \$1.9 million to replace and upgrade information technology and funding for the PeopleSoft Business Optimization Program.
 - Development is \$900,000 for a Mobility Management Plan and annual funds to support the development and management of the capital program.
 - Facilities is \$800,000 to improve and maintain District facilities in a state of good repair.
 - Safety and Security is \$1.4 million for funding to upgrade the receptionist area at central offices and fencing along the Dumbarton right of way corridor.
 - Contingency costs for the Capital Program is \$300,000.
- The proposed budget is \$55.3 million.
- Funding sources include 74 percent Federal and 15 percent State.

Director Carole Groom asked if the \$40 million in Federal funds is from a different account than the Highway Trust Fund that keeps getting reduced.

Mr. Scanlon said the Highway Trust Fund is projected to hit zero in July or August. He said the funds in the budget have already been programmed through the Metropolitan Transportation Commission.

Chair Gee said an important word is leverage in the capital budget because the District contributes \$1.2 million and receives \$47 million from leverage.

Chair Gee said a lot of money has been spent on technology over the past five years and would like to know how much has been spent and what is projected to be spent going forward.

Committee Chair Kersteen-Tucker asked that staff provide the reserves information before the next Board meeting.

Adjourned: 3:12 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
APRIL 30, 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 April 2014 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 15) are \$6,612,702 or 4.9 percent **better** than budget. *Passenger Fares* (page 1, line 1) are **better** than budget by \$492,840 or 3.3 percent, *Measure A Funds* (page 1, line 4) are **better** than budget by \$220,014 or 3.2 percent, *Sales Tax* (page 1, line 9) is **better** than budget by \$4,794,911 or 8.3 percent, *Investment Interest* (page 1, line 10) is **better** than budget by \$516,569 or 57.5 percent and *Other Interest, Rent & Other Income* (page 1, line 12) are \$722,650 or 15 percent **better** than budget.

Expenses: *Total Expenses* (page 4, line 73) are \$7,551,627 or 7.3 percent **better** than budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$6,925,056 or 8.1 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$789,563 or 6.4 percent offset by *Total Multimodal* (page 4, line 71) is **worse** than budget by \$162,992 or 2.4 percent.

BUDGET IMPACT

There are no budget revisions for the month of April 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
APRIL 2014**

% OF YEAR ELAPSED: **83.3%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	1,521,018	14,765,835	15,463,673	14,970,833	103.3	17,965,000	17,965,000	86.1
2 Local TDA and STA Funds	2,546,507	31,914,880	37,380,297	37,380,297	100.0	42,542,322	42,542,322	87.9
3 State/Federal Operating Grants	738,231	6,184,848	6,947,263	6,947,263	100.0	8,050,834	9,274,579	74.9
4 Measure A Funds	875,281	6,889,373	7,077,785	6,857,771	103.2	8,160,000	8,160,000	86.7
5 AB434 Funds	47,167	462,000	471,667	471,667	100.0	566,000	566,000	83.3
6 SM County Measure A	384,736	0	4,418,279	4,552,562	97.1	0	5,000,000	88.4
7 Subtotal - Operating Revenues	6,112,939	60,216,936	71,758,964	71,180,394	100.8	77,284,156	83,507,901	85.9
Other Revenue Sources								
9 District 1/2 Cent Sales Tax	5,072,466	57,412,933	62,476,578	57,681,667	108.3	68,000,000	70,000,000	89.3
10 Investment Interest	664,941	1,400,086	1,414,737	898,168	157.5	1,056,160	1,056,160	134.0
11 Pass through to Other Agencies	25,347	377,638	253,473	253,473	100.0	379,169	379,169	66.8
12 Other Interest, Rent & Other Income	654,206	5,079,794	5,553,375	4,830,725	115.0	6,346,565	6,438,107	86.3
13 Other Sources	0	7,429,011	0	0	0	0	0	0.0
14 Subtotal - Other Revenues	6,416,960	71,699,462	69,698,164	63,664,033	109.5	75,781,894	77,873,436	89.5
15 Total Revenues	12,529,900	131,916,398	141,457,128	134,844,426	104.9	153,066,050	161,381,337	87.7
16 Capital Assistance	143,375	4,459,968	22,024,937	22,024,937	100.0	6,336,651	58,719,891 A	37.5
17 Reserves Programmed for Capital	489,797	4,181,584	7,056,514	7,056,514	100.0	74,000	18,236,805 A	38.7
18 Total Revenues - All Sources	13,163,072	140,557,950	170,538,579	163,925,877	104.0	159,476,701	238,338,033	71.6
USES OF FUNDS								
Operations								
22 Motor Bus	7,858,457	76,505,406	78,077,560	85,002,616	91.9	100,725,200	102,226,138	76.4
23 A. D. A. Programs	1,206,258	11,375,133	11,508,627	12,298,190	93.6	14,780,900	14,774,755	77.9
24 Caltrain	453,334	12,021,926	4,533,336	4,533,336	100.0	5,440,000	5,440,000	83.3
25 Other Multimodal Programs	276,951	2,283,425	2,355,624	2,192,631	107.4	2,880,681	2,719,603	86.6
26 Subtotal - Operating Costs	9,795,000	102,185,890	96,475,146	104,026,773	92.7	123,826,781	125,160,496	77.1
Other Uses of Funds								
28 Pass through to Other Agencies	25,347	377,638	253,473	253,473	100.0	383,742	383,742	66.1
29 Transfer Out to Debt Service	4,075,616	20,377,868	20,378,077	20,378,077	100.0	24,453,287	24,453,287	83.3
30 Fiscal Agent Fees	2,000	24,118	19,748	26,035	75.8	26,410	26,410	74.8
31 Land Transfer Interest Expense	0	0	0	0	0	59,379	59,379	0.0
32 Subtotal - Other Uses	4,102,963	20,779,624	20,651,298	20,657,585	100.0	24,922,818	24,922,818	82.9
33 Capital Programs	750,493	9,461,080	30,161,490	30,161,490	100.0	11,682,276	82,302,321 A	36.6
34 Total Uses of Funds	14,648,457	132,426,594	147,287,934	154,845,848	95.1	160,431,875	232,385,635	63.4
35 NET SURPLUS / (DEFICIT)	(1,485,384)	8,131,356	23,250,645	9,080,030	256.1	(955,174)	5,952,398	390.6

% 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
APRIL 2014**

% OF YEAR ELAPSED: 83.3%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,448,939	14,102,581	14,785,173	14,296,667	103.4	17,156,000	17,156,000	86.2
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,033,394	26,544,560	30,438,393	30,438,393	100.0	34,505,186	34,505,186	88.2
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	319,097	3,675,741	4,995,470	4,995,470	100.0	5,633,670	5,633,670	88.7
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	679,047	5,689,873	6,488,233	6,488,233	100.0	7,051,491	8,275,236	78.4
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Asst.	2,525,204	21,907,271	16,409,599	24,750,005	66.3	31,475,368	31,499,941	52.1
10 Accessibility Fixed Route	56,372	864,319	951,904	862,619	110.4	1,035,143	1,035,143	92.0
11 TOTAL 1/2 CENT SALES TAX	2,581,576	22,771,590	17,361,503	25,612,624	67.8	32,510,511	32,535,084	53.4
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	428,464	1,027,034	906,873	581,418	156.0	697,450	697,450	130.0
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	0	42	0	0	0.0	0	0	0.0
16 Rental Income	97,466	891,925	972,733	906,200	107.3	1,087,440	1,087,440	89.5
17 Advertising Income	148,981	756,341	911,767	775,000	117.6	930,000	930,000	98.0
18 Other Income	121,493	1,045,719	1,217,414	908,611	130.0	1,153,452	1,406,072	84.0
19 TOTAL OTHER REVENUES	367,940	2,694,026	3,101,914	2,589,811	119.8	3,170,892	3,423,512	90.6
20								
21 TOTAL MOTOR BUS	7,858,457	76,505,406	78,077,560	85,002,616	91.9	100,725,200	102,226,138	76.4
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	72,079	663,254	678,500	674,167	100.6	809,000	809,000	83.9
25 Local TDA 4.5 Redi-Wheels	147,039	1,284,679	1,476,663	1,476,663	100.0	1,839,741	1,839,741	80.3
26 Local STA - Paratransit	46,977	409,900	469,771	469,771	100.0	563,725	563,725	83.3
27 Operating Grants	59,184	494,975	459,030	459,030	100.0	999,343	999,343	45.9
28 Sales Tax - District ADA Programs	0	3,778,127	0	0	0.0	4,846,042	0	0.0
29 Sales Tax - Paratransit Suppl. Coastside	(252,579)	1,042,747	0	1,070,742	0.0	1,244,339	1,084,236	0.0
30 Interest Income - Paratransit Fund	236,477	342,494	507,864	316,750	160.3	358,710	358,710	141.6
31 SMCTA Measure A Redi-Wheels	421,947	2,296,458	2,544,449	2,324,435	109.5	2,720,000	2,720,000	93.5
32 SM County Measure A	384,736	0	4,418,279	4,552,562	97.1	0	5,000,000	88.4
33 Measure M Paratransit	90,398	1,062,500	954,070	954,070	100.0	1,400,000	1,400,000	68.1
34 TOTAL ADA PROGRAMS	1,206,258	11,375,133	11,508,627	12,298,190	93.6	14,780,900	14,774,755	77.9
35								
36 MULTIMODAL TRANSIT PROGRAMS:								
37 Other Sources - Caltrain	0	7,429,011	0	0	0.0	0	0	0.0
38 Transfer from SMCTA for Caltrain	453,334	4,592,915	4,533,336	4,533,336	100.0	5,440,000	5,440,000	83.3
39 AB434 Funds - SamTrans Shuttle	47,167	462,000	471,667	471,667	100.0	566,000	566,000	83.3
40 Employer SamTrans Shuttle Funds	195,868	1,323,268	1,497,392	1,286,844	116.4	1,775,673	1,614,595	92.7
41 Sales Tax - SamTrans Shuttle Program	30,233	288,515	289,480	298,462	97.0	356,218	356,218	81.3
42 Sales Tax - Gen. Operating Asst.	3,684	209,642	97,085	135,658	71.6	182,790	182,790	53.1
43								
44 TOTAL MULTIMODAL	730,285	14,305,351	6,888,959	6,725,967	102.4	8,320,681	8,159,603	84.4
45								
46 TOTAL REVENUES	9,795,000	102,185,890	96,475,146	104,026,773	92.7	123,826,781	125,160,496	77.1

% 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
APRIL 2014**

% OF YEAR ELAPSED: 83.3%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	3,916,091	39,597,792	41,610,655	42,099,665	98.8	50,777,535	50,277,329	82.8
2								
3 Services:								
4 Board of Directors	5,670	40,410	41,050	43,200	95.0	51,800	51,800	79.2
5 Contracted Vehicle Maintenance	112,440	399,782	719,089	995,262	72.3	696,080	1,316,477	54.6
6 Property Maintenance	93,053	950,984	848,810	1,046,500	81.1	1,273,500	1,273,500	66.7
7 Professional Services	284,849	2,527,778	1,865,685	4,121,955	45.3	4,173,153	5,202,122	35.9
8 Technical Services	638,394	3,883,914	4,006,846	4,565,897	87.8	5,280,779	5,561,725	72.0
9 Other Services	48,308	666,660	289,147	1,250,924	23.1	1,507,128	1,583,124	18.3
10								
11 Materials & Supply:								
12 Fuel & Lubricants	429,840	4,457,957	4,431,142	5,409,716	81.9	6,491,659	6,491,659	68.3
13 Bus Parts & Materials	141,040	1,553,419	1,484,440	1,622,229	91.5	1,886,670	1,886,670	78.7
14 Uniforms & Driver Expense	19,607	259,226	310,883	400,092	77.7	443,122	439,122	70.8
15 Timetables & Tickets	9,707	114,857	118,642	143,333	82.8	172,000	172,000	69.0
16 Office Supplies / Printing	39,756	184,904	181,925	305,623	59.5	369,267	365,867	49.7
17 Other Materials & Supply	8,335	105,208	96,376	130,733	73.7	156,500	156,500	61.6
18								
19 Utilities:								
20 Telephone	33,069	293,722	312,963	502,058	62.3	602,470	602,470	51.9
21 Other Utilities	79,210	803,209	902,085	824,167	109.5	989,000	989,000	91.2
22 Insurance Costs	98,486	2,196,155	2,202,340	2,200,950	100.1	2,640,150	2,640,150	83.4
23 Workers' Compensation	268,280	2,622,742	2,529,011	2,692,550	93.9	3,231,060	3,231,060	78.3
24 Taxes & License Fees	37,295	403,746	407,050	474,258	85.8	569,109	569,109	71.5
25 Fixed Route Accessibility	56,372	864,319	951,904	862,619	110.4	1,035,143	1,035,143	92.0
26 Leases & Rentals	9,278	90,571	96,947	103,736	93.5	124,483	124,483	77.9
27 Promotional & Legal Advertising	24,821	138,077	163,537	229,623	71.2	275,200	275,056	59.5
28 Training & Business Travel	14,105	114,672	155,207	188,273	82.4	207,765	228,729	67.9
29 Dues & Membership	7,444	70,928	76,240	76,163	100.1	91,652	91,002	83.8
30 Postage & Other	5,273	38,150	41,222	128,390	32.1	200,049	157,115	26.2
31								
32 Total District Operated Buses	6,380,724	62,379,183	63,843,199	70,417,913	90.7	83,245,274	84,721,212	75.4
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,244,551	12,324,497	12,161,589	12,534,494	97.0	15,041,393	15,041,393	80.9
36 Other Related Costs	33,373	293,228	337,664	307,888	109.7	347,720	372,720	90.6
37 Insurance Costs	34,305	514,818	523,735	545,810	96.0	655,000	655,000	80.0
38 Coastside Services	135,305	582,634	850,050	714,628	119.0	857,553	857,553	99.1
39 Redi Coast Non-ADA	16,950	190,389	176,881	211,841	83.5	254,209	254,209	69.9
40 Other Related Costs	4,815	36,934	48,152	84,500	57.0	101,400	101,400	47.5
41 La Honda - Pescadero	1,250	42,788	42,000	45,938	91.4	55,125	55,125	76.2
42 SamCoast - Pescadero	7,184	115,385	93,395	134,080	69.7	160,896	160,896	58.0
43 Other Related Cost - SamCoast	0	25,551	894	5,525	16.2	6,630	6,630	13.5
44 Total Contracted Bus Service	1,477,733	14,126,223	14,234,361	14,584,703	97.6	17,479,926	17,504,926	81.3
45								
46 TOTAL MOTOR BUS	7,858,457	76,505,406	78,077,560	85,002,616	91.9	100,725,200	102,226,138	76.4

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

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2014
APRIL 2014**

% OF YEAR ELAPSED: 83.3%

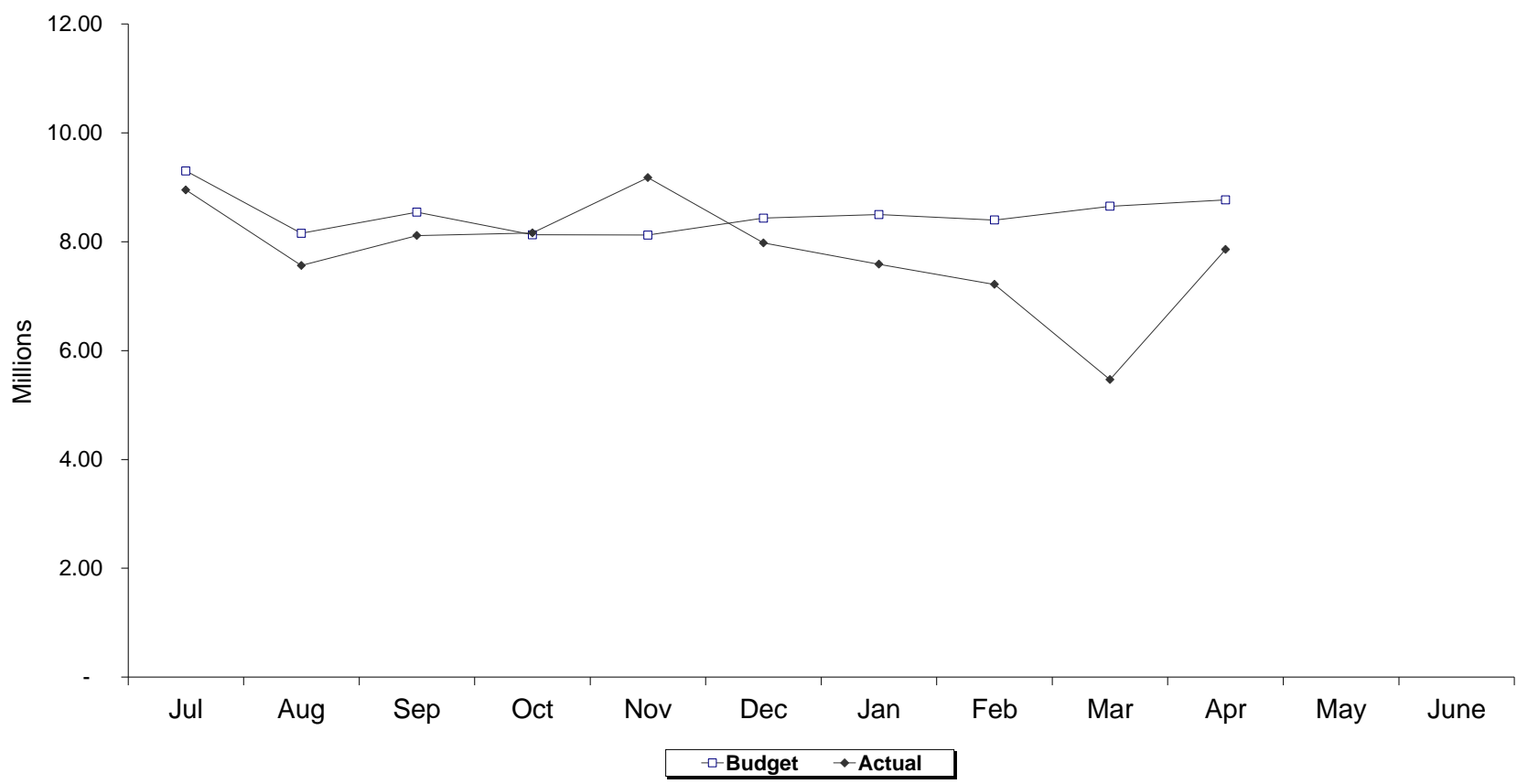
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	496,511	4,667,009	4,747,171	4,732,274	100.3	6,359,982	5,682,082	83.5
Other Related Costs	216,442	2,121,655	1,954,008	2,443,126	80.0	2,937,197	2,931,052	66.7
Sedan Service	287,612	2,487,977	2,657,525	2,682,047	99.1	2,534,802	3,212,702	82.7
ADA Accessibility Support	60,393	642,003	648,624	974,634	66.6	1,189,580	1,189,580	54.5
Coastside ADA Support	116,565	1,042,747	1,104,275	1,036,949	106.5	1,244,339	1,244,339	88.7
Insurance Costs	28,736	413,743	397,023	429,160	92.5	515,000	515,000	77.1
TOTAL ADA PROGRAMS	1,206,258	11,375,133	11,508,627	12,298,190	93.6	14,780,900	14,774,755	77.9
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	453,334	12,021,926	4,533,336	4,533,336	100.0	5,440,000	5,440,000	83.3
Total Caltrain Service	453,334	12,021,926	4,533,336	4,533,336	100.0	5,440,000	5,440,000	83.3
OTHER SUPPORT								
Dumbarton Express Service	0	122,496	-	-	0.0	0	0	0.0
SamTrans Shuttle Service	273,268	2,073,783	2,258,539	2,056,973	109.8	2,697,891	2,536,813	89.0
Bicycle Coordinating Activities	0	0	0	4,167	0.0	0	25,000	0.0
Maintenance Multimodal Facilities	3,684	87,147	97,084	131,492	73.8	182,790	157,790	61.5
Total Other Support	276,951	2,283,425	2,355,624	2,192,631	107.4	2,880,681	2,719,603	86.6
TOTAL MULTI-MODAL PROGRAMS	730,285	14,305,351	6,888,959	6,725,967	102.4	8,320,681	8,159,603	84.4
TOTAL EXPENSES	9,795,000	102,185,890	96,475,146	104,026,773	92.7	123,826,781	125,160,496	77.1

"% 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

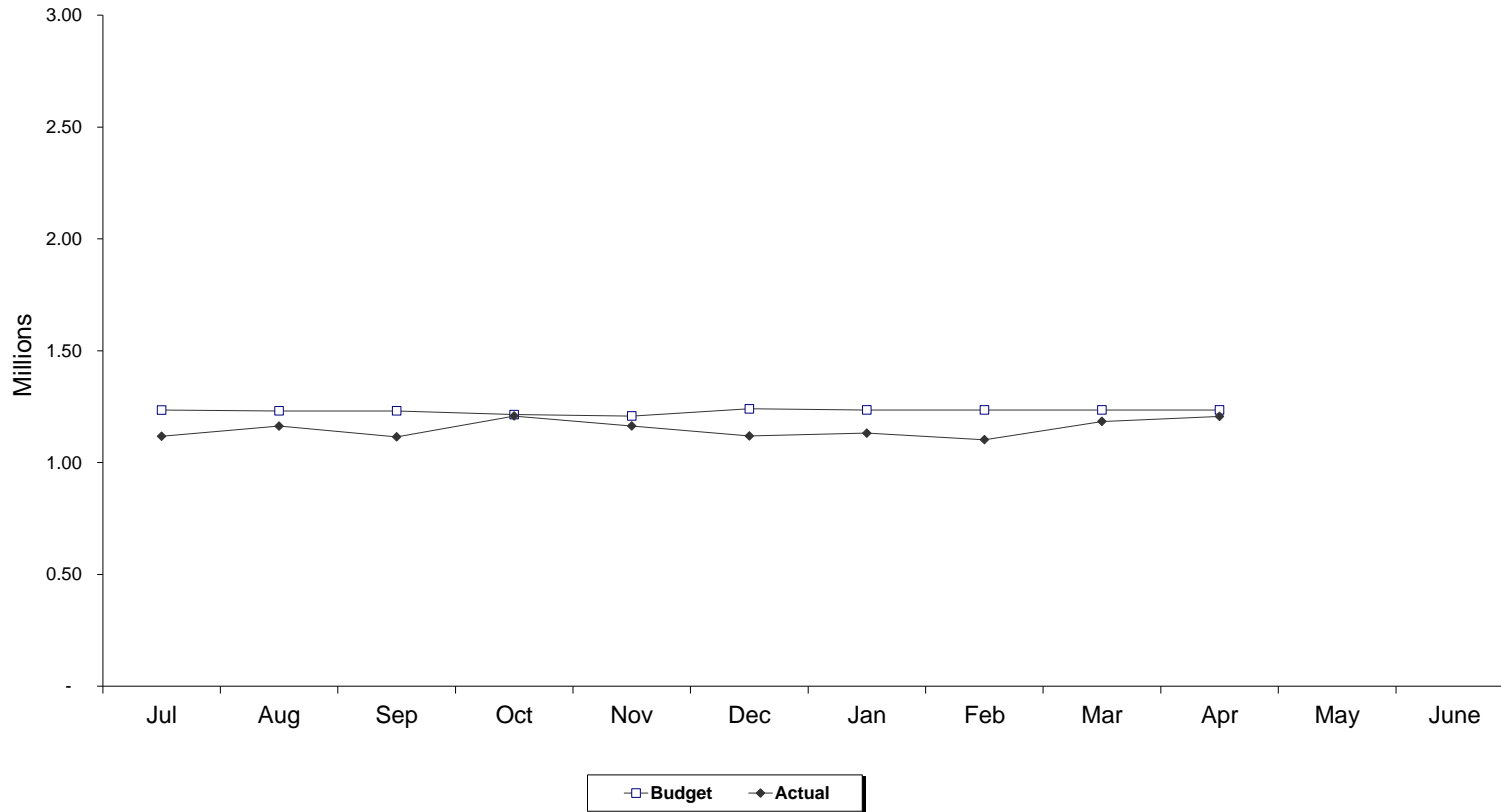
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

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	8,770,062		
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	7,858,457		
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	85,002,616		
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	78,077,560		
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	6,925,056		
Variance %	3.75%	5.38%	5.26%	3.91%	0.66%	1.45%	2.78%	4.19%	7.89%	8.15%		

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

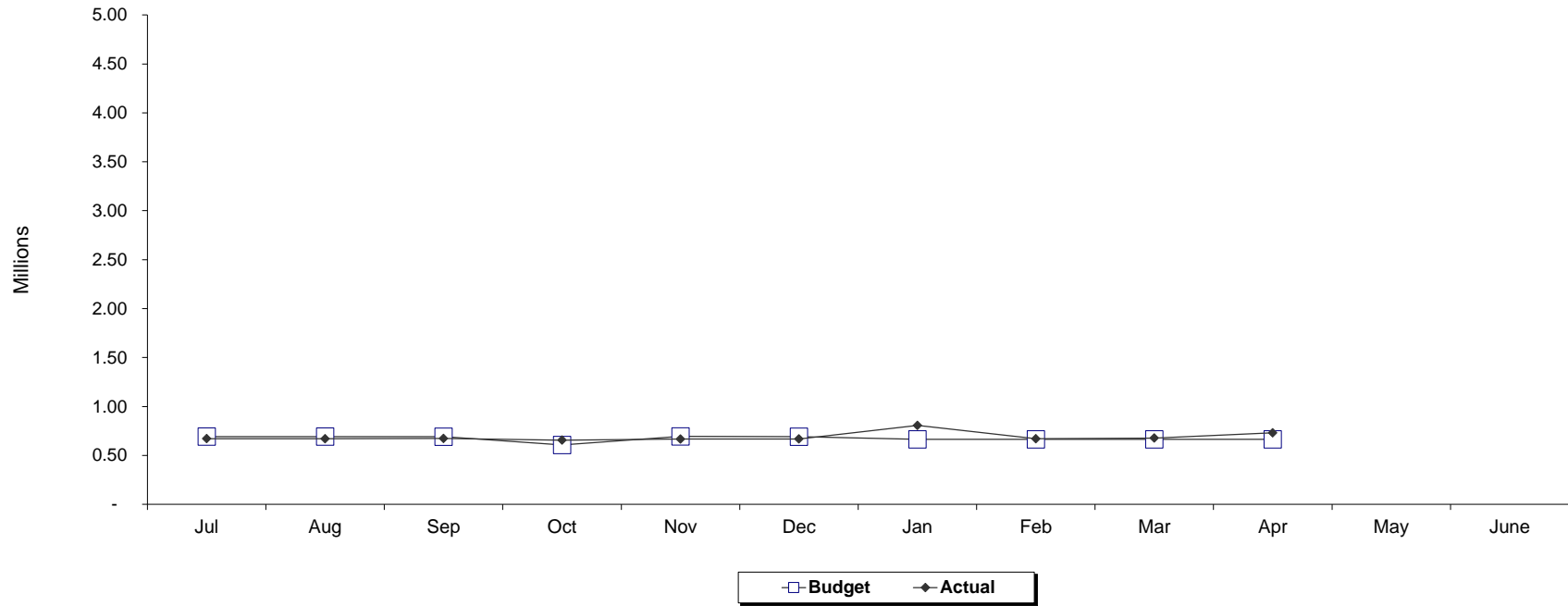


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,234,437	1,230,937	1,230,937	1,214,257	1,207,937	1,239,937	1,234,937	1,234,937	1,234,937	1,234,937		
Actual	1,117,158	1,163,018	1,115,023	1,208,337	1,163,393	1,118,398	1,131,140	1,102,162	1,183,740	1,206,258		
CUMULATIVE 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	12,298,190		
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	11,508,627		
Variance - F(U)	117,279	185,199	301,113	307,033	351,577	473,116	576,913	709,688	760,884	789,563		
Variance %	9.50%	7.51%	8.15%	6.25%	5.75%	6.43%	6.71%	7.22%	6.88%	6.42%		

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	664,181		
Actual	671,817	670,256	672,440	655,465	666,001	668,556	806,414	670,016	677,710	730,285		
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	6,725,967		
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	6,888,959		
Variance - F(U)	21,293	44,147	62,733	13,853	42,238	64,709	(77,525)	(83,357)	(96,888)	(162,992)		
Variance %	3.07%	3.18%	3.02%	0.52%	1.25%	1.59%	-1.64%	-1.54%	-1.60%	-2.42%		

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

April 30, 2014

DESCRIPTION	TOTAL INVESTMENT 04-30-14	INTEREST RECEIVABLE 3-31-14	PREPAID INT RECEIVABLE 3-31-14	INTEREST EARNED 04-30-14	INTEREST RECEIVED 04-30-14	ADJ.	INTEREST RECEIVABLE 04-30-14
RESERVE FOR CAPITAL PROJ	8,055,102.50	13,588.26	0.00	4,280.17	0.00	(36.17)	17,832.26
LAIF -- CAPITAL PROJ	76,443.41	44.50	0.00	14.64	43.09	(1.41)	14.64
REIMB SECURITIES -- L76R	87,757,095.60	141,582.75	23,917.57	423,062.50	438,482.50	(95.93)	149,984.39
LAIF -- REIMB FUNDS L76R	33,962,376.74	11,018.51	0.00	6,028.39	10,705.96	(350.61)	5,990.33
PARATRANSIT FUNDS	20,242,329.00	95,326.97	31,533.76	238,011.52	276,677.50	(57.83)	88,136.92
LAIF -- PARATRANSIT	4,951,343.60	2,336.32	0.00	391.75	2,225.39	(72.88)	429.80
BANK OF AMERICA	12,378,252.84	0.00	0.00	1,211.33	1,211.33	0.00	0.00
WELLS FARGO	609,957.60	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	17,307,417.88	0.00	0.00	711.56	0.00	0.00	711.56
	<u>185,340,319.17</u>	<u>263,897.31</u>	<u>55,451.33</u>	<u>673,711.86</u>	<u>729,345.77</u>	<u>(614.83)</u>	<u>263,099.90</u>

APRIL 2014 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 04/30/14	673,097.03
Add:	
CEO Interest	2,000.00
Less:	
Commissions	(8,944.72)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>666,152.31</u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,500,162.13
Add:	
CEO Interest	15,833.33
Less:	
Commissions	(88,146.68)
Capital Gain(Loss)	(5,796.01)
Total Interest & Capital Gain(Loss)	<u>1,422,052.77</u>
Balance Per Ledger as of 04/30/14	
Deferred Int Acct. 210852/3	7,315.89
Interest Acct. 409102	7,143.81
Interest Acct. 409101	1,413,389.08
Gain(Loss) Acct. 405210	(5,796.01)
	<u>1,422,052.77</u>

SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R
April 30, 2014

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST	PREPAID	INTEREST	INTEREST	PP INTEREST	INTEREST	INT REC'VBLE	PAR VALUE	
			PURCHASE PRICE	ADJUSTED 06-30-13	VALUE 04/30/14					REC'VBLE 03/31/14	INT REC'VBLE 04/30/14	EARNED 04/30/14	RECEIVED 04/30/14	RECEIVED DATE	REC'VBLE 04/30/14	LESS PREPAID 04/30/14		
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,002,500.00	2,004,680.00	07-15-16	0.625%	34.7222	30	2,624.31		1,041.67			(5.76)	3,660.22	3,660.22	2,000,000
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,486,060.00	8,498,045.00	10-15-16	0.625%	147.5694	30	24,519.23		4,427.08	26,562.50		(61.41)	2,322.40	2,322.40	8,500,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	9,988,300.00	11-15-16	0.625%	173.6111	30	23,653.31	22,962.71	5,208.33			(28.77)	28,832.87	5,870.16	10,000,000
																		22.51%
GOVERNMENT BONDS																		
FHLMC	3134G2WG3	2-15-12	9,686,631.75	9,671,151.60	9,640,383.60	09-22-14	0.750%	200.3125	30	1,802.81		6,009.38	0.00			7,812.19	7,812.19	9,615,000
FHLMC	3134G4HZ4	10-28-13	4,999,750.00	5,011,600.00	5,008,900.00	10-28-15	0.500%	69.4444	30	10,625.00		2,083.33	12,500.00			208.33	208.33	5,000,000
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,475,605.00	8,533,575.00	11-24-15	0.450%	106.2500	30	13,493.75		3,187.50				16,681.25	16,681.25	8,500,000
FFCB	31331HSL7	5-11-07	1,020,404.50	1,078,478.00	1,040,402.00	12-29-15	6.125%	161.6319	30	14,870.14		4,848.96				19,719.10	19,719.10	950,000
FNMA	3135G0UM3	5-29-13	3,999,600.00	3,981,120.00	4,006,440.00	02-26-16	0.520%	57.7778	30	2,022.22		1,733.33		0.01		3,755.56	2,800.70	4,000,000
FNMA	3135G0VH3	5-30-13	6,031,500.00	6,011,700.00	6,030,540.00	03-04-16	0.750%	125.0000	30	3,375.00		3,750.00	0.00			7,125.00	7,125.00	6,000,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	14,916,000.00	15,018,300.00	03-30-16	0.500%	208.3333	30	208.33		6,250.00	0.00			6,458.33	6,458.33	15,000,000
FNMA	3135G0XH1	10-15-13	7,962,000.00	7,985,200.00	8,000,880.00	05-20-16	0.500%	111.1111	30	14,555.56		3,333.33				17,888.89	17,888.89	8,000,000
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,965,350.00	4,989,750.00	07-05-16	0.375%	52.0833	30	4,479.17		1,562.50				6,041.67	6,041.67	5,000,000
FNMA	3135G0YE7	03-07-14	5,009,800.00	4,997,050.00	4,996,900.00	08-26-16	0.625%	86.8056	30	3,038.19	954.86	2,604.17				5,642.36	4,687.50	5,000,000
																		73.65%
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%	121.5278	15	22,315.73		1,822.92	399,420.00			0.00	0.00	3,500,000
LAIF			33,962,376.74	33,962,376.74	33,962,376.74					11,056.56		6,028.39	10,705.96		(350.61)	6,028.39	6,028.39	33,962,377
TOTAL LAIF			<u>33,962,376.74</u>	<u>33,962,376.74</u>	<u>33,962,376.74</u>													
TOTAL A/C 121100 & 112010			<u>91,412,583.09</u>	<u>91,452,015.73</u>	<u>91,631,808.66</u>													
MATURED/CALLED																		
TREAS INFLATION INDEX	912828KM1		(3,737,186.68)	(3,898,301.13)	(3,874,713.06)													(3,500,000)
TOTAL			<u><u>87,675,396.41</u></u>	<u><u>87,553,714.60</u></u>	<u><u>87,757,095.60</u></u>					<u><u>141,582.75</u></u>	<u><u>23,917.57</u></u>	<u><u>47,862.50</u></u>	<u><u>438,482.50</u></u>		<u><u>(95.93)</u></u>	<u><u>126,148.17</u></u>	<u><u>101,275.74</u></u>	<u><u>87,565,000</u></u>

19-May-14

**SAN MATEO COUNTY TRANSIT DISTRICT
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES
April 30, 2014**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-13	MARKET VALUE 04-30-14	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 03/31/14	PREPAID INT REC'VBLE 04-30-14	INTEREST EARNED 04-30-14	INTEREST RECEIVED 04-30-14	ADJ.	INTEREST REC'VBLE 04-30-14	INT REC'VBLE LESS PREPAID 04-30-14	PAR VALUE
U.S. TREASURY NOTES AND BONDS																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,891,942.00	7,904,345.00	06-15-16	0.500%	109.7222	30	11,611.26		3,291.67		(36.17)	14,866.76	14,866.76	7,900,000
GOVERNMENT BONDS																	
HOUSING URBAN DEVEL	911759EB0	12-23-08	155,581.50	150,873.00	150,757.50	08-01-17	7.908%	32.9500	30	1,977.00		988.50			2,965.50	2,965.50	150,000
LAIF			76,443.41	76,443.41	76,443.41					44.50		14.64	43.09	(1.41)	14.64	14.64	76,443
MATURED/CALLED CALLED																	
TOTAL LAIF			76,443.41	76,443.41	76,443.41												
TOTAL A/C 121100 & 112010			8,045,397.85	8,042,815.00	8,055,102.50												
TOTAL			<u>8,045,397.85</u>	<u>8,042,815.00</u>	<u>8,055,102.50</u>					<u>13,588.26</u>	<u>0.00</u>	<u>4,280.17</u>	<u>0.00</u>	<u>(36.17)</u>	<u>17,832.26</u>	<u>17,832.26</u>	<u>8,050,000</u>

19-May-14

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
April 30, 2014**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	PP INTEREST	INTEREST	INTEREST	PP INTEREST	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED 06-30-13	VALUE 04/30/14					REC'VBLE 03/31/14	REC'VBLE 04/30/14	EARNED 04/30/14	RECEIVED 04/30/14	RECEIVED DATE		REC'VBLE 04/30/14	LESS PREPAID 04/30/14	
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,490,980.00	5,498,735.00	10-15-16	0.625%	95.4861	30	15,865.38	14,826.58	2,864.58	17,187.50		(39.73)	1,502.73	(13,323.85)	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	4,985,950.00	4,994,150.00	11-15-16	0.625%	86.8056	30	11,826.66	11,481.35	2,604.17			(14.39)	14,416.44	2,935.09	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,619,960.72	4,605,750.00	4,613,294.00	01-31-17	0.875%	111.8056	30	6,671.27	5,225.83	3,354.17			(18.53)	10,006.91	4,781.08	4,600,000
GOVERNMENT BONDS																		
FHLM	3137EACB3	3-26-10	2,510,690.00	2,546,825.00	2,503,700.00	04-23-14	2.500%	173.6111	22	27,430.56	0.00	3,819.44	31,250.00			0.00	0.00	2,500,000
FNMA	31398AU34	2-15-12	5,299,150.00	5,197,600.00	5,136,150.00	07-28-15	2.375%	329.8611	30	20,781.25	0.00	9,895.83				30,677.08	30,677.08	5,000,000 20.33%
TREASURY INFLATION PROTECTED SECURITIES																		
TREAS INFLATION INDEX	912828KM1	03-26-10	2,111,329.89	2,227,600.65	2,214,121.75	04-15-14	1.288%	71.5556	15	12,751.85	0.00	1,073.33	228,240.00		14.82	(111,329.89)	(111,329.89)	2,000,000 8.13%
CASH INVESTMENT																		
LAIF			4,951,343.60	4,951,343.60	4,951,343.60					2,298.27	0.00	391.75	2,225.39		(72.88)	391.75	391.75	4,951,344
MATURED/CALLED																		
TREAS INFLATION INDEX	912828KM1	03-26-10	(2,111,329.89)	(2,227,600.65)	(2,214,121.75)													(2,000,000)
FHLM	3137EACB3	3-26-10	(2,510,690.00)	(2,546,825.00)	(2,503,700.00)													(2,500,000)
TOTAL LAIF			4,951,343.60	4,951,343.60	4,951,343.60													
TOTAL A/C 122010			7,809,840.00	7,744,425.00	7,639,850.00													
TOTAL			<u>20,391,981.82</u>	<u>20,280,280.00</u>	<u>20,242,329.00</u>					<u>95,326.97</u>	<u>31,533.76</u>	<u>23,611.52</u>	<u>276,677.50</u>	<u>0.00</u>	<u>(57.83)</u>	<u>(54,726.73)</u>	<u>(86,260.49)</u>	<u>20,100,000</u>

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

5/13/14 4:17 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	4,898,300	(401,700)	4,898,300
Mar. 14	6,500,000	May 14			6,500,000 (1)
3rd Qtr. Adjustment	1,032,500	Jun. 14			1,032,500 (1)
9 Months Total	52,207,500		49,469,912	4,794,912	57,002,412
Apr. 14	5,130,000	Jun. 14			5,130,000 (1)
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 (1) Apr portion
FY2014 Total	70,000,000	FY2014 Total	49,469,912	4,794,912	74,794,912
	19,084,264	1st Quarter			
	20,581,648	2nd Quarter			
	17,336,500	3rd Quarter			
	5,474,167	4th Quarter			
	<u>62,476,578</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: **ADOPTION OF PROPOSED FISCAL YEAR 2015 OPERATING BUDGET**

ACTION

Staff proposes the Committee recommend Board adoption of the proposed Fiscal Year (FY) 2015 Operating Budget in the amount of \$131,590,358.

SIGNIFICANCE

Since the May Board presentation of the preliminary budget, staff has included an additional \$500,000 from the San Mateo County Transportation Authority (TA) for the SamTrans contribution to Caltrain and \$57,600 for grant-related projects based on anticipated expenses. The proposed FY2015 Operating Budget totals \$131,032,765 **\$131,590,358**, as shown in Attachment A, *Total Uses of Funds* (page 1, line 25). The proposed budget is projected to **increase** by ~~\$5.4 million~~ **\$5.9 million** or ~~4.3~~ **4.8** 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 proposed 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 Americans with Disabilities Act (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~~ **\$47.8 million** are projected to **decrease** ~~\$4.7 million~~ **\$4.6 million** or 9 percent from the FY2014 revised budget, primarily because there were less Transportation Development Act and State Transportation Assistance 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.

SMCTA Measure A (page 1, line 5) funds are projected to **increase** by \$480,000 **\$980,000** or ~~5.9~~ **12** percent from the FY2014 revised budget based on projected sales tax receipts of \$72 million for FY2015 **and previously collected tax receipts**.

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~~ **\$132 million** are projected to **increase** by ~~\$5.4 million~~ **\$5.9 million** or ~~4.3~~ **4.8** 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~~ **4.3** 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~~ **\$475,100** or ~~10.3~~ **9.1** 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 JPB pay for this contract, with the Peninsula Corridor Joint Powers Board 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~~ **\$6.3 million**, an **increase** of ~~\$320,000~~ **\$820,000** or ~~5.9~~ **15.1** 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 proposed 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

Adoption of the Proposed FY2015 Operating Budget provides authority by the Board of Directors for SamTrans to expend operating funds in FY2015.

BACKGROUND

The SamTrans proposed 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.

Changes from the staff report distributed on May 1st are presented in bold, blue font.

Prepared By:

Chris Petak, Senior Budget Analyst
Ladi Bhuller, Director Budgets

650-508-7754
650-508-7755

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

Attachment A

1

	FY2013 <u>ACTUAL</u> A	FY2014 <u>ADOPTED</u> B	FY2014 <u>REVISED</u> C	FY2015 <u>PROPOSED</u> D	FY15 PROPOSED 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	6,892,643	(2,381,936)	-25.7%	4
5 SMCTA Measure A	8,394,311	8,160,000	8,160,000	9,140,000	980,000	12.0%	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	80,690,505	(3,196,565)	-3.8%	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	6,921,784	483,677	7.5%	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	79,870,624	2,376,357	3.1%	14
15							15
16 Total Sources of Funds	164,699,547	153,066,050	161,381,337	160,561,129	(820,208)	-0.5%	16
17							17
USES OF FUNDS:							
19 Motor Bus	93,453,085	100,725,200	102,219,993	106,595,744	4,375,751	4.3%	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	6,260,000	820,000	15.1%	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	131,590,358	5,986,741	4.8%	25
26							26
27 TOTAL OPERATING SURPLUS/(DEFICIT)	40,327,565	28,796,148	35,777,720	28,970,771	(6,806,949)	-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	23,113,503	(7,318,592)	-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	(1,363,210)	(7,315,608)		41

SAN MATEO COUNTY TRANSIT DISTRICT FY2015 PROPOSED OPERATING BUDGET						
	FY2013 ACTUAL	FY2014 ADOPTED	FY2014 REVISED	FY2015 PROPOSED	FY15 PROPOSED Compared to FY14 REVISED Increase (Decrease)	BUDGET PERCENT CHANGE
	A	B	C	D	E = D-C	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%
2						
3 LOCAL (TDA) TRANSIT FUND:						
4 General Operating Assistance	31,871,276	34,505,186	34,505,186	34,458,615	(46,571)	-0.1%
5						
6 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%
9						
10 OPERATING GRANTS:						
11 Operating Grants	10,150,976	7,051,491	8,275,236	6,504,231	(1,771,005)	-21.4%
12						
13 DISTRICT 1/2 CENT SALES TAX:						
14 General Operating Assistance	24,554,829	31,475,368	31,493,796	38,991,765	7,497,969	23.8%
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	40,010,305	7,481,366	23.0%
17						
18 INVESTMENT INTEREST INCOME						
19 Investment Interest Income	1,123,502	697,450	697,450	620,090	(131,930)	-18.9%
20						
21 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	1,443,784	37,712	2.7%
26 TOTAL OTHER REVENUES	3,345,533	3,170,892	3,423,512	3,772,384	348,872	10.2%
27						
28 TOTAL MOTOR BUS	93,453,085	100,725,200	102,219,993	106,595,744	4,375,751	4.3%
29						
30 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%
42						
43 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	6,260,000	820,000	15.1%
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	9,173,140	1,013,537	12.4%
53						
54 TOTAL REVENUES	123,844,644	123,826,781	125,160,496	131,155,515	5,995,019	4.8%

SAN MATEO COUNTY TRANSIT DISTRICT FY2015 PROPOSED OPERATING BUDGET							FY15 PROPOSED Compared to FY14 REVISED	BUDGET PERCENT CHANGE
	FY2013 ACTUAL	FY2014 ADOPTED	FY2014 REVISED	FY2015 PROPOSED	Increase (Decrease)			
	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	4,720,740	(475,107)	-9.1%	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	87,859,104	3,119,037	3.7%	31
32								32
33	CONTRACTED BUS SERVICES							
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	106,595,744	4,375,751	4.3%	45

SAN MATEO COUNTY TRANSIT DISTRICT FY2015 PROPOSED OPERATING BUDGET								
	FY2013 ACTUAL	FY2014 ADOPTED	FY2014 REVISED	FY2015 PROPOSED	FY15 PROPOSED Compared to FY14 REVISED Increase (Decrease)	BUDGET 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%	46
47	Other Related Costs	2,575,080	2,937,197	2,937,197	3,060,554	123,357	4.2%	47
48	ADA Sedan/Taxi Service	3,012,025	2,534,802	2,534,802	3,133,720	598,918	23.6%	48
49	ADA Accessibility Support	791,132	1,189,580	1,189,580	1,047,397	(142,183)	-12.0%	49
50	Coastside ADA Support	1,248,275	1,244,339	1,244,339	1,335,300	90,961	7.3%	50
51	Insurance Costs	513,301	515,000	515,000	515,000	0	0.0%	51
52	TOTAL ADA PROGRAMS	13,767,333	14,780,900	14,780,900	15,386,631	605,731	4.1%	52
53								53
54	MULTI-MODAL TRANSIT PROGRAMS							54
55								55
56	CALTRAIN SERVICE							56
57	Peninsula Rail Service	14,000,000	5,440,000	5,440,000	6,260,000	820,000	15.1%	57
58	Total Caltrain Service	14,000,000	5,440,000	5,440,000	6,260,000	820,000	15.1%	58
59								59
60	OTHER SUPPORT							60
61	Dumbarton Express Service	3,567	0	0	0	0	0.0%	61
62	SamTrans Shuttle	2,520,296	2,697,891	2,536,813	2,709,040	172,227	6.8%	62
63	Bicycle Coordinating Activities	0	0	0	25,000	25,000	0.0%	63
64	Maintenance Multimodal Fac	100,363	182,790	182,790	179,100	(3,690)	-2.0%	64
65	Total Other Support	2,624,227	2,880,681	2,719,603	2,913,140	193,537	7.1%	65
66								66
67	TOTAL MULTI-MODAL PROGRAMS	16,624,227	8,320,681	8,159,603	9,173,140	1,013,537	12.4%	67
68								68
69	TOTAL OPERATING EXPENSES	123,844,644	123,826,781	125,160,496	131,155,515	5,995,019	5%	69

RESOLUTION NO. 2014 –

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

* * *

**ADOPTING FISCAL YEAR 2015 OPERATING BUDGET IN
THE AMOUNT OF \$131,590,358**

WHEREAS, Section 103141 (b) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for the District; and

WHEREAS, the adoption of an operating budget is necessary for obtaining both Federal and State funds to support the District's transit improvement program; and

WHEREAS, the General Manager/CEO has prepared and presented to the Board of Directors a proposed final operating budget for Fiscal Year (FY) 2015 in the amount of \$131,590,358 that sets forth projected revenues and expenses associated with the District's operating and maintenance program.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District adopts the Fiscal Year 2015 Operating Budget, a copy of which is attached hereto and incorporated herein as Attachment "A"; and

BE IT FURTHER RESOLVED that the General Manager/CEO is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this resolution at the earliest practical date; and

Regularly passed and adopted this 4th day of June 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: **AUTHORIZE ADOPTION OF FISCAL YEAR 2015 CAPITAL BUDGET**

ACTION

Staff proposes the Committee recommend Board approval of the Fiscal Year (FY) 2015 Capital Budget in the amount of \$55,331,570.

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 Central, 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	Access Control Improvements	Project will improve the security at Central, North Base and South Base with significant upgrades	\$ 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										
* The proposed FY2015 budget includes, distributed across the program of projects, \$875K in administrative overhead funds to help support the capital program										

RESOLUTION NO. 2014 –

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

*** * ***

ADOPTING FISCAL YEAR 2015 CAPITAL BUDGET IN THE AMOUNT OF \$55,331,570

WHEREAS, Section 103141 (b) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for the San Mateo County Transit District District); and

WHEREAS, the adoption of a Capital Budget is necessary for obtaining Federal, State, and other grant funds to support the District's Capital Transit Improvement Program; and

WHEREAS, the annual Capital Budget is developed based upon the 10-year Capital Program previously adopted as part of the 2009 Short Range Transit Plan; and

WHEREAS, staff has prepared a proposed Capital Budget for Fiscal Year (FY) 2015 in the total amount of \$55,331,570; and

WHEREAS, the anticipated Federal and other grant programming anticipated for the proposed Capital Budget for Fiscal Year 2015 is \$49,474,302; and

WHEREAS, the local sales tax required for the proposed Capital Budget for FY2015 is \$5,857,268.

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors of the San Mateo County Transit District hereby adopts a Capital Budget in the amount of \$55,331,570 for FY2015, a copy of which is attached hereto and incorporated herein as Attachment A; and

BE IT FURTHER RESOLVED the General Manager/CEO is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this relation at the earliest practicable date.

Regularly passed and adopted this 4th day of June, 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: April Chan
Executive Officer, Planning and Development

SUBJECT: **AUTHORIZATION TO EXECUTE A FIVE-YEAR USE AGREEMENT FOR
PICO BOULEVARD NEAR SAN CARLOS**

ACTION

Staff proposes the Committee recommend the Board authorize the General Manager/CEO to enter into a five-year agreement for a total cost of \$604,730 with Sunset Real Properties, LLC to use a 37,614 square foot private roadway, Pico Boulevard, which provides access to the SamTrans South Base Operations and Maintenance Facility.

SIGNIFICANCE

The existing three-year agreement expires June 30, 2014. Operations staff has determined the use of Pico Boulevard is required in order to maintain maximum efficiency in running South Base operations. Staff has determined the new rate is fair and equitable to the San Mateo County Transit District (District) and within the range of fair market value for similar property.

BUDGET IMPACT

Funds to support the agreement are included in the current and projected operating budgets.

BACKGROUND

Pico Boulevard is located on the north side of South Base and runs from Skyway Boulevard to Twin Dolphin Drive in Redwood City and is the primary access point into South Base. When the District purchased the South Base facility in 1980, the former owner (Piombo Construction Company) retained ownership of Pico Boulevard to provide access to its remaining property. On November 23, 1998, Sunset Real Properties, LLC purchased the former Piombo Construction property to develop a hotel. Shortly thereafter, they informed staff that they would require District to enter into an agreement to use Pico Boulevard. The District has been leasing Pico Boulevard since 2000 and currently pays \$101,483 per year.

During the negotiations to renew the use agreement the property owner indicated that he was not interested in selling Pico Boulevard. Under the terms of the new agreement,

which will commence July 1, 2014 and run through June 2019, the rate will be \$111,631.13 and will increase annually by 4 percent per year. The District has the right to terminate the agreement after the third-year by providing the property owner 12 months written notification.

Prepared by: Gary Cardona, Senior Real Estate Officer
Brian W. Fitzpatrick, Manager, Real Estate
and Property Development

650-508-6353
650-508-7781

RESOLUTION NO. 2014-
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA

* * *

**AUTHORIZING GENERAL MANAGER/CEO TO EXECUTE A FIVE-YEAR USE AGREEMENT WITH
SUNSET REAL PROPERTIES, LLC FOR PICO BOULEVARD NEAR SAN CARLOS**

WHEREAS, the San Mateo County Transit District (District) requires use of a 37,614 square foot private roadway, Pico Boulevard (Property), to access its South Bay Operations and Maintenance Facility located near San Carlos; and

WHEREAS, since 2000, the District has been using Pico Boulevard pursuant to an agreement with the property owner, Sunset Real Properties, LLC (Owner); and

WHEREAS, the District continues to require use of Pico Boulevard, and has negotiated a five-year renewal of the agreement with the Owner, under which the District will pay \$111,631.13 for the first year, subject to an annual increase of 4 percent in years two, three, four, and five, for a total of \$604,730.19 for the five-year term; and

WHEREAS, the agreement gives the District the right to terminate after the third-year by providing the Owner 12 months' written notification; and

WHEREAS, the District's legal counsel has reviewed and approved the proposed use agreement; and

WHEREAS, staff recommends, and the Finance Committee concurs, the Board of Directors authorize the General Manager/CEO to execute a five-year use agreement for the Property.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO to execute a five-year use

agreement with Sunset Real Properties, LLC in the amount of \$604,730.19 for continued use of the Pico Boulevard Property commencing on July 1, 2014, and to take any other action necessary to give effect to this resolution.

Regularly passed and adopted this 4th day of June, 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: April Chan
Executive Officer, Planning and Development

SUBJECT: **CONDITIONAL APPROVAL OF THE SAN CARLOS TRANSIT VILLAGE PROJECT
AS APPROVED BY THE SAN CARLOS CITY COUNCIL AND AUTHORIZATION FOR
THE GENERAL MANAGER/CEO TO NEGOTIATE FINAL GROUND LEASE TERMS
WITH LEGACY RESIDENTIAL PARTNERS, LLC.**

ACTION

Staff proposes the Committee recommend the Board approve the San Carlos Transit Village Project (SCTV) as approved by the San Carlos City Council on November 12, 2013 and authorize the General Manager/CEO to enter into final ground lease negotiations with Legacy Residential Partners, LLC (Legacy) based thereon concerning financial terms associated with the project subject to: (1) final approval of the ground lease by the Board of Directors and (2) confirmation by the city of San Carlos that Peninsula Corridor Joint Powers Board (JPB) and SamTrans sponsored shuttle services will continue to serve the San Carlos Caltrain station via Old County Road.

SIGNIFICANCE

Approving the project and authorizing the General Manager to enter into final ground lease negotiations with Legacy are the next steps in the development of a high-quality transit-oriented development project on property surrounding the San Carlos Caltrain Station.

BUDGET IMPACT

If the San Mateo County Transit District (District) agrees to move forward with SCTV, the lease will generate annual revenue for the District, in an amount to be determined through negotiations.

BACKGROUND

Pursuant to Resolution No. 2007-20, the District entered into an Option Agreement with Legacy Residential Partners, LLC for development of approximately seven acres of property in San Carlos. As agreed by Legacy and the District in the Option Agreement, Legacy is responsible for obtaining all necessary approvals from the city of San Carlos to build a transit-oriented development on the site. After obtaining approval to build a

project within the parameters set in the Option Agreement, Legacy can exercise its option to lease the land for the amount specified in the Option Agreement.

During the project approval process, the city of San Carlos limited the project to no more than three stories, basically reducing the proposed project's size by 30 percent, as measured by residential units. The City's approval also reduced the proposed amount of commercial space (office and retail) by about 10 percent. The changes in Project scope require renewed negotiations with Legacy, as contemplated by the Option Agreement, to finalize mutually agreeable financial terms.

Additionally, as part of the project approval, the City required shuttles (four of which are funded through JPB) to drop-off and pick-up passengers from the west side of the station. Shuttles have historically served the east side of the station to better connect with businesses located to the east the station. District staff expressed concerns that such limitations would: 1. Create extra traffic on El Camino Real; 2. Increase shuttle service time, negatively impacting Caltrain ridership; 3. Increase traffic on local streets and roads; and 4. Decrease the number of parking spots available to Caltrain passengers, the development and the public by approximately 10 percent.

In a subsequent action, on May 12, 2014, the San Carlos City Council overturned this requirement, contingent upon a decision by the Board to proceed with the SCTV project. Staff recommends that the development proceed only if shuttles are allowed to continue to serve the east side of the station.

Prepared by: Brian W. Fitzpatrick, Manager, and Real Estate
and Property Development

650-508-7781

RESOLUTION NO. 2014-

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

* * *

**CONDITIONAL APPROVAL OF THE SAN CARLOS TRANSIT VILLAGE PROJECT AS APPROVED
BY THE SAN CARLOS CITY COUNCIL AND AUTHORIZATION FOR THE GENERAL
MANAGER/CEO TO NEGOTIATE FINAL GROUND LEASE TERMS WITH
LEGACY RESIDENTIAL PARTNERS, LLC.**

WHEREAS, Pursuant to Resolution No. 2007-20, the San Mateo County Transit District (District) entered into an Option Agreement with Legacy Residential Partners, LLC for development of approximately seven acres of property in San Carlos (the Property); and

WHEREAS, pursuant to the terms of the Option Agreement, Legacy is responsible for obtaining all necessary approvals from the city of San Carlos to build a transit-oriented development on the Property (the Project); and

WHEREAS, during the project approval process, the city of San Carlos limited the Project to no more than three stories, reducing the Project's overall initially proposed size by approximately 30 percent, as measured by the number of residential units and reduced the originally proposed amount of commercial space (office and retail) by approximately 10 percent; and

WHEREAS, the changes in Project scope will require renewed negotiations with Legacy, as contemplated by the Option Agreement, to finalize mutually agreeable financial terms; and

WHEREAS, as part of the approval of the Project, the City determined that shuttles serving Caltrain will be required to drop-off and pick-up passengers from the west side of the San Carlos Caltrain station, which would result in less efficient shuttle connections for passengers at the Station; and

WHEREAS, following objections presented by SamTrans, on May 12, 2014, the City Council overturned this requirement, thereby assuring that SamTrans and Caltrain-sponsored shuttles will be permitted to continue to serve the east side of the Station; and

WHEREAS, staff recommends the Board of Directors conditionally approve the San Carlos Transit Village Project as approved by the San Carlos City Council on November 12, 2013 and authorize the General Manager/CEO to enter into final ground lease negotiations with Legacy Residential Partners, LLC (Legacy), as more specifically set forth below.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors hereby conditionally approves the San Carlos Transit Village Project as approved by the San Carlos City Council on November 12, 2013 subject to: (1) final approval of the ground lease to be negotiated by staff and legal counsel by the Board of Directors and (2) confirmation by the city of San Carlos that Peninsula Corridor Joint Powers Board and SamTrans sponsored shuttle services will continue to serve the San Carlos Caltrain station via Old County Road; and

BE IT FURTHER RESOLVED the Board of Directors authorizes the General Manager/CEO to enter into final ground lease negotiations with Legacy concerning financial terms associated with the Project.

Regularly passed and adopted this 4th day of June, 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: **AMEND THE CONTRACT FOR PROVIDING AUTOMATIC FARE COLLECTION SYSTEM TO PROVIDE EXTENDED MAINTENANCE AND WARRANTY SERVICES**

ACTION

Staff proposes the Committee recommend the Board:

1. Authorize amendment of the current contract with GFI Genfare (GFI), a division of SPX Corporation, to extend the term for on-site maintenance and warranty services for the fareboxes that are part of the automatic fare collection system in the San Mateo County Transit District's (District) bus fleet for an estimated cost of \$1,709,061 including sales tax, for a period of two years.
2. Authorize the General Manager/CEO, or his designee, to exercise up to three one-year option terms with GFI for an estimated cost of \$2,761,365, if deemed in the best interest of the District.
3. Authorize the General Manager/CEO to execute an amendment with GFI in full conformity with the terms and conditions of the negotiated agreement.

SIGNIFICANCE

A contract extension will provide the District with continued maintenance for all 331 fareboxes and warranty services for the four main components within the fareboxes. This includes on-site preventative maintenance, repairs, and warranty services. The four main components are: (1) Operator Control Unit/Driver Display; (2) Media Dispensing and Handling Unit and appurtenances; (3) Coin Handling Unit; and (4) Bill Handling Unit.

BUDGET IMPACT

Funding for the extension of maintenance and warranty support will be from current and future operating budgets.

BACKGROUND

In March 2010, by Resolution No. 2010-26, the District awarded a contract to GFI to provide the District with a new state-of-the-art Automatic Fare Collection System on the District's bus fleet. This covered the server, base workstation, farebox software, 331 fareboxes (fareboxes), and the four main components within the fareboxes. The server, base workstation and farebox software, had a 15-year hardware and software maintenance support term, including PC hardware refresh every four years. However, the fareboxes and main components had only a one-year on-site maintenance support and warranty term with two one-year extension options. The District exercised all available options for the on-site maintenance and warranty services. The exercise of the options extended those services through December 16, 2013.

Staff determined that it would be in the best interest of the District to continue the farebox maintenance support and warranty coverage under the contract. Therefore, to prevent a lapse in maintenance and warranty service the contract was amended under the General Manager/CEO's signature authority to extend the coverage through June 30, 2014.

In April 2014, Staff approached GFI to negotiate an amendment to the contract to extend the term for farebox maintenance and warranty services for an additional two years with three one-year options. GFI agreed to extend its original quote from 2010 with a three percent increase per year for inflation. Staff determined the increase to be fair and reasonable based on inflationary increases in the San Francisco Bay Area Consumer Price Index. GFI is the sole source provider of the farebox system. It holds all patents on the equipment and software.

Contract Officer: Brian Geiger
Project Manager: Greg Moyer, Superintendent, Maintenance
Technical Services

650-508-7973
650-508-6333

RESOLUTION NO. 2014-

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

*** * ***

**AMEND THE CONTRACT FOR PROVIDING AUTOMATIC FARE COLLECTION SYSTEM
TO EXTEND ON-SITE MAINTENANCE AND WARRANTY SERVICE FOR
AN ESTIMATED COST OF \$1,709,061 FOR A TWO-YEAR BASE TERM**

WHEREAS, pursuant to Resolution No. 2010-26, the Board of Directors (Board) of the San Mateo County Transit District (District) authorized the award of a contract to GFI Genfare (GFI), a division of SPX Corporation, of Elk Grove, IL to provide the District with a state-of-the-art automatic fare collection system on its fleet of buses. The system consisted of the server, base workstation, farebox software, and 331 fareboxes; and

WHEREAS, the server, base workstation, and farebox software has a 15-year hardware and software maintenance support term, but the 331 fareboxes had a one-year on-site maintenance and warranty support term with two one-year options; and

WHEREAS, in December 2011, staff exercised all available options for the farebox on-site maintenance and warranty, extending those services through December 2013; and

WHEREAS, to prevent a lapse in farebox maintenance and warranty service the contract was amended under the General Manager/CEO's signature authority to extend those services through June 30, 2014; and

WHEREAS, staff proposes to amend the contract to extend the farebox on-site maintenance and warranty services for a two-year base term with up to three one-year option terms, commencing July 1, 2014; and

WHEREAS, GFI agreed to extend its original 2010 pricing for the farebox on-site maintenance and warranty services with a three percent increase per year for inflation, which staff determined to be fair and reasonable based on the San Francisco Bay Area Consumer Price Index; and

WHEREAS, GFI's system is proprietary and it is the only available provider of maintenance and warranty services for the District's fare collection system; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board authorize an amendment to the contract with GFI to extend the farebox on-site maintenance and warranty services from July 1, 2014 to June 30, 2016 for an estimated cost of \$1,709,061, including sales tax.

NOW, THEREFORE, BE IT RESOLVED that the Board authorizes an amendment to the contract with GFI to extend the farebox on-site maintenance and warranty services for a two-year term from July 1, 2014 to June 30, 2016 for total estimated cost of \$1,709,061; and

BE IT FURTHER RESOLVED that the Board authorizes the General Manager/CEO, or his designee, to execute an amendment to achieve these ends, in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the General Manager/CEO, or his designee, is authorized to exercise up to three additional one-year option terms with GFI for farebox on-site maintenance and warranty services for an aggregate estimated cost of \$2,761,366, including sales tax, provided that the exercise of such options are in the best interest of the District.

Regularly passed and adopted this 4th day of June, 2014 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2014

JEFF GEE, CHAIR
SHIRLEY HARRIS, VICE CHAIR
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, JUNE 4, 2014 – 2:40 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of May 7, 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
MAY 7, 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, 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 3:12 p.m.

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

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

Update on the State and Federal Legislative Program

State Update

Seamus Murphy, Director, Government and Community Affairs, said staff's primary focus has been on the Cap and Trade Program. The governor introduced an expenditure plan for Cap and Trade revenues for the next fiscal year. Leadership in the Legislature has proposed the State also take action to divide up future revenues for the life of the program based on percentages. This proposal would lock in reliable, dedicated funding that would supplement existing State sources for transit. The proposal is to spend 30 percent of the revenues on public transit, likely allocated through the existing State Transit Assistance formula, throughout the life of the Cap and Trade Program. The proposal also includes 20 percent dedicated funding for implementation of the region's Sustainable Communities Strategy, and some of those funds would come to the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board, helping both agencies meet their operating needs.

Federal Update

Mr. Murphy said the formula funds that flow through the Metropolitan Transportation Commission (MTC) come from the Mass Transit Account, part of the Highway Trust Fund, which will run short of funds in July or August and would gradually be reduced. If this is not addressed by Congress, this would impact the District in future budget years. The president has put forward a proposal that would expand the Highway Trust Fund and make it solvent, but a more likely scenario is that Congress will approve a General Fund transfer to prevent the Trust Fund from going broke but will not expand it beyond existing funding levels.

Under the president's transportation reauthorization proposal, the TIGER Program would be funded at a \$5 billion level, high-speed rail at \$5 billion a year, and transit systems at \$72 billion. He said this proposal will be heard by Congress and staff will work with the

American Public Transportation Association to push for these funding levels to be included in Congress' reauthorization proposals.

Director Zoe Kersteen-Tucker said there is a bill to study mileage-based fee programs and asked for more information. Mr. Murphy said Oregon was the leader on this issue and Congressman Blumenauer from Oregon has been an advocate for exploring vehicle miles traveled (VMT) instead of the gas tax as a potential funding mechanism for the Highway Trust Fund. Legislation has been introduced to create a nationwide VMT pilot program. The congressman does not have any preconceived notions about moving forward on this, but wants to explore the option to see if it is a feasible alternative and if it makes sense to tie transportation funding to a VMT formula instead of a fuel-related tax.

Public Comment

Jerry Grace, San Lorenzo, said on May 21 there will be an Americans with Disabilities Act rally at the State Capitol from 9 a.m. to 3 p.m.

Adjourned: 3:22 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/Cap-and-trade

The governor released his May budget revision last month and aside from some minor adjustments to the projected Fiscal Year (FY) 2015 State Transit Assistance funding, the transportation components of the budget, including the cap-and-trade proposal are unchanged from his initial budget recommendations.

The cap-and-trade proposal from Senate President Pro Tem Darrell Steinberg continues to look like the most advantageous option with 25 percent of all funding going to public transportation, another 20 percent for Sustainable Communities Strategy implementation and an additional 15 percent for low carbon transportation including low emission transit vehicles.

The Assembly Budget Subcommittee also put forward a cap-and-trade proposal that is believed to be a non-starter with the governor since it does not include funding for high-speed rail.

FEDERAL ISSUES

Authorization

The U.S. Department of Transportation released a four-year reauthorization proposal with funding levels sufficient enough to bring the nation's transportation infrastructure in a state of good repair. However, the Senate Environment and Public Works Committee approved a six-year highway spending bill based on the assumption that funding will need to be retained at the current insufficient levels plus inflation.

The Senate's transit and rail titles won't be available until they are released by the Banking and Commerce committees but a similar approach on funding levels is anticipated. Even if the Senate chooses not to increase funding to appropriate levels, additional funding will need to be identified by the Finance Committee.

The Senate's Highway Bill does have some transit impacts. It funds the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program at \$750 million per year, which is \$250 million below the current level, and it provides \$400 million for the multimodal Transportation Infrastructure Generating Economic Recovery (TIGER) grant program, which is \$200 million less than 2014.

Appropriations

The House Appropriations Committee passed a FY2015 Transportation Housing and Urban Development (THUD) appropriations bill under the funding authorized by Moving Ahead for Progress in the 21st Century (MAP-21). The bill maintains funding for Federal transportation formula programs but cuts discretionary programs like TIGER and New Starts significantly. The full House and the Senate Appropriations Committee are expected to take up the issue in the coming weeks.

The Senate also voted to bring a tax extenders package to the floor for a vote, which will hopefully happen soon and would restore commuter tax benefits for transit riders to parity with those that drivers receive.

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

650-508-6388

San Mateo County Transit District State Legislative Matrix 5/27/2014

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 5/27/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 380 Dickinson D</p> <p>Oil spills: oil spill prevention and response.</p>	<p>SENATE E.Q. 5/6/2014 - 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>6/4/2014 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, HILL, Chair</p>	<p>The Lempert-Keene-Seastrand Oil Spill Prevention and Response Act generally requires the administrator for oil spill response, acting at the direction of the Governor, to implement activities relating to oil spill response. Existing law directs the Governor to require the administrator to amend, not in conflict with the National Contingency Plan, the California oil spill contingency plan to add a marine oil spill contingency planning section containing specified elements, including an environmentally and ecologically sensitive areas element. Existing law also requires the administrator to adopt and implement regulations governing the adequacy of oil spill contingency plans to be prepared and implemented. Existing law authorizes a local government with jurisdiction over or adjacent to marine waters, as defined, to apply for a grant from the Oil Spill Prevention and Administration Fund to complete, update, or revise an oil spill contingency plan element.</p> <p>This bill would require the administrator to post each oil spill contingency plan it receives on its Internet Web site for public review and would require the administrator to solicit public comment. This bill contains other related provisions and other existing laws. Last Amended on 5/6/2014</p>	
<p>AB 418 Mullin D</p> <p>Local government: special tax, assessment, or property-related fee.</p>	<p>ASSEMBLY INACTIVE FILE 5/15/2014 - Ordered to inactive file at the request of Assembly Member Mullin.</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. 5/19/2014 - In committee: Set, first hearing. Hearing canceled at the request of author.</p> <p>6/18/2014 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, HILL, Chair</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. This bill contains other related provisions and other existing laws. Last Amended on 3/17/2014</p>	

San Mateo County Transit District State Legislative Matrix 5/27/2014

Bill ID/Topic	Location	Summary	Position
AB 543 Campos D California Environmental Quality Act: translation.	SENATE E.Q. 5/19/2014 - In committee: Set, second hearing. Hearing canceled at the request of author. 6/18/2014 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, HILL, Chair	<p>Existing law, the California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a lead agency to translate, as specified, certain notices required by the act and a summary of any negative declaration, mitigated negative declaration, or environmental impact report when a group of non-English-speaking people, as defined, comprises at least 25% of the population within the lead agency's jurisdiction and the project is proposed to be located at or near an area where the group of non-English-speaking people comprises at least 25% of the residents of that area. By requiring a lead agency to translate these notices and documents, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/24/2013</p>	
AB 1556 Perea D Unemployment insurance.	SENATE L. & I.R. 5/8/2014 - Referred to Com. on L. & I.R.	<p>Existing unemployment insurance law requires all standard information employee pamphlets provided by the Employment Development Department concerning unemployment and disability insurance programs to be printed in English and separately in Spanish, or both.</p> <p>This bill would instead require those pamphlets to be printed in English and the 7 other most commonly used languages among participants in each program. This bill would require the 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 7 languages, other than English, most commonly used by unemployment insurance applicants and claimants. This bill contains other related provisions and other existing laws. Last Amended on 3/17/2014</p>	
AB 1720 Bloom D Vehicles: bus gross weight.	SENATE T. & H. 5/22/2014 - Referred to Com. on T. & H.	<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 5/27/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 1897 Hernández, Roger D</p> <p>Labor contracting: client liability.</p>	<p>ASSEMBLY THIRD READING 5/27/2014 - Action From SECOND READING: Read second time.To THIRD READING.</p> <p>5/27/2014 #50 ASSEMBLY A SSEMBLY SECOND READING FILE</p>	<p>Existing law regulates the terms and conditions of employment and establishes specified obligations of employers to employees. Existing law prohibits a person or entity from entering into a contract for labor or services with a construction, farm labor, garment, janitorial, security guard, or warehouse contractor, if the person or entity knows or should know that the contract or agreement does not include sufficient funds for the contractor to comply with laws or regulations governing the labor or services to be provided.</p> <p>This bill would require a client employer to share with a labor contractor all civil legal responsibility and civil liability for 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 a business entity that obtains or is provided workers to perform labor or services within the usual course of business from a labor contractor, except as specified. The bill would define a labor contractor as an individual or entity that supplies workers, either with or without a contract, to a client employer to perform labor or services within the client employer's usual course of business and would except from this definition specified nonprofit, labor, and motion picture payroll services organizations. The bill would specify that it does not prohibit client employers and labor contractors from mutually contracting for otherwise lawful remedies for violations of its provisions by the other party. The bill would require a client employer or labor contractor to provide to a requesting enforcement agency or department, and make available for copying, information within its possession, custody, or control required to verify compliance with applicable state laws. The bill would authorize the Labor Commissioner, the Division of Occupational Safety and Health, and the Employment Development Department to adopt necessary regulations and rules to administer and enforce the bill's provisions. The bill would provide that waiver of its provisions is contrary to public policy, void, and unenforceable. Last Amended on 5/23/2014</p>	<p>Oppose</p>

San Mateo County Transit District State Legislative Matrix 5/27/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2021 Gordon D</p> <p>San Mateo County Transit District.</p>	<p>SENATE T. & H. 5/8/2014 - Referred to Com. on T. & H.</p> <p>6/10/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</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>
<p>AB 2046 Gomez D</p> <p>Joint exercise of powers: financing.</p>	<p>ASSEMBLY THIRD READING 5/15/2014 - Reconsideration granted. (Page 4924.) Ordered to third reading. Read third time and amended. Ordered to third reading. (Page 4924.)</p> <p>5/27/2014 #194 ASSEMBLY ASSEMBLY THIRD READING FILE</p>	<p>The Joint Exercise of Powers Act authorizes the legislative or other governing bodies of 2 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 5/15/2014</p>	

San Mateo County Transit District State Legislative Matrix 5/27/2014

Bill ID/Topic	Location	Summary	Position
AB 2126 Bonta D Meyers-Milias-Brown Act: mediation.	ASSEMBLY THIRD READING 5/27/2014 - Action From SECOND READING: Read second time.To THIRD READING. 5/27/2014 #71 ASSEMBLY A SSEMBLY SECOND READING FILE	<p>The Meyers-Milias-Brown Act requires the governing body of a local public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of a recognized employee organization. The act requires, if a tentative agreement is reached and the governing body adopts the tentative agreement, that the parties prepare jointly a nonbinding written memorandum of understanding of the agreement. Under existing law, if representatives of the public employee agency and the recognized employee organization fail to reach agreement, the parties may agree together upon the appointment of a mutually agreeable mediator.</p> <p>This bill instead would permit either party to request mediation and would require the parties to agree upon a mediator, if either party has provided the other with a written notice of declaration of impasse. If the parties cannot agree upon a mediator, the bill would authorize either party to request the board to appoint a mediator. The bill would require the board to appoint a mediator within 5 days after receipt of the party's request, as prescribed. A public agency would not be required to proceed to mediation in its negotiations with respect to a bargaining unit under the above-described circumstances if the public agency has an impasse procedure that includes, at a minimum, a process for binding arbitration. This bill contains other related provisions and other existing laws. Last Amended on 5/23/2014</p>	
AB 2170 Mullin D Joint powers authorities: common powers.	SENATE G. & F. 5/8/2014 - Referred to Com. on GOV. & F.	<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>	
AB 2198 Levine D Mental health professionals: suicide prevention training.	SENATE RLS. 5/19/2014 - In Senate. Read first time. To Com. on RLS. for assignment.	<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>	Support

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Bill ID/Topic	Location	Summary	Position
AB 2250 Daly D Toll facilities: revenues.	SENATE T. & H. 5/22/2014 - Referred to Com. on T. & H.	<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.</p> <p>Last Amended on 4/24/2014</p>	
AB 2445 Chau D Community colleges: transportation fees.	SENATE ED. 5/8/2014 - Referred to Com. on ED. <i>6/4/2014 9 a.m. - John L. Burton Hearing Room (4203) SENATE EDUCATION, LIU, Chair</i>	<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>	Support

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Bill ID/Topic	Location	Summary	Position
<p>AB 2471 Frazier D</p> <p>Public contracts: change orders.</p>	<p>ASSEMBLY THIRD READING 5/27/2014 - Action From SECOND READING: Read second time.To THIRD READING.</p> <p>5/27/2014 #105 ASSEMBLY ASSEMBLY SECOND READING FILE</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 to the work in a public works contract awarded to the lowest bidder, to issue a change order promptly and no later than 60 days after the extra work is performed and reasonable documentation has been submitted, except as specified. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the extra 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 5/23/2014</p>	<p>Oppose</p>

San Mateo County Transit District State Legislative Matrix 5/27/2014

Bill ID/Topic	Location	Summary	Position
AB 2650 Conway R Bonds: transportation.	ASSEMBLY TRANS. 4/28/2014 - In committee: Set first hearing. Failed passage. Reconsideration granted.	<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.</p>	

San Mateo County Transit District State Legislative Matrix 5/27/2014

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>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 year, 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 after these appropriations to the Budget Stabilization Account. Last Amended on 3/28/2014</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2707 Chau D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>SENATE T. & H. 5/22/2014 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</p> <p>6/10/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, 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 5/22/2014</p>	
<p>AB 2720 Ting D</p> <p>State agencies: meetings: record of action taken.</p>	<p>SENATE G.O. 5/22/2014 - Referred to Com. on G.O.</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>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
SB 674 Corbett D California Environmental Quality Act: exemption: residential infill projects.	ASSEMBLY NAT. RES. 5/8/2014 - Referred to Coms. on NAT. RES. and L. GOV.	<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>	
SB 785 Wolk D Design-build.	ASSEMBLY L. GOV. 5/8/2014 - Referred to Com. on L. GOV.	<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. Last Amended on 1/14/2014</p>	Support

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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 L. GOV. 5/19/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.</p> <p>6/18/2014 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair</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 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan adopted 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 complete an analysis of common functions and identify opportunities to save costs, reduce redundancies, and further the goals of the member agencies. The bill would require the analysis to also include a statement relative to the expected reduction of overhead, operation, and management costs. 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 economic development, including social equity issues. This bill contains other related provisions and other existing laws. Last Amended on 5/19/2014</p>	

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Bill ID/Topic	Location	Summary	Position
SB 901 Vidak R High-speed rail: funding.	SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. (Ayes 1. Noes 6. Page 3236.) Reconsideration granted.	<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. Last Amended on 4/7/2014</p>	Oppose
SB 902 Vidak R High-speed rail: eminent domain.	SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. (Ayes 1. Noes 7. Page 3236.) Reconsideration granted.	<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>	Oppose

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Bill ID/Topic	Location	Summary	Position
SB 903 Vidak R High-speed rail: property tax revenues.	SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. (Ayes 1. Noes 7. Page 3236.) Reconsideration granted.	<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>	Oppose
SB 904 Vidak R High-speed rail: private property: owner consent.	SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. (Ayes 1. Noes 7. Page 3236.) Reconsideration granted.	<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.</p> <p>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>	Oppose

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Bill ID/Topic	Location	Summary	Position
SB 962 Leno D Advanced mobile communications devices.	ASSEMBLY B.,P. & C.P. 5/19/2014 - Referred to Coms. on B.,P. & C.P. and U. & C.	<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, commonly known as a smartphone, that is manufactured and sold in California on or after July 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, to an unauthorized user 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 unless, during the activation and registration process, the device's default setting prompts the user to enable the technological solution. The bill would authorize the rightful owner to affirmatively elect to disable the technological solution at the point of sale, during the activation and registration process, or anytime thereafter. The bill would make a violation of the bill's requirements subject to a civil penalty of not less than \$500, or more than \$2,500, for each violation. Last Amended on 5/5/2014</p>	Support

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Bill ID/Topic	Location	Summary	Position
SB 969 DeSaulnier D Public works.	SENATE THIRD READING 5/27/2014 - Action From SECOND READING: Read second time and amended.To THIRD READING. 5/27/2014 #7 SENATE SENA TE BILLS-SECOND READING FILE	<p>Existing law generally defines "public work" as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds; work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type; street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state or of any political subdivision or district thereof, and public transportation demonstration projects, as specified. Existing law, the Public Works Project Peer Review Act of 2013, authorizes a public agency principally tasked with administering, planning, developing, and operating a public works project to establish a peer review group, as defined. If a peer review group is established, existing law requires the administering agency to draft a charter, published on the agency's Internet Web site, related to the duties of the peer review group.</p> <p>This bill would authorize these provisions, instead, to be known and cited as the Public Works Project Oversight Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$2,500,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks. Because this bill would require local agencies to perform additional duties, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 5/27/2014</p>	Oppose
SB 990 Vidak R Transportation funds: disadvantaged small communities.	SENATE T. & H. 4/29/2014 - Set, second hearing. Failed passage in committee. (Ayes 3. Noes 8. Page 3312.) Reconsideration granted.	<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. Last Amended on 4/21/2014</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 1077 DeSaulnier D</p> <p>Vehicles: mileage-based fee pilot program.</p>	<p>SENATE THIRD READING 5/23/2014 - From committee: Do pass. (Ayes 6. Noes 1.) (May 23). Read second time. Ordered to third reading.</p> <p>5/27/2014 #129 SENATE SENATE BILLS-THIRD READING FILE</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>	
<p>SB 1151 Cannella R</p> <p>Vehicles: school zone fines.</p>	<p>ASSEMBLY TRANS. 5/19/2014 - Referred to Com. on TRANS.</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

San Mateo County Transit District State Legislative Matrix 5/27/2014

Bill ID/Topic	Location	Summary	Position
SB 1156 Steinberg D California Carbon Tax Law of 2014.	SENATE G. & F. 4/2/2014 - Set, first hearing. Hearing canceled at the request of author.	<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>	
SB 1183 DeSaulnier D Vehicle registration fees: surcharge for bicycle infrastructure.	SENATE THIRD READING 5/27/2014 - Action From SECOND READING: Read second time and amended.To THIRD READING. 5/27/2014 #14 SENATE SENATE BILLS-SECOND READING FILE	<p>Existing law provides for the imposition of certain registration fees on motor vehicles, including certain fees imposed by local agencies for various specified purposes.</p> <p>This bill would authorize a city, county, or regional park district to impose, as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes. The bill would require the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill would require the local agency to use these revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails and bikeways and other bicycle facilities, and for associated maintenance purposes. The bill would limit to 5% the amount of net revenues that may be used by the local agency for its administrative expenses in implementing these provisions. Last Amended on 5/27/2014</p>	Support

San Mateo County Transit District State Legislative Matrix 5/27/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1204 Lara D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>SENATE THIRD READING 5/23/2014 - From committee: Do pass. (Ayes 6. Noes 1.) (May 23). Read second time. Ordered to third reading.</p> <p>5/27/2014 #149 SENATE SENATE BILLS-THIRD READING FILE</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, commonly known as cap and trade revenues, to be deposited in the Greenhouse Gas Reduction Fund, and to be used, upon appropriation by the Legislature, for specified purposes.</p> <p>This bill would create the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be funded from cap and trade revenues, to fund zero- and near-zero emission truck, bus, and off-road vehicle and equipment technologies and related projects, as specified, with priority to be given to certain projects, including projects that benefit disadvantaged communities. The program would be administered by the state board, in conjunction with the State Energy Resources Conservation and Development Commission. The bill would require the state board, in consultation with the commission, to create a multiyear framework and plan, and to adopt guidelines for implementation of the program. Last Amended on 5/6/2014</p>	
<p>SB 1298 Hernandez D</p> <p>High-occupancy toll lanes.</p>	<p>SENATE THIRD READING 5/23/2014 - From committee: Do pass. (Ayes 7. Noes 0.) (May 23). Read second time. Ordered to third reading.</p> <p>5/27/2014 #163 SENATE SENATE BILLS-THIRD READING FILE</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 and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission, and would require that resources necessary in that regard be included in the Governor's proposed annual budget. This bill contains other related provisions and other existing laws. Last Amended on 5/7/2014</p>	

San Mateo County Transit District State Legislative Matrix 5/27/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1350 Lara D</p> <p>Baby diaper changing accommodations.</p>	<p>ASSEMBLY DESK 5/23/2014 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law requires publicly and privately owned facilities where the public congregates to be equipped with sufficient restrooms to meet the needs of the public at peak hours.</p> <p>This bill would require the California Building Standards Commission to develop and adopt standards governing the installation of baby diaper changing accommodations for restroom facilities in a place of public accommodation, as specified. The bill would require the commission to require, when developing the building standards that any place of public accommodation that installs a baby diaper changing accommodation ensures that the accommodation is equally available or provided regardless of the gender for which the restroom facilities are designed. This requirement would only apply under specified circumstances, including when there is construction of a new restroom or substantial renovation of a restroom, as specified. The bill would authorize the commission, in adopting this standard, to consult with the State Architect, the 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. This bill contains other existing laws. Last Amended on 5/5/2014</p>	
<p>SB 1368 Wolk D</p> <p>State highways: relinquishment.</p>	<p>SENATE THIRD READING 5/23/2014 - From committee: Do pass. (Ayes 7. Noes 0.) (May 23). Read second time. Ordered to third reading.</p> <p>5/27/2014 #169 SENATE SENATE BILLS-THIRD READING FILE</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 5/27/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1418 DeSaulnier D</p> <p>Vehicle weight fees; transportation bond debt service.</p>	<p>SENATE APPR. SUSPENSE FILE 5/23/2014 - Held in committee and under submission.</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 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 5/1/2014</p>	
<p>SB 1433 Hill D</p> <p>Local Agency Public Construction Act: transit design-build contracts.</p>	<p>ASSEMBLY L. GOV. 5/23/2014 - Referred to Coms. on L. GOV. and TRANS.</p> <p>6/18/2014 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, 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. This bill contains other related provisions and other existing laws.</p>	Support



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, JUNE 4, 2014 – 3:00 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of May 7, 2014
2. Proclamation Declaring June 19 as Dump the Pump Day

INFORMATIONAL

3. SamTrans Service Plan Progress Update
4. Draft Fiscal Year 2014-2023 SamTrans Short-range Transit Plan and Metropolitan Transportation Commission Transit Sustainability Project Update
5. Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2014

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
MAY 7, 2014**

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

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

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

Committee Chair Carole Groom called the meeting to order at 3:22 p.m.

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

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

Connect Redwood City Update

Doug Kim, Director, Planning, reported:

- This is a Metropolitan Transportation Commission (MTC) Climate Initiatives Program grant designed to reduce vehicle travel and greenhouse gas emissions
- Partners include Redwood City, County of San Mateo and the Peninsula Traffic Congestion Relief Alliance (Alliance)
- Last mile options:
 - Bike Share
 - Part of the Bay Area Bike Share pilot
 - Seventy bikes at seven automated stations in Redwood City
 - Thirty more bikes to be added by fall
 - Ridership low, conducting evaluation study
 - Changes in summer
 - MTC continuing program
 - Car Share
 - Zip Car
 - Three vehicles at Redwood City Caltrain Station
 - Larger network at Courthouse Annex and Mid-point Technology Park
 - Successful pilot and negotiating a long-term lease and program expansion
 - Ninety-six percent of people who use the Car Share like the program
 - Short distance Vanpool Program

- Subsidies for new vanpools
- Managed by Alliance
- Grown from six to 12 vans
- Average vanpooler reduced 358 miles per month
- About 74 percent had excellent satisfaction
- About 54 percent learned through employer
- Telework/Flex Schedules
 - Pilot with County of San Mateo
 - Reduces employee commuting
 - Management concerns
 - Lessons learned
 - Only 5 percent of county employees participated in telework program
- Overall impacts
 - High level of program awareness
 - Benefits:
 - Marketing to businesses with 51,982 employees led to 66 percent of reductions
 - Marketing to residents led to 28 percent of reductions
 - Car share reduced 7,063 miles per month
 - Vanpools reduced 30,418 miles per month

Director Shirley Harris asked if the county was the only employer to use the telework schedule with. Mr. Kim said the decision was made to focus only on the county during the pilot phase.

Director Harris asked if a specific day of the week was set as the telework day. Mr. Kim said the employer has discretion on which day to use.

Director Rose Guilbault asked what the mechanics are for the Bike Share Program. Mr. Kim said casual riders pay \$8 for a 24-hour membership. He said a user can ride a bike as many times as he or she wants over a 24-hour period. The user can pull a bike out of a locked area, ride it to another area where there is a bike station and lock it back in.

Director Guilbault asked if the stations are mapped out for the user. Mr. Kim said at every station there is a map of the other bike station locations.

Director Guilbault asked what the reason is for the program not being successful. Mr. Kim said he has heard the stations in Redwood City are too close to each other. The program is working well in San Francisco and Mountain View. He said he is looking at the other reasons why it is not working well.

Chair Jeff Gee said once housing and offices get built, he thinks the bike program will take off. There is a huge generation coming that doesn't want a car and doesn't want to drive.

Director Adrienne Tissier said she agrees that the bike share stations are too close. She asked if employers are being marketed to north of Redwood Station, such as the Circle Star location. Mr. Kim said the marketing is all within the boundaries of Redwood City. There are no bike stations around the Circle Star.

Director Tissier asked if the bike must be locked at a bike share station. Mr. Kim said it is not required, but if the bike gets lost the replacement cost is over \$2,000. He said part of the charm of the program is a user doesn't need to carry around a bike lock all the time.

Director Zoe Kersteen-Tucker said she is sad to hear the telework program is being sunsetted and asked if other companies are being considered. Mr. Kim said anything is possible, but the county made sense because it captured a lot of people with one program.

Committee Chair Groom said there are a number of county employees who already work flex schedules.

Director Tissier said she had no idea the county was a part of the program and before sunseting the program she would like to talk to staff.

Chair Gee said in Redwood City there is a tech startup and innovators group and it might be good to present at because they are more agile than most with technology. It would be a good way to get the word out to these types of groups that are looking to do things in different ways.

Director Karyl Matsumoto said Genentech has a bike share program on its campus and the program has not been that successful. She asked who the target market is. Mr. Kim said one market is the bike riders who take Caltrain. He said it is marketed to everyone but the typical bicycle riders are 27-year-old males.

Director Kersteen-Tucker said it is great to hear about the last-mile options for transit riders.

Public Comment

Jerry Grace, San Lorenzo, said every Friday he sees people ride their bikes everywhere he goes. Mr. Kim said the Bike Share Program is not affiliated with Critical Mass.

Senior Mobility Initiative Update

Mr. Kim reported:

- Over the past five years, senior ridership is up 13 percent.
- A report stated seniors, in choosing preferred amenities close to home, chose being close to a bus stop
- SamTrans implements Senior Mobility programs
 - Provide travel options

- Fastest growing sector of customer base
- Partnerships with public and private sector

Public Comment

Marsha Herr, South San Francisco, said she used to take Route 130 but it is not available to her anymore and now has no bus service. She said seniors who want to go to the Magnolia Senior Center cannot get anywhere anymore. She said she wants the Route 130 to go to the South San Francisco Bay Area Rapid Transit station and that this would enrich more lives and make everyone happy.

Mr. Kim said some local services were reduced with the SamTrans Service Plan process and there is a growing concern among seniors there will be less and less service. He said programs like the Grand Boulevard Initiative are critical to helping give seniors more reasons to live where bus services are.

Mr. Kim continued:

- The Senior Mobility Guide
 - Provides comprehensive mobility information to seniors
 - Provides information about driver safety, shuttles, and other options
 - Updated annually and 15,000 copies have been distributed
- Mobility Ambassador Program
 - Calls for volunteers to educate seniors and disabled on options besides paratransit
 - Supports the California Highway Patrol Senior Program
 - Over 3,300 volunteer hours
 - Over 650 seniors have been trained
 - Reduces paratransit demand
 - To date, 38 percent who have been trained continue to ride buses
- Peninsula Fleet Share
 - Pilot Project
 - Approved in December 2012
 - Share vehicle capacity and services
 - Market for peer-to-peer services exists
 - Response muted, three members
 - Concerns about perceived liability
 - Pilot will sunset in June
- Expanding senior options:
 - Volunteer Driver Program at Peninsula Jewish Community Center
 - Virtual Mobility Management Center will give one-stop information on transportation services
 - Staff will partner with the County Aging and Adult Services to provide information and assistance
- Veterans' Mobility Corps:
 - Expands spirit of Senior Mobility Ambassador Program
 - Focus on veterans with disabilities
 - Partnership with Veterans Resource Centers at Menlo Park and San Bruno

- o Travel training

Director Tissier asked if staff has the ability to review bus stops and bus shelters that may affect seniors not taking the bus. Chuck Harvey, Deputy CEO, said staff reviews additional amenities as requested. He said staff is looking at new amenities where less space is needed. He said it is important to look at maintenance cost versus the use of the shelter.

Mr. Kim said staff will be looking at where pockets of real opportunities are to double-down on targeted service improvements.

Director Tissier asked if the ambassadors are located throughout the county. Jean Conger, Senior Mobility Project Coordinator, said no, but they are constantly looking for more ambassadors. Most ambassadors are at-large and the ambassador will go to wherever the senior who needs to be trained is located. She said she has met with a group at Half Moon Bay to develop group programs and transit workshops.

Director Tissier asked if staff considers the location of senior centers as routes and shuttles go through service changes. Michael Scanlon, General Manager/CEO, said yes. Mr. Kim said FLX San Carlos was designed to serve two senior centers, and staff pays close attention to that market.

Director Matsumoto asked if ambassadors are needed from South San Francisco. Ms. Conger said yes, but the real need is for bilingual ambassadors.

Director Matsumoto said in South San Francisco there is a covered bus shelter in front of the Magnolia Senior Center stairs and she is most grateful to staff for the shelter.

Adjourned: 4:05 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Mark Simon
Executive Officer for Public Affairs

SUBJECT: **PROCLAMATION DECLARING JUNE 19, 2014 AS “NATIONAL DUMP THE PUMP DAY”**

ACTION

Staff proposes the Committee recommend the Board adopt the proclamation designating June 19, 2014 as “National Dump the Pump Day.”

SIGNIFICANCE

By proclaiming “National Dump the Pump Day,” the San Mateo County Transit District Board of Directors is reaffirming its commitment to provide a variety of public transit options, including SamTrans bus service, paratransit service and Caltrain commuter rail service. In partnership with the American Public Transportation Association (APTA), Dump the Pump Day is an annual opportunity to encourage people to give up driving and use public transportation, steps that would reduce greenhouse gases, ease congestion and pollution and save money.

SamTrans is a proven method by which San Mateo County commuters can unhook from the gas pump. The most recent survey of SamTrans customers found that 66 percent ride five or more days a week and 67 percent don't own a car, underscoring the important role that public transportation plays in providing mobility and independence for people with limited transit alternatives. Nearly 75 percent of all trips are to work or school.

A recent study commissioned by APTA titled *Economic Impact of Public Transportation Investment* reported that the savings achieved from reduced congestion and less reliance on automobile use increases household purchasing power by at least \$18.4 billion per year. Savings to businesses, by improving employers' access to the labor market with more efficient commutes for its current and potential employees, along with reducing congestion costs and logistics, results in contributing an additional \$10.1 billion to the U.S. economy.

In addition, the study shows that this enhanced productivity and access results in \$3.3 billion per year in increased tax revenue for the Federal government and \$1.1 billion for State and local governments. An additional \$6 billion in tax revenue, annually, comes from the traditional impact of spending, with \$2.2 billion going to state and local governments and \$3.8 billion going to the federal government. Total tax receipts are estimated at \$10.4 billion per year.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

“National Dump the Pump Day” began in June 2006 when gas prices were \$3 per gallon. With gas prices at more than \$4 per gallon, using transit options such as SamTrans is one of the most effective ways to beat high gas prices.

The SamTrans Service Plan (SSP), the agency’s most sweeping change to its service in more than a decade, hit the streets in January. The SSP focused on doing “more of what works, less of what doesn’t and trying new things.” There are already signs of success, with average weekday ridership for March increasing nearly 3 percent compared to the previous year. Ridership on the Route ECR, SamTrans’ core El Camino Real service, is up 12 percent.

Prepared by: Christine Dunn, Public Information Officer

650.508.6238

Proclamation

ESTABLISHING 9th ANNUAL NATIONAL DUMP THE PUMP DAY ON JUNE 19, 2014

WHEREAS, June 19, 2014 marks the American Public Transportation Association's 9th annual National Dump the Pump Day; and

WHEREAS, the San Mateo County Transit District supports National Dump the Pump Day as a day to encourage people to ride public transportation to save money, revitalize communities, protect the environment, reduce our dependence on foreign oil, and improve the quality of life for all Americans; and

WHEREAS, SamTrans operates 73 bus routes throughout San Mateo County serving 43,000 riders on an average weekday; and

WHEREAS, every \$1 invested in public transportation generates approximately \$4 in economic returns, powering community growth and revitalization; and

WHEREAS, nearly 75 percent of the trips taken in the U.S. are for work commutes, public transportation provides job access to millions of Americans; and

WHEREAS, U.S. public transportation use reduces the country's carbon footprint by 37 million metric tons -- the equivalent to a complete elimination of electricity consumption in New York City, Washington, D.C., Atlanta, Denver, and Los Angeles; and

WHEREAS, U.S. public transportation use saves 4.2 billion gallons of gasoline per year; and

WHEREAS, public transportation use in 498 urban areas in the United States, including the San Francisco Bay Area, saved 865 million hours annually in travel time and 450 million gallons of fuel; and without public transportation, annual congestion costs would have risen by nearly \$21 billion from \$121 to \$142 billion; and

WHEREAS, the average SamTrans rider saves \$140 a month or \$1,680 a year by taking SamTrans instead of driving.

NOW, THEREFORE BE IT RESOLVED on the 4th day of June 2014, the San Mateo County Transit District Board of Directors, in support of APTA's efforts, encourages citizen to get out of their vehicles and onto public transportation, and does hereby proclaim Thursday, June 19, 2014, as *NATIONAL DUMP THE PUMP DAY*.



Chair, San Mateo County Transit District

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **SAMTRANS SERVICE PLAN PROGRESS UPDATE**

ACTION

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

SIGNIFICANCE

Staff will provide an update on the status of SamTrans service since SamTrans Service Plan (SSP) implementation on January 26. This update will focus on the performance of the system across the first three-month period under the new service structure. Critical components of this new service structure include increased frequency along key corridors as well as the introduction of new pilot services in Pacifica and San Carlos.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

The Board approved the SSP in May 2013 after a two-year planning process that included extensive public and customer outreach and input. The first phase of the SSP – launching weekday ECR – was implemented in August 2013. The second phase launched January 26, 2014. This is the first of a series of quarterly reports of detailed performance data under the new service structure.

Prepared by: Michael Eshleman, Planner

650-508-6227

**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: **DRAFT FISCAL YEAR 2014-2023 SAMTRANS SHORT-RANGE TRANSIT PLAN
AND METROPOLITAN TRANSPORTATION COMMISSION TRANSIT
SUSTAINABILITY PROJECT UPDATE**

ACTION

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

SIGNIFICANCE

Short-range Transit Plan (SRTP)

The Metropolitan Transportation Commission (MTC) requires Bay Area transit districts to prepare and submit a "full" SRTP every four years. In interim years, the transit districts are required to prepare a "mini" SRTP. Following MTC's 2010 implementation of its Transit Sustainability Project (TSP), SRTPs have not been required since the San Mateo County Transit District's (District) Fiscal Year (FY) 2008-2017 plan.

Pursuant to MTC's resumption of the SRTP process, this update is a "full" plan, and it covers FY2014-2023. Major components of this SRTP include:

- Vision, Guiding Principles, and Performance Measures,
- Service and System Evaluation,
- Operations Plan and Budget,
- Capital Improvement Program

Staff will make a presentation that discusses the above elements of the draft plan at the June 4, 2014 meeting. Following the meeting, the draft plan will be submitted to MTC for review. Following feedback from MTC a draft final SRTP will be presented at the September 2014 Board meeting for adoption.

Transit Sustainability Project (TSP)

The Board approved the TSP Strategic Plan for submittal to the MTC at the February 13, 2013 meeting. The District is required to achieve a 5 percent real reduction by FY2017 for one of the following three performance measures: 1) cost per service hour, 2) cost per passenger, or 3) cost per passenger hour. The benchmarks for the 5 percent reductions are the highest reported costs for each measure between FY2008 and FY2011.

On an annual basis, MTC requires reporting of TSP metrics. This year, SamTrans is required to submit its metrics for FY2012 and FY2013. As part of the SRTP development, we are required to discuss in the plan any updates to strategies being used to achieve the required reductions. Staff will make a presentation that discusses these metrics at the June 4, 2014 meeting.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

SRTP

MTC requires Bay Area transit operators prepare SRTPs to implement and inform the Regional Transportation Plan and the Transportation Improvement Program. The SRTP fulfills regulatory requirements by the Federal Transit Administration and the MTC, and serves as a midterm planning document that justifies funding requests and helps implement the MTC RTP and TIP.

TSP

The MTC launched the TSP in January 2010 to address operating and capital shortfalls experienced by transit operators in the nine-county San Francisco Bay Area. The purpose of the TSP is to help improve transit performance and to attract more customers to the transit systems. The TSP focused on financial, service performance and institutional frameworks of the transit agencies. The District was one of the participants in the TSP program.

Prepared by: Barrow Emerson, Principal Planner

650-508-6382

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development, and Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –
3rd QUARTER FISCAL YEAR 2014**

ACTION

No action required. The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

SIGNIFICANCE

The attached report will be submitted quarterly to keep the Committee advised as to the status of active capital projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff will be preparing the Capital Projects Quarterly Status Report for the Committee on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Committee for informational purposes and is intended to better inform the Committee of the capital project status.

Prepared by: Kelvin Yu, Manager, Project Controls

650-622-7853



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, JUNE 4, 2014 – 3:20 p.m.
or immediately following Committee meetings

1. ROLL CALL

2. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of Board of Directors Meeting of May 7, 2014
- b. Acceptance of Statement of Revenues and Expenses for April 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 GENERAL MANAGER/CEO

6. COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. PCC Update
- c. Citizens Advisory Committee Liaison Report
- d. Multimodal Ridership Report – April 2014

7. FINANCE COMMITTEE

RESOLUTIONS

- a. Adoption of the Fiscal Year 2015 Operating Budget in the Amount of \$131,590,358
- b. Adoption of the Fiscal Year 2015 Capital Budget in the Amount of \$55,331,570
- c. Authorize Executing a Five-Year Use Agreement with Sunset Real Properties for Pico Boulevard Near San Carlos for a Total Cost of \$604,730
- d. Authorize Conditional Approval of the San Carlos Transit Village Project as Approved by the San Carlos City Council and Authorization for the General Manager/CEO to Negotiate Final Ground Lease Terms with Legacy Residential Partners, LLC.

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

- e. Authorize Amendment of Contract with GFI Genfare to Provide Continued On-Site Maintenance and Extended Warranty Service for the Automatic Fare Collection System for a Total Cost of \$1,709,061 for a Two-Year Period

8. LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

9. PLANNING, DEVELOPMENT & SUSTANABILITY

MOTION

- a. Proclamation Declaring June 19 as Dump the Pump Day

INFORMATIONAL

- b. SamTrans Service Plan Progress Update
- c. Draft Fiscal Year 2014-2023 SamTrans Short-range Transit Plan and Metropolitan Transportation Commission Transit Sustainability Project Update
- d. Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2014

10. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

11. BOARD MEMBER REQUESTS/COMMENTS

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

13. 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

14. 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
MAY 7, 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, A. Chan, 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 4:05 p.m.

CONSENT CALENDAR

- 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 and Outlook for the Quarter Ended March 31, 2014

A motion (Tissier/Guilbault) to approve the Consent Calendar was approved unanimously.

PUBLIC COMMENT

Jerry Grace, San Lorenzo, said today he took Caltrain to San Carlos. He said someone wrote on the door and then it was painted over. He said there is graffiti on the walls.

REPORT OF CHAIR

Chair Gee said last month he attended the Sustainable San Mateo County Awards Event with Russell Hancock, Co-chair of the Grand Boulevard Initiative (GBI) Task Force. Chair Gee said GBI was recognized for outstanding commitment to sustainable practices in the county and for being a progressive and forward looking project. He said it was an honor to represent various organizations that are making the county more sustainable by linking housing and transit together. He thanked staff who attended.

Chair Gee thanked Mark Simon, Executive Officer, Public Affairs, for emceeding the Annual Housing Endowment and Regional Trust (HEART) Luncheon.

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

Appointment of Rose Guilbault to the Peninsula Corridor Joint Powers Board (JPB)

Director Jerry Deal said the selection committee requests the Board approve the appointment of Director Guilbault to the JPB.

A motion (Deal/Kersteen-Tucker) to approve the appointment of Director Guilbault to the JPB was approved unanimously.

REPORT OF THE GENERAL MANAGER/CEO

Michael Scanlon, General Manager/CEO, reported:

- Congratulated Director Guilbault on her appointment to the JPB.
- Congratulated Director Deal for his appointment to represent the JPB on the Transbay Joint Powers Authority Board.
- The Summer Youth Pass will be offered soon and staff is working with schools and municipalities on bi-lingual advertisements, flyers, mailers, and a social media campaign.
- The Reading File contains a listing of bus and shelter advertisements, and the Senior Mobility Guide.
- Requested the Board adjourn in memory of former Minnesota Congressman and chair of the U.S. House Transportation and Infrastructure Committee, Jim Oberstar, who was a true champion for all modes of transportation in the country.

COMMUNITY RELATIONS COMMITTEE – J. Deal

MOTION

- a. Designation of May as “Older Americans Month”

A motion (Deal/Guilbault) to designate May as “Older Americans Month” was approved unanimously.

SUBJECTS DISCUSSED

- b. Student “Art Takes a Bus Ride” Contest
- c. Accessibility Update
- d. Paratransit Coordinating Council (PCC) Update
- e. Citizens Advisory Committee Liaison Report
- f. Multimodal Ridership Report –March 2014

FINANCE COMMITTEE – Z. Kersteen-Tucker

RESOLUTIONS

- a. Authorize Implementation 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

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

INFORMATIONAL

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

LEGISLATIVE COMMITTEE – S. Harris

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

PLANNING, DEVELOPMENT AND SUSTAINABILITY – C. Groom

SUBJECT DISCUSSED

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

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

Director Carole Groom thanked SamTrans for publicizing the Streets Alive! Parks Alive! event on May 3 and 4. She also thanked Diane Shaw, Manager, Software System Development, for the work she and her group did on the American Heart Association Golf Tournament Fundraiser.

Director Karyl Matsumoto thanked Director Tissier, as chair of the Metropolitan Transportation Commission (MTC), and the SamTrans and Caltrain staff for their work on the South San Francisco Caltrain Station TIGER Grant VI application. She said MTC initially did not endorse the project, but through everyone's efforts the station was added to MTC's list of endorsed projects.

Chair Gee said as part of Redwood City's approval of Stanford's new office development, which is about 1.5 million square feet of office space, one of the contributions Stanford University is making to the city is to host a speaker series. The first event will take place at the Fox Theater on May 8 at 5:30 p.m.

Director Groom said Stephanie Hill was a long-time member of the PCC. Director Groom served with Ms. Hill for 15 years. She said Ms. Hill was engaged, smart, caring, and industrious. She said Ms. Hill spent many years in a wheelchair but that never limited her. She said she has fond memories of Ms. Hill buzzing down the streets of San Mateo. Director Groom requested the meeting be adjourned in Ms. Hill's memory.

DATE AND TIME OF NEXT MEETING – June 4, 2014 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL PROPOSAL

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

- 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

Adjourned to closed session at 4:21 p.m.

Reconvened at 5:20 p.m.

The Board met in closed session on the four items listed on the agenda. Mr. Miller said the Board met with the chief labor negotiator and staff regarding pending labor negotiations with the Amalgamated Transit Union. He said he will continue the items of negotiation on the calendar for the meeting next month as meetings are scheduled to begin next week.

He said after the report from counsel and discussions with the Board there is no action to be taken at this time on the matter of Ling La versus SamTrans.

Meeting adjourned in memory of Stephanie Hill and Jim Oberstar at 5:21 p.m.