



BOARD OF DIRECTORS 2014

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GENERAL MANAGER/CEO

## AGENDA

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

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

**WEDNESDAY, JULY 2, 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 June 4, 2014

#### **INFORMATIONAL**

4. Accessibility Update – Tina Dubost
5. PCC Update - Mike Levinson
6. Citizens Advisory Committee Liaison Report - Peter Ratto
7. Mobility Management Report - Paratransit
8. Multimodal Ridership Report – May 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  
JUNE 4, 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. Dubost, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Jerry Deal called the meeting to order at 2:05 p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of May 7, 2014**

Motion/Second: Guilbault/Harris

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

Absent: Tissier

**Accessibility Update – Tina Dubost**

Tina Dubost, Manager, Accessible Transit Services, said Redi-Wheels has a Lifeline Fare Assistance Program for low-income riders. Nineteen percent of riders are on Lifeline and 34 percent of trips are fare assistance. Eligibility for fare assistance has to be renewed every year and riders have until July 1 to respond to staff's renewal letters.

**Paratransit Coordinating Council (PCC) Update – Mike Levinson**

Mike Levinson, PCC Chair, said:

- The PCC provided input on the MV Transportation contract renewal and has been included in the interview process for the Accessibility Coordinator position.
- The Education Committee presentations are in high demand. The PCC has been invited to participate in a roundtable discussion in August with different transit organizations throughout the county.

**CAC Liaison Report - Peter Ratto**

Peter Ratto, CAC Chair, said at the May 28 meeting the CAC received presentations on the Fiscal Year 2015 Operating and Capital budgets and an update on the SamTrans Service Plan ridership.

Director Adrienne Tissier arrived at 2:09 p.m.

**Multimodal Ridership Report – April 2014 Compared to April 2013**

Chuck Harvey, Deputy CEO, reported:

- Bus average weekday ridership (AWR) was 42,360, an increase of 2.2 percent.
- Paratransit AWR was 1,100, an increase of 2.8 percent.

- Caltrain AWR was 55,270, an increase of 9.1 percent.
- Caltrain shuttle AWR was 12,360, an increase of 26.1 percent.
- Total bus ridership was 1,091,190, up 2.8 percent

Year-to-date Total Ridership – April 2014

- Bus ridership was 10,642,320, an increase of 2.7 percent.

Director Zoe Kersteen-Tucker asked what the highest bus ridership has been since 2008. Mr. Harvey said pre-recession ridership was 1.2 million. Michael Scanlon, General Manager/CEO, said a decline in ridership was by design as Caltrain and Bay Area Rapid Transit (BART) service was increased, prompting people to move from the bus to these other systems.

Public Comment

Meredith Park, San Carlos Parent Teachers Association, said encouraging families to use SamTrans and Caltrain is one way to continue to increase ridership. She would like to see additional opportunities to encourage children over the age 10 to use the bus and train to get to school, fieldtrips, sports activities, and around town. The younger children are when acclimated to public transportation, the higher the potential is for them to continue as long-term riders. Ms. Park said she would encourage staff to evaluate the routes around middle schools, high schools, and sports fields.

Marsha Herr, South San Francisco, said the problem still continues for seniors and people with disabilities on Route 130. She asked that Route 130 serve South San Francisco BART so people can connect to Route 131.

Adjourned: 2:16 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 May PCC meeting are attached. Minutes from the most recent SAAC meeting are not yet available.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

No additional information.

Prepared by: Tina Dubost, Manager, Accessible Transit Services

650-508-6247

**SAN MATEO COUNTY  
PARATRANSIT COORDINATING COUNCIL**

**MEETING MINUTES  
May 13, 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; Maureen Dunn, Senior Focus; Sammi (Wilhelmina) Riley, Consumer; Tina Dubost, SamTrans; Sandra Lang, COA; Judy Garcia, Consumer; Susan Capeloto, DOR.

**ABSENTEES:** Michal Settles, Vice-Chair; Dan Mensing, Consumer; Jim Engvall, COD; Marie Violet, Sequoia Hospital; Vincent Merola, CiD.

**GUESTS:** John Murphy, MV Transportation; Lynn Spicer, MV Transportation; Elly Colwell, SamTrans; Henry Silvas, SamTrans; Linda Rhine, Nelson-Nygaard; Erin Swartz, PCC Staff.

(Member Attendance: 12, Quorum—Yes.)

**WELCOME/INTRODUCTION**

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

**APPROVAL OF MARCH PCC MINUTES**

Mike motioned and Nancy and Dale seconded to approve the amended April minutes, with no PCC members abstaining. The amended minutes will show Maria Kozak present at the April meeting, along with the correct job title for Bill Welch, while he was at SamTrans. The duplicate listing of John Murphy in the attendance section will be deleted. In the Commission on Aging (COA) report, the meeting date will be changed to April 14.

Dale motioned and Maureen seconded to approve, Ace, the new guide dog for Dinae Cruise, as an honorary member appointed to the PCC. All of the PCC members voted to approve Ace's membership.

**COMMITTEE REPORTS**

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

There were no Al-Com or ERC meetings held in May. The PCC is looking for someone who is interested in the position of Al-Com Chair.

**B. GRANT/BUDGET REVIEW**

Barbara reported that there are no grant, budget, or vehicle updates.

Tina reported that new vehicles are anticipated by the end of the calendar year. There will be nineteen replacement and two expansion vehicles. Comments from the Bus Review Committee that took place before the April PCC meeting are being incorporated in the specifications for the new vehicles.

### **C. EDUCATION COMMITTEE**

Maureen reported that the Education Committee met prior to today's PCC meeting and reviewed the Coastsides presentation given by Dale. The feedback was great! Evaluation forms were collected and will be summarized in a report. The Midcoast Community Council (MCC) was recommended for a possible outreach presentation. Linda will follow up with Michal as the MCC is an organization on the coast. In August, the Education Committee is planning to participate in a round-table format presentation of transit options for seniors at the San Carlos Adult Community Center (ACC). Dinae has offered to represent the PCC. Jean Conger from SamTrans may also be involved. The Education Committee is also working to make contact with the Commission on Aging (COA) for an outreach presentation. Maureen agreed to contact Lisa Mancini at COA to follow up on this opportunity.

Maureen noted that the Education Committee has already given five presentations in 2014! Groups have ranged from a few people to over 60 people. Maureen noted that the personal stories given by the presenters has appealed to the audience members.

### **D. EXECUTIVE COMMITTEE**

The next meeting is scheduled for May 28, with a very full agenda. Mike reported that the Executive Committee did not meet in April. Barbara asked if the PCC could do any more to assist in the processing of the Nelson-Nygaard contract for next fiscal year. Tina noted that the work directive is being finalized.

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

#### **A. Operational Report**

Tina reported that Lifeline Fare Assistance renewal letters are going out in about 2 weeks. Riders have about 6 weeks to respond. Tina reported that agency renewals will be done the same way as in the past. Agency staff will work with Tina directly to confirm that their clients are still on Medi-Cal.

#### **B. Performance Summary**

Tina provided the Performance Measures report. She reported on Total Trips, Late Cancels, Taxi Trips, and On-Time Performance. Total ridership in March increased by 1.3%, while Same Day and Late Cancels decreased. There were 5,083 taxi trips in March, representing 21% of total rides. More individuals are riding in a given month. On-time performance was 92% and met the standard of 90%.

Nancy requested changes to the quarterly summary of the Performance Measures Report. Erin will forward Tina's Excel document with the performance reports to Linda. Sandra suggested a "snapshot" or summary at the beginning of the report, with the data following. Henry suggested using a "dashboard" format. Linda will have a draft copy available for the Executive Committee to review. Linda asked people to suggest 3 or 4 points to put in dashboard format and the PCC members chose: Total Trips Served, Redi-Wheels vs. Taxi, On-Time Performance and Productivity.

Aki reported that some ECR riders told him that the ECR bus route no longer drops off at the Millbrae Station. Tina confirmed that there are no plans to re-route this service. Tina

encouraged riders to call 1-800-660-4287 and submit their comments about the route.

### **C. Customer Comments**

Elly reported that the total number of comments from February to March remained similar. Policy related comments dropped, while Compliments increased. Average Response Time to Customers is 3.1 days and is within the 7-day turn around limit.

Elly also reported on the Monthly Comment Statistics, with a correction to the headings that should read, "March" and "February". In March, Comments that were Compliments increased, while Customer error comments decreased. All other types of comments remained the same from February to March. Mike asked about Redi-Wheels Comment Cards being submitted from riders on the Coastside. Elly said that they trickle in periodically.

Tina confirmed that Elly's reports have been updated and Rides Denied will continue to appear in future reports because it is an important ADA requirement and SamTrans is fully compliant.

### **D. Safety Report**

Lynn reported that RediCoast had 1 non-preventable incident and Redi-Wheels had 8 total incidents. Three of the Redi-Wheels incidents were preventable and there were no injuries to report. Lynn thanked everyone for the appreciation party!

## **LIAISON REPORTS**

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

In Michal's absence, Dale reported on his presentation to the Coastside in April. He noted that those in attendance were responsive. Linda shared the feedback forms that were collected after Dale's presentation. Four areas were rated, with written comments following. For the question, "What did you learn," all respondents responded that they learned more about the PCC. One person commented on the form that the Fact Sheet offered good data. "This information enables me to link riders with the PCC," wrote one audience member. Another person commented, "I look forward to learning more about the service, etc..."

Dale added that the Coastside meeting took place at the new Coastside Senior Housing building. Tina added that the new facility combines senior housing, a senior center, and an adult day center. The facilities were designed to make it easy for people to attend events. Tina reported that the meeting covered RediCoast statistics, and changes to SamTrans route 294 that are taking place in June.

The next Coastside meeting is scheduled for July 16.

### **B. AGENCY**

Barbara reported that the last agency meeting included adult day center directors along with Tina Dubost, Jim, Rusconi, and Linda Rhine. The agency representatives are working with SamTrans to resolve issues with renewal by mail and the eligibility process for clients utilizing adult day programs. Linda is doing research, to review the recertification process used by other transit agencies.

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

Aki reported that there was no ERC meeting in May and the next meeting is scheduled for June 3, 2014. On May 20, a No Show Appeals Panel is scheduled. Aki, Henry, and Dale are serving on the Panel. Aki reminded the PCC that a Celebration of Life for Stephanie Hill will take place on May 17. Tina thanked all who served on the panel and Lynn confirmed that everyone had transportation for May 17.

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

Sandra reported that the COA met on May 12. She shared the Older Americans Month Proclamation from SamTrans to the COA. Sandra pointed out that the Older Americans Act has provided travel training for seniors and engagement with people on the San Mateo County Senior Mobility Action Plan. Sandra pointed out that the Older Americans Act has not been reauthorized and encouraged the PCC members to contact their legislators to urge them to reauthorize this important act.

During her report to the COA, members were excited to learn that new buses were coming online in the near future. The COA also had a presentation on Isolated Seniors by Dr. Kim. Sandra added that she is continuing to work on helping the Education Committee make connections with the COA to give an outreach presentation. She also reported on the positive response to the "Art Takes a Bus Ride" competition for children. Sandra suggested a similar opportunity for senior artists.

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

Jim Engvall absent, no report available.

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

Vincent absent, Erin reported on the CiD office move. CiD will be at their new location (2001 Winward Way in San Mateo) by June 1<sup>st</sup>.

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

Susan did not have any information to report.

### **H. METROPOLITAN TRANSPORTATION COMMITTEE (MTC)**

No report or representative available.

### **OTHER BUSINESS**

Nancy reported on the New Beginnings Coalition (NBC) meeting that took place in April. Nancy said that there were a couple of different presentations, with one given by Ronny Kraft reporting on New Freedom Funding that includes the Get Up and Go Programs, and Volunteer Driver Program. Ronny Kraft also shared that SamTrans is putting the Mobility Management Center online. The online resource will have an Information Assistance Program with Aging and Adult Services, Mobility Ambassador Program, and service information for FISH. General information and assistance will be available at a designated phone number. Linda will follow up with Ronny to get more information. Tina reported on the Veterans Helping Veterans Program that has been supported by the New Freedom Funding.



The New Beginnings Coalition meets on the fourth Tuesday of each quarter. Barbara noted that the NBC originally started many years ago, and is for everyone in the community to get involved in. Meetings are held at 225 west 35<sup>th</sup> Avenue in San Mateo. Nancy will ask to have Erin added to the list, so that she can distribute meeting reminders to the PCC members.

Barbara reported that the Rosener Open House is being held on Saturday, May 17 from 1:00-3:00 p.m. Barbara distributed an Open House flyer for PCC members to share with people who might be interested.

Mike reported that Stephanie Hill's Celebration of Life is being held at San Mateo Central Park at 50 East 5<sup>th</sup> Avenue in the Assembly Room. Ceci Mesirov is the contact person, if people need more information. Linda added that drinks and food will be provided. This will be an informal gathering. Mike added that a jar for contributions for the memorial gathering will be available. Mike thanked Chuck Harvey for making it possible to collect donations in Stephanie's name for the paratransit fund. In lieu of flowers, donations can be sent to: San Mateo County Transit District 1250 San Carlos Avenue, San Carlos, CA 94070 - Attn: Gigi Harrington. Please note "For Redi-Wheels" on donation checks. Tina added that Redi-Wheels is touched by the continuing legacy that Stephanie's family has provided. Lynn added she will make arrangements for any PCC members needing transportation to the memorial.

Linda reported on the New Member Orientation that took place. Susan, Sandra, Vincent, Mike, Aki, Dale and Jim were in attendance on April 22.

Sandra added that the Older Americans Act has not been reauthorized. Lisa Mancini from COA is working to advocate for reauthorization. Sandra will ask Lisa to send Erin more information about how to contact our local legislators to support this reauthorization.

Dinae reported on her trip to Leader Dogs for the Blind in Rochester, Michigan. They had a very successful training session in Michigan and were sent home early on Friday, May 10. This is the 5<sup>th</sup> guide dog that Dinae has had. Ace is a 73 pound male golden retriever and is 18 months old. Ace and Dinae trained on buses and in shopping malls, on a people mover, and worked at night, as well. Ace got his name from his trainer, who was a tennis pro. Ace knows the commands, "left" and "right", "U-turn," "back," and "follow."

The next PCC meeting is scheduled for June 10, from 1:30-3:30 p.m.

**MEETING ADJOURNED:** Mike adjourned the meeting at 2:53 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: **MOBILITY MANAGEMENT REPORT: PARATRANSIT SERVICE**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of this fiscal year's series of detailed mobility management reports presented to the Board. Each of the District's four transportation modes – SamTrans motor bus, Paratransit, Caltrain and Shuttles – are featured individually each month. This month features a report on the SamTrans Paratransit service.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff will report on Redi-Wheels and RediCoast operating statistics.

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – MAY 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 – MAY 2014 COMPARED TO MAY 2013**

**Total District Modes** – 115,180, an increase of 7.4 percent.

**Bus** – 44,560, an increase of 3.2 percent.

**Paratransit** – 1,140, an increase of 2.7 percent.

**Caltrain** – 57,170, an increase of 7.9 percent.

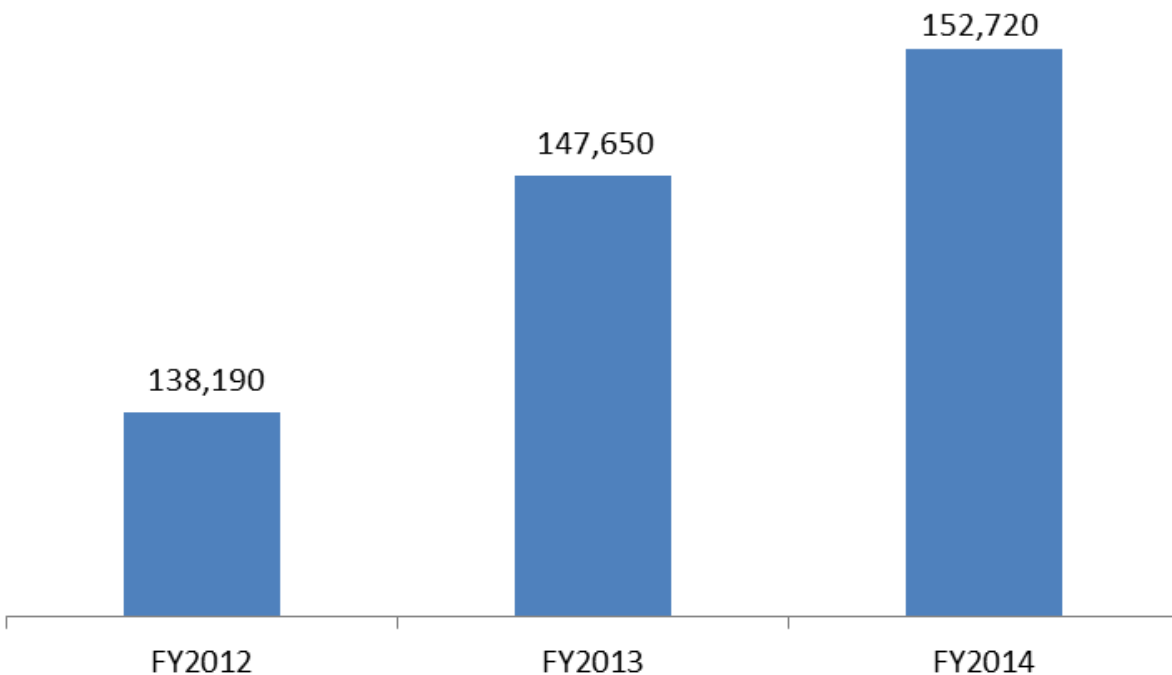
**Shuttles** – 12,310, an increase of 23 percent.

**Table A  
Average Weekday Ridership**

May 2014 Average Weekday Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	44,000	43,180	44,560	3.2%
Paratransit	1,050	1,110	1,140	2.7%
Caltrain	49,020	52,980	57,170	7.9%
Shuttles	9,590	10,010	12,310	23.0%
<b>Total</b>	103,660	107,280	115,180	7.4%
BART Extension (No Daly City)	43,790	47,100	48,460	2.9%
<b>Grand Total</b>	147,450	154,380	163,650	6.0%
<b>Weekdays</b>	22	22	21	-4.5%

May 2014 Year-to-date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	42,300	41,280	42,080	1.9%
Paratransit	1,050	1,060	1,080	1.9%
Caltrain	43,650	48,670	52,880	8.7%
Shuttles	9,090	10,680	11,320	6.0%
<b>Total</b>	96,100	101,680	107,360	5.6%
BART Extension (No Daly City)	42,090	45,970	45,370	-1.3%
<b>Grand Total</b>	138,190	147,650	152,720	3.4%

**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 May for the past three fiscal years.

**MONTHLY TOTAL RIDERSHIP – MAY 2014 COMPARED TO MAY 2013**

**All District Modes** – 2,965,030, an increase of 5.6 percent.

**Bus** – 1,138,750, an increase of 1.9 percent.

**Paratransit** – 27,690, an increase of 0.8 percent.

**Caltrain** – 1,530,960, an increase of 6.4 percent.

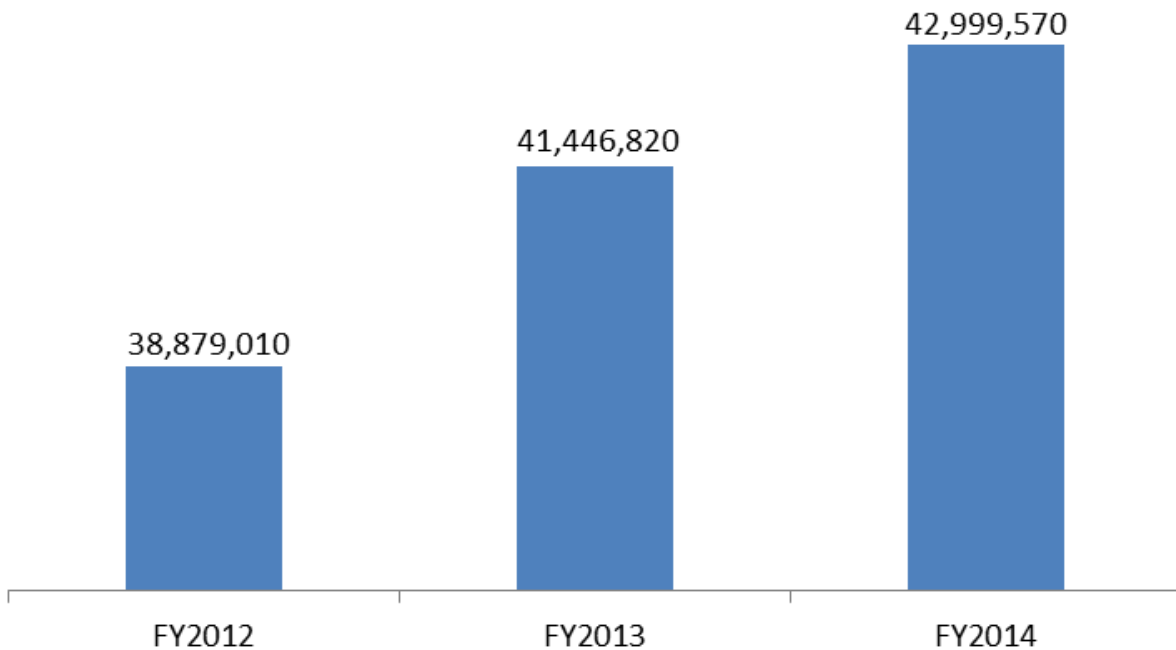
**Shuttles** – 267,640, an increase of 20.1 percent.

**Table B  
Total Ridership**

May 2014 Total Monthly Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	1,129,220	1,117,740	1,138,750	1.9%
Paratransit	26,040	27,460	27,690	0.8%
Caltrain	1,333,900	1,439,280	1,530,960	6.4%
Shuttles	211,740	222,780	267,640	20.1%
<b>Total</b>	<b>2,700,900</b>	<b>2,807,250</b>	<b>2,965,030</b>	<b>5.6%</b>
BART Extension (No Daly City)	1,169,830	1,247,730	1,258,170	0.8%
<b>Grand Total</b>	<b>3,870,740</b>	<b>4,054,980</b>	<b>4,223,200</b>	<b>4.1%</b>
<b>Weekdays</b>	<b>22</b>	<b>22</b>	<b>21</b>	<b>-4.5%</b>

May 2014 Year-to-date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	11,735,650	11,477,710	11,781,070	2.6%
Paratransit	279,570	281,620	287,810	2.2%
Caltrain	12,814,720	14,228,570	15,462,250	8.7%
Shuttles	2,137,550	2,556,040	2,696,490	5.5%
<b>Total</b>	<b>26,967,490</b>	<b>28,543,940</b>	<b>30,227,610</b>	<b>5.9%</b>
BART Extension (No Daly City)	11,911,520	12,902,880	12,771,960	-1.0%
<b>Grand Total</b>	<b>38,879,010</b>	<b>41,446,820</b>	<b>42,999,570</b>	<b>3.7%</b>

**Chart B  
Total Ridership (FYTD)**



## SamTrans Promotions – May 2014

**Summer Youth Pass** – The campaign for the annual Summer Youth Pass increased in intensity during May. 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 reached out to target markets through multiple channels, with a lot of 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 spots on Pandora, bilingual information on buses (take ones, adcards, electronic message and audio announcement), message on the SamTrans Customer Service Center toll-free phone number, newspaper ads, an ad in some recreation guides, social media, news release, *Transit Fun Guide* brochure and website.

**Clipper** – In collaboration with the Metropolitan Transportation Commission, two targeted Clipper campaigns were launched to increase awareness of underutilized Clipper retailers and the autoload function. Some Clipper retailers in Redwood City and East Palo Alto have experienced lackluster sales. Attention was focused on these retailers through improved Clipper point-of-sale signage, bus shelter advertising and site events. Clipper's autoload feature also was advertised to let transit customers know how easy it is to automatically add transit passes or cash to their cards.

**Partnership** – SamTrans partnered with the **Maker Faire** in San Mateo. The popular event promoted SamTrans as a way to get to the event center. The bus agency also collaborated with **Sunset Magazine** to promote taking transit to its annual Celebration Weekend in Menlo Park. Events are generally promoted on the SamTrans website, through social media and news releases. The promoters also include SamTrans in their promotional materials and often will offer a discount on the entry fee to SamTrans customers.

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, JULY 2, 2014 – 2:20 p.m.**

or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Finance Committee Meeting of June 4, 2014
2. Acceptance of Statement of Revenues and Expenses for May 2014
3. Declaring the Uncertainty of Compensation of District Administrative Employees as of July 1, 2014
4. Authorize Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds for Fiscal Year 2015
5. Authorize Disposition of Six Surplus Vehicles

**CONTRACTS**

6. Authorize Award of Contracts to Public Financial Management, Inc. , Ross Financial, Nancy Whelan Consulting, LLC, Ernest & Young Infrastructure, Macias Consulting Group, Inc., KPMG LLP, and Williams Adley & Company-CA, LLP to Provide On-Call Financial Consulting Services in an Aggregate Not-to-Exceed Amount of \$3,050,000 for a Five-Year Term
7. Authorize Rejection of the Single Bid Received From Cummins Pacific, LLC for Provision of Allison Factory-Remanufactured WBTEC III Transmissions

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

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

**MINUTES OF FINANCE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
JUNE 4, 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, B. Fitzpatrick, E. Goode, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller, M. Scanlon, M. Simon

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 2:16 p.m.

**Approval of Minutes of Finance Committee Meeting of May 7, 2014**

Motion/Second: Gee/Guilbault

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

**Acceptance of Statement of Revenues and Expenses for April 2014**

Gigi Harrington, Deputy CEO, said year-to-date revenues are over budget by \$6.6 million. The Fiscal Year (FY) 2014 sales tax budget is \$70 million and currently is \$3.8 million over budget. Expenses are under budget by \$7.5 million. Last week fuel was \$3.06 per gallon and year to date is \$3.04 per gallon. The San Mateo County Transit District (District) received \$5,000 from the fuel hedge in April and year-to-date has received \$105,000. Ms. Harrington said there are some problems with executing the next hedge as the economic environment has changed.

Motion/Second: Harris/Tissier

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

**Adoption of Fiscal Year 2015 Operating Budget in the Amount of \$131,590,358**

Ladi Bhuller, Director, Budgets, said since the May meeting an additional \$500,000 has been included from San Mateo County Transportation Authority for the District's contribution to Caltrain and an additional \$58,000 in grant related expenses.

Motion/Second: Tissier/Deal

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

**Adoption of Fiscal Year 2015 Capital Budget in the Amount of \$55,331,570**

Eva Goode, Manager, Budgets, said no changes have been made to the budget since the May meeting.

Motion/Second: Tissier/Gee

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

**Authorize Executing a Five-Year Use Agreement with Sunset Real Properties for Pico Boulevard Near San Carlos for a Total Cost of \$604,730**

Brian Fitzpatrick, Manager, Real Estate and Property Development, said Pico Boulevard is the main entrance to the South Base facility. There have been talks in the past of purchasing the property, but the owner is not interested in selling the land.

Chair Jeff Gee asked if staff has been aggressive in trying to purchase the property. Mr. Fitzpatrick said the District can condemn, but at this time there is no project that would require the land.

Director Guilbault asked if the owner is an individual or company. Mr. Fitzpatrick said there is a principal associated with Sunset Real Properties.

Joan Cassman, Legal Counsel, said the District does have the power of eminent domain. A cost/benefit analysis would have to be completed and would have to include consideration of the potential claim that taking an easement would have an effect on the value of the owner's property. Severance damages could increase the cost to acquire the property.

Chair Gee asked if staff could report the cumulative amount of money that has been paid for this property over the years.

Motion/Second: Tissier/Gee

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

**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**

Mr. Fitzpatrick said in 2004 staff issued a Request for Proposals to select a developer for the property. The property extends north past Holly Street and south past the San Carlos Caltrain Station parking lot. Seven proposals were received. Staff negotiated and entered into an option agreement with Legacy Partners, which has an option to enter into a long-term agreement with the District to lease the land where the development will be built. Legacy met with local communities and commissions during which opposition was encountered by the Greater East San Carlos Resident's Group regarding the height of project. The project that was entitled by the city is different than the project that was anticipated at the start of the process. The San Carlos City Council ultimately voted four to one for a substantially reduced project to only three stories. Staff has been keeping the sub-committee of the Board involved on the status of this project.

Mr. Fitzpatrick said an issue arose regarding the location of the shuttles. The shuttles now primarily serve the east side of the station. The neighborhood is concerned the shuttles cause traffic congestion and, in response, the city council voted, as part of the entitlements for the project, to move all shuttles to the west side. District staff believes

this had negative operational and traffic impediments and subsequently asked the city council to reconsider this component of the entitlement, which the city council has done.

Mr. Fitzpatrick said staff's recommendation is to enter into ground lease negotiations with Legacy Partners and bring an agreement back to the Board for final approval. This would all be contingent on the ability for shuttles to use the east side drop-off as they have done before this project was considered.

Michael Scanlon, General Manager/CEO, said this action represents his personal recommendation that the Board proceed with authorizing staff to negotiate ground lease terms, but is contingent on the city guaranteeing the use of Old County Road for shuttles. This has been a long drawn-out process that was interrupted by the recession when there was no funding available. In the final analysis the scope, size and density of the project has come to less than what was wanted at the onset. Mr. Scanlon said he guaranteed the city manager and several city council members that he would personally recommend that the project proceed if the city guarantees the shuttles' use of the east side.

Director Carole Groom asked about the proposed affordable units that were originally in the project. Mr. Fitzpatrick said in the final entitlement 10 percent, or 20 units, will be affordable housing at the moderate and low rates.

Director Adrienne Tissier said she was a part of the sub-committee. She said each city does things differently, but Legacy has come back with a better looking project. She said Legacy did a nice job with what they had to work with. If the shuttles cannot be kept on the east side it will be a deal breaker.

Director Matsumoto said if it wasn't for the good of transit-oriented developments (TOD), she wouldn't support this project. She is glad for the affordable housing, but not happy with the parking by the train tracks.

Chair Gee said he was on the sub-committee and that the decision is a difficult one for him. The District is a champion of the Grand Boulevard Initiative (GBI) and there is not enough housing in the community. The District owns this property as an agency and wants to set an example of what can be done along the El Camino Real corridor. Redwood City received a letter from Congresswoman Jackie Speier (D-San Mateo) and said their TOD was great, but that they need to create more housing for diverse incomes. He heard from the San Carlos City Council members that they are not champions of the project. Whatever is built at this location is going to last for 40 to 60 years and the District should be proud of it and he is not sure that will be the case. He said there is tremendous pressure to create housing along the transit corridor and here is the opportunity.

Director Guilbault asked if the council had reasons for not wanting the fourth level. Mr. Scanlon said the residents on the east side fought and did not want a development. The council heard these complaints.

Committee Chair Kersteen-Tucker said this project doesn't grasp the GBI initiatives. Mr. Scanlon said many of the principles of the GBI were incorporated into the design.

Public Comment

Jerry Grace, San Lorenzo, said this project reminds him of the Fairmont Apartments.

Director Jerry Deal said some city councils can work with constituents and in this case the constituents have gotten their way. He believes if the council let this go through at four stories there will be a new council after the next election. When the price comes in for the property the Board will have another opportunity to approve or reject the project.

Director Shirley Harris asked if the Board approves this item today and the city says yes to staff's conditions, will the project be developed as shown. Mr. Scanlon said the first condition is the location of the shuttles and the second condition is the negotiation of the ground lease of the project.

Chair Gee said if he was to support this project and more conditions are piled up or the financial conditions are not sufficient he would like the Board to consider using it for workforce housing. This allows the public worker an opportunity to live on the Peninsula for a reasonable price. He doesn't see the city council changing.

Committee Chair Kersteen-Tucker said as a public member if this project isn't serving the broader needs of the county she is uncomfortable.

Motion/Second: Tissier/Harris

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

**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**

Cheryl Cavitt, Director, Contacts and Procurement, said staff is asking the Board to authorize an amendment of the contract for on-site maintenance and warranty service for the fareboxes for a two-year term with up to three one-year option terms for \$2.8 million. The contract extension would provide the District with continued maintenance of the fareboxes and warranty services for the main components of the fareboxes. The GFI contract, as awarded, did have a very long maintenance and warranty period of 15 years, but that extended warranty only covered the server, the base work stations, and the farebox software. Ms. Cavitt said the main components of the fareboxes only had a one-year warranty and two extension years and all those options have been exercised. Staff negotiated with GFI and reached an agreement at GFI's original 2010 price quote with 3 percent per year inflation.

Director Deal asked what the fareboxes cost. Mr. Harvey said \$15,000 each.

Director Deal said this contract works out to \$2,600 per farebox per year. Mr. Harvey said this contract covers all the ongoing maintenance associated with fareboxes and the major components that need to be replaced.

Chair Gee said rolling stock cannot be put out with an inoperable farebox. Mr. Harvey said that is correct.

Public Comment

Jerry Grace, San Lorenzo, asked if a larger denomination bill can be put into the farebox. Mr. Harvey said the fareboxes can take large bills and issue a change card. If the farebox breaks down while the bus is in service people can still ride and the bus is taken out of service at the end of the route.

Motion/Second: Tissier/Harris

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

Adjourned: 3:02 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  
MAY 31, 2014 AND SUPPLEMENTAL INFORMATION**

**ACTION**

Staff proposes the Committee recommend the Board accept and enter into the record the Statement of Revenues and Expenses for the month of May 2014 and supplemental information.

**SIGNIFICANCE**

**Revenues:** *Total Revenues* (page 1, line 15) are \$6,759,325 or 4.6 percent **better** than revised budget. *Passenger Fares* (page 1, line 1) are **better** than budget by \$588,879 or 3.6 percent, *Measure A Funds* (page 1, line 4) are **better** than budget by \$90,647 or 1.2 percent, *Sales Tax* (page 1, line 9) is **better** than budget by \$4,826,012 or 7.6 percent, *Investment Interest* (page 1, line 10) is **better** than budget by \$509,183 or 52.1 percent and *Other Interest, Rent & Other Income* (page 1, line 12) are \$750,854 or 14.1 percent **better** than budget.

**Expenses:** *Total Expenses* (page 4, line 73) are \$8,003,300 or 7 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$7,427,999 or 7.9 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$741,399 or 5.5 percent offset by *Total Multimodal* (page 4, line 71) is **worse** than budget by \$166,098 or 2.2 percent.

**BUDGET IMPACT**

There are no budget revisions for the month of May 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  
MAY 2014**

% OF YEAR ELAPSED: **91.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>SOURCES OF FUNDS</b>								
<b>Operating Revenues</b>								
1 Passenger Fares	1,593,123	16,372,078	17,056,796	16,467,917	103.6	17,965,000	17,965,000	94.9
2 Local TDA and STA Funds	2,546,507	35,040,294	39,926,804	39,926,804	100.0	42,542,322	42,542,322	93.9
3 State/Federal Operating Grants	829,158	7,123,887	7,776,421	7,776,422	100.0	8,050,834	9,274,579	83.8
4 Measure A Funds	701,066	7,463,894	7,778,851	7,688,204	101.2	8,160,000	8,160,000	95.3
5 AB434 Funds	47,167	508,200	518,833	518,833	100.0	566,000	566,000	91.7
6 SM County Measure A	519,019	0	4,937,298	4,937,298	100.0	0	5,000,000	98.7
7 <b>Subtotal - Operating Revenues</b>	<b>6,236,040</b>	<b>66,508,354</b>	<b>77,995,004</b>	<b>77,315,478</b>	<b>100.9</b>	<b>77,284,156</b>	<b>83,507,901</b>	<b>93.4</b>
<b>Other Revenue Sources</b>								
9 District 1/2 Cent Sales Tax	5,505,267	62,199,866	67,981,845	63,155,833	107.6	68,000,000	70,000,000	97.1
10 Investment Interest	71,735	1,487,602	1,486,472	977,289	152.1	1,056,160	1,056,160	140.7
11 Pass through to Other Agencies	25,347	409,464	278,821	285,071	97.8	379,169	379,169	73.5
12 Other Interest, Rent & Other Income	509,284	5,640,766	6,062,659	5,311,805	114.1	6,346,565	6,438,107	94.2
13 Other Sources	0	8,035,033	0	0	0	0	0	0.0
14 <b>Subtotal - Other Revenues</b>	<b>6,111,633</b>	<b>77,772,731</b>	<b>75,809,796</b>	<b>69,729,998</b>	<b>108.7</b>	<b>75,781,894</b>	<b>77,873,436</b>	<b>97.4</b>
15 <b>Total Revenues</b>	<b>12,347,672</b>	<b>144,281,085</b>	<b>153,804,801</b>	<b>147,045,476</b>	<b>104.6</b>	<b>153,066,050</b>	<b>161,381,337</b>	<b>95.3</b>
16 <b>Capital Assistance</b>	<b>99,100</b>	<b>4,705,643</b>	<b>22,124,037</b>	<b>22,124,037</b>	<b>100.0</b>	<b>6,336,651</b>	<b>58,719,891 A</b>	<b>37.7</b>
17 <b>Reserves Programmed for Capital</b>	<b>460,866</b>	<b>4,536,303</b>	<b>7,517,380</b>	<b>7,517,380</b>	<b>100.0</b>	<b>74,000</b>	<b>18,236,805 A</b>	<b>41.2</b>
18 <b>Total Revenues - All Sources</b>	<b>12,907,639</b>	<b>153,523,031</b>	<b>183,446,218</b>	<b>176,686,893</b>	<b>103.8</b>	<b>159,476,701</b>	<b>238,338,033</b>	<b>77.0</b>
<b>USES OF FUNDS</b>								
<b>Operations</b>								
22 Motor Bus	7,978,439	84,289,392	86,055,999	93,483,998	92.1	100,725,200	102,226,138	84.2
23 A. D. A. Programs	1,283,100	12,603,081	12,791,727	13,533,126	94.5	14,780,900	14,774,755	86.6
24 Caltrain	453,334	13,010,963	4,986,669	4,986,669	100.0	5,440,000	5,440,000	91.7
25 Other Multimodal Programs	213,952	2,515,897	2,569,576	2,403,478	106.9	2,880,681	2,719,603	94.5
26 <b>Subtotal - Operating Costs</b>	<b>9,928,825</b>	<b>112,419,333</b>	<b>106,403,971</b>	<b>114,407,271</b>	<b>93.0</b>	<b>123,826,781</b>	<b>125,160,496</b>	<b>85.0</b>
<b>Other Uses of Funds</b>								
28 Pass through to Other Agencies	25,347	409,464	278,821	285,451	97.7	383,742	383,742	72.7
29 Transfer Out to Debt Service	2,037,807	22,415,655	22,415,884	22,415,884	100.0	24,453,287	24,453,287	91.7
30 Fiscal Agent Fees	3,761	24,118	23,509	26,035	90.3	26,410	26,410	89.0
31 Land Transfer Interest Expense	0	0	0	0	0	59,379	59,379	0.0
32 <b>Subtotal - Other Uses</b>	<b>2,066,916</b>	<b>22,849,236</b>	<b>22,718,214</b>	<b>22,727,371</b>	<b>100.0</b>	<b>24,922,818</b>	<b>24,922,818</b>	<b>91.2</b>
33 <b>Capital Programs</b>	<b>751,789</b>	<b>10,170,369</b>	<b>30,913,279</b>	<b>30,913,279</b>	<b>100.0</b>	<b>11,682,276</b>	<b>82,302,321 A</b>	<b>37.6</b>
34 <b>Total Uses of Funds</b>	<b>12,747,529</b>	<b>145,438,938</b>	<b>160,035,464</b>	<b>168,047,921</b>	<b>95.2</b>	<b>160,431,875</b>	<b>232,385,635</b>	<b>68.9</b>
35 <b>NET SURPLUS / (DEFICIT)</b>	<b>160,109</b>	<b>8,084,092</b>	<b>23,410,754</b>	<b>8,638,972</b>	<b>271.0</b>	<b>(955,174)</b>	<b>5,952,398</b>	<b>393.3</b>

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

**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  
MAY 2014**

% OF YEAR ELAPSED: **91.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 <b>TOTAL MOTOR BUS FARES</b>	1,525,963	15,633,996	16,311,136	15,726,333	103.7	17,156,000	17,156,000	95.1
2 <b>LOCAL (TDA) TRANSIT FUND:</b>								
3 <b>General Operating Assistance</b>	2,033,394	29,215,336	32,471,787	32,471,787	100.0	34,505,186	34,505,186	94.1
4 <b>STATE TRANSIT ASSISTANCE:</b>								
5 <b>Local STA Operating Assistance</b>	319,097	4,043,721	5,314,567	5,314,567	100.0	5,633,670	5,633,670	94.3
6 <b>OPERATING GRANTS</b>								
7 <b>TOTAL OPERATING GRANTS</b>	748,540	6,577,987	7,236,773	7,236,773	100.0	7,051,491	8,275,236	87.5
8 <b>DISTRICT 1/2 CENT SALES TAX:</b>								
9 <b>General Operating Asst.</b>	2,920,817	23,844,886	19,330,416	28,292,908	68.3	31,475,368	31,499,941	61.4
10 <b>Accessibility Fixed Route</b>	95,063	958,770	1,046,967	948,881	110.3	1,035,143	1,035,143	101.1
11 <b>TOTAL 1/2 CENT SALES TAX</b>	3,015,880	24,803,656	20,377,383	29,241,789	69.7	32,510,511	32,535,084	62.6
12 <b>INVESTMENT INTEREST INCOME:</b>								
13 <b>Investment Interest Income</b>	53,615	1,077,622	960,489	639,559	150.2	697,450	697,450	137.7
14 <b>OTHER REVENUE SOURCES:</b>								
15 <b>Overnight Deposits Interest Income</b>	0	42	0	0	0.0	0	0	0.0
16 <b>Rental Income</b>	97,897	981,817	1,070,630	996,820	107.4	1,087,440	1,087,440	98.5
17 <b>Advertising Income</b>	57,152	811,758	968,919	852,500	113.7	930,000	930,000	104.2
18 <b>Other Income</b>	126,900	1,143,456	1,344,315	1,003,869	133.9	1,153,452	1,406,072	92.7
19 <b>TOTAL OTHER REVENUES</b>	281,950	2,937,073	3,383,863	2,853,189	118.6	3,170,892	3,423,512	98.8
20								
21 <b>TOTAL MOTOR BUS</b>	7,978,439	84,289,392	86,055,999	93,483,998	92.1	100,725,200	102,226,138	84.2
22								
23 <b>AMERICAN DISABILITIES ACT:</b>								
24 <b>Passenger Fares Redi-Wheels</b>	67,160	738,082	745,660	741,583	100.5	809,000	809,000	92.2
25 <b>Local TDA 4.5 Redi-Wheels</b>	147,039	1,330,347	1,623,702	1,623,702	100.0	1,839,741	1,839,741	88.3
26 <b>Local STA - Paratransit</b>	46,977	450,890	516,748	516,748	100.0	563,725	563,725	91.7
27 <b>Operating Grants</b>	80,618	545,900	539,648	539,648	100.0	999,343	999,343	54.0
28 <b>Sales Tax - District ADA Programs</b>	0	4,293,613	0	0	0.0	4,846,042	0	0.0
29 <b>Sales Tax - Paratransit Suppl. Coastside</b>	59,860	1,148,193	59,860	1,084,236	5.5	1,244,339	1,084,236	5.5
30 <b>Interest Income - Paratransit Fund</b>	18,119	376,841	525,983	337,730	155.7	358,710	358,710	146.6
31 <b>SMCTA Measure A Redi-Wheels</b>	247,732	2,487,965	2,792,181	2,701,535	103.4	2,720,000	2,720,000	102.7
32 <b>SM County Measure A</b>	519,019	0	4,937,298	4,937,298	100.0	0	5,000,000	98.7
33 <b>Measure M Paratransit</b>	96,576	1,231,250	1,050,645	1,050,645	100.0	1,400,000	1,400,000	75.0
34 <b>TOTAL ADA PROGRAMS</b>	1,283,100	12,603,081	12,791,727	13,533,126	94.5	14,780,900	14,774,755	86.6
35								
36 <b>MULTIMODAL TRANSIT PROGRAMS:</b>								
37 <b>Other Sources - Caltrain</b>	0	8,035,033	0	0	0.0	0	0	0.0
38 <b>Transfer from SMCTA for Caltrain</b>	453,334	4,975,930	4,986,669	4,986,669	100.0	5,440,000	5,440,000	91.7
39 <b>AB434 Funds - SamTrans Shuttle</b>	47,167	508,200	518,833	518,833	100.0	566,000	566,000	91.7
40 <b>Employer SamTrans Shuttle Funds</b>	130,758	1,472,443	1,628,150	1,407,971	115.6	1,775,673	1,614,595	100.8
41 <b>Sales Tax - SamTrans Shuttle Program</b>	32,521	318,764	322,001	327,866	98.2	356,218	356,218	90.4
42 <b>Sales Tax - Gen. Operating Asst.</b>	3,507	216,490	100,591	148,807	67.6	182,790	182,790	55.0
43								
44 <b>TOTAL MULTIMODAL</b>	667,286	15,526,860	7,556,245	7,390,147	102.2	8,320,681	8,159,603	92.6
45								
46 <b>TOTAL REVENUES</b>	9,928,825	112,419,333	106,403,971	114,407,271	93.0	123,826,781	125,160,496	85.0

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



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

**% OF YEAR ELAPSED: 91.7%**

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>DISTRICT OPERATED BUSES</b>								
1 Wages & Benefits	4,172,727	43,477,956	45,783,382	46,186,017	99.1	50,777,535	50,277,329	91.1
2								
3 Services:								
4 Board of Directors	3,200	44,010	44,250	47,500	93.2	51,800	51,800	85.4
5 Contracted Vehicle Maintenance	363,899	437,039	1,082,988	1,155,867	93.7	696,080	1,316,477	82.3
6 Property Maintenance	151,007	1,033,539	999,816	1,163,500	85.9	1,273,500	1,273,500	78.5
7 Professional Services	327,777	3,078,316	2,193,462	4,647,783	47.2	4,173,153	5,190,522	42.3
8 Technical Services	416,491	4,291,789	4,423,338	4,949,876	89.4	5,280,779	5,561,725	79.5
9 Other Services	63,126	742,657	352,273	1,417,023	24.9	1,507,128	1,583,124	22.3
10								
11 Materials & Supply:								
12 Fuel & Lubricants	433,191	4,932,325	4,864,333	5,950,687	81.7	6,491,659	6,491,659	74.9
13 Bus Parts & Materials	233,928	1,697,236	1,718,368	1,754,499	97.9	1,886,670	1,886,670	91.1
14 Uniforms & Driver Expense	14,625	273,560	325,509	415,647	78.3	443,122	438,622	74.2
15 Timetables & Tickets	11,160	116,068	129,802	157,662	82.3	172,000	172,000	75.5
16 Office Supplies / Printing	39,290	205,153	221,215	337,960	65.5	369,267	366,367	60.4
17 Other Materials & Supply	11,403	114,032	107,779	143,617	75.0	156,500	156,500	68.9
18								
19 Utilities:								
20 Telephone	41,382	325,469	354,345	552,264	64.2	602,470	602,470	58.8
21 Other Utilities	85,916	885,664	988,001	906,583	109.0	989,000	989,000	99.9
22 Insurance Costs	(361,540)	2,404,538	1,840,800	2,420,530	76.0	2,640,150	2,640,150	69.7
23 Workers' Compensation	276,773	2,755,595	2,805,784	2,961,805	94.7	3,231,060	3,231,060	86.8
24 Taxes & License Fees	37,980	448,603	445,030	521,683	85.3	569,109	569,109	78.2
25 Fixed Route Accessibility	95,063	958,770	1,046,967	948,881	110.3	1,035,143	1,035,143	101.1
26 Leases & Rentals	9,508	99,806	106,455	114,109	93.3	124,483	124,483	85.5
27 Promotional & Legal Advertising	13,735	148,548	177,272	252,339	70.3	275,200	275,056	64.4
28 Training & Business Travel	32,697	129,593	187,904	212,268	88.5	207,765	240,329	78.2
29 Dues & Membership	7,358	77,524	83,598	83,610	100.0	91,652	91,002	91.9
30 Postage & Other	3,928	41,442	45,151	141,553	31.9	200,049	157,115	28.7
31								
32 <b>Total District Operated Buses</b>	<b>6,484,622</b>	<b>68,719,230</b>	<b>70,327,821</b>	<b>77,443,266</b>	<b>90.8</b>	<b>83,245,274</b>	<b>84,721,212</b>	<b>83.0</b>
33								
34 <b>CONTRACTED BUS SERVICES</b>								
35 Contracted Urban Bus Service	1,250,559	13,569,995	13,412,148	13,787,944	97.3	15,041,393	15,041,393	89.2
36 Other Related Costs	34,818	323,288	372,482	336,235	110.8	347,720	372,720	99.9
37 Insurance Costs	37,970	578,883	561,706	600,391	93.6	655,000	655,000	85.8
38 Coastside Services	134,856	643,798	984,905	786,090	125.3	857,553	857,553	114.9
39 Redi Coast Non-ADA	19,745	210,737	196,627	233,025	84.4	254,209	254,209	77.3
40 Other Related Costs	4,484	43,816	52,635	92,950	56.6	101,400	101,400	51.9
41 La Honda - Pescadero	4,463	47,250	46,463	50,531	91.9	55,125	55,125	84.3
42 SamCoast - Pescadero	6,923	126,214	100,318	147,488	68.0	160,896	160,896	62.3
43 Other Related Cost - SamCoast	0	26,180	894	6,078	14.7	6,630	6,630	13.5
44 <b>Total Contracted Bus Service</b>	<b>1,493,817</b>	<b>15,570,162</b>	<b>15,728,178</b>	<b>16,040,732</b>	<b>98.1</b>	<b>17,479,926</b>	<b>17,504,926</b>	<b>89.9</b>
45								
46 <b>TOTAL MOTOR BUS</b>	<b>7,978,439</b>	<b>84,289,392</b>	<b>86,055,999</b>	<b>93,483,998</b>	<b>92.1</b>	<b>100,725,200</b>	<b>102,226,138</b>	<b>84.2</b>

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

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

% OF YEAR ELAPSED: 91.7%

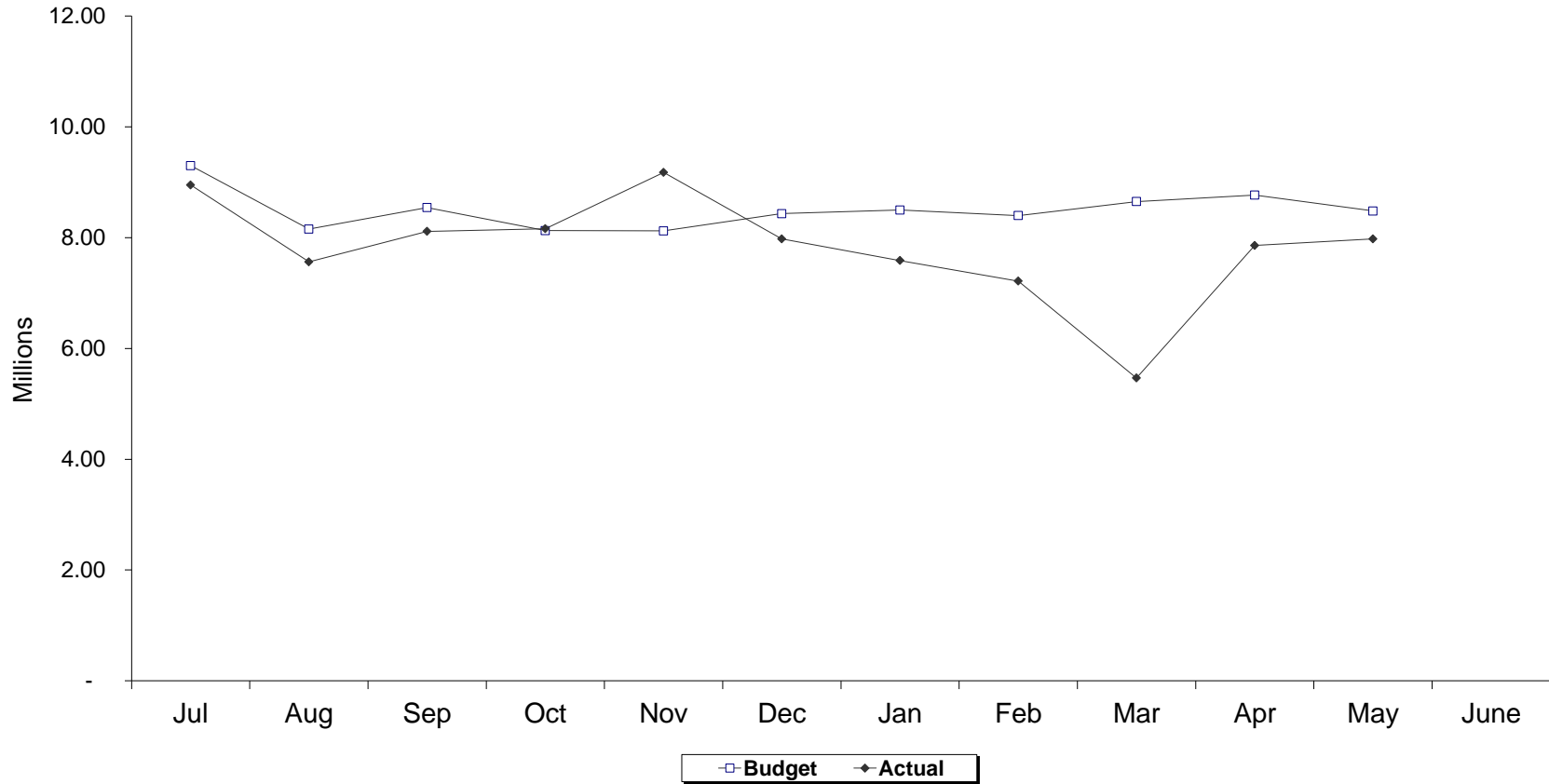
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>AMERICAN DISABILITY ACT PROGRAMS</b>								
Elderly & Disabled/Redi-Wheels	502,424	5,158,457	5,249,595	5,209,677	100.8	6,359,982	5,682,082	92.4
Other Related Costs	252,122	2,365,662	2,206,130	2,687,089	82.1	2,937,197	2,931,052	75.3
Sedan Service	262,409	2,765,200	2,919,935	2,949,876	99.0	2,534,802	3,212,702	90.9
ADA Accessibility Support	68,529	713,328	717,154	1,073,765	66.8	1,189,580	1,189,580	60.3
Coastside ADA Support	117,067	1,148,193	1,221,342	1,140,644	107.1	1,244,339	1,244,339	98.2
Insurance Costs	80,548	452,241	477,572	472,076	101.2	515,000	515,000	92.7
<b>TOTAL ADA PROGRAMS</b>	<b>1,283,100</b>	<b>12,603,081</b>	<b>12,791,727</b>	<b>13,533,126</b>	<b>94.5</b>	<b>14,780,900</b>	<b>14,774,755</b>	<b>86.6</b>
<b>MULTIMODAL TRANSIT PROGRAMS</b>								
<b>CALTRAIN SERVICE</b>								
Peninsula Rail Service	453,334	13,010,963	4,986,669	4,986,669	100.0	5,440,000	5,440,000	91.7
<b>Total Caltrain Service</b>	<b>453,334</b>	<b>13,010,963</b>	<b>4,986,669</b>	<b>4,986,669</b>	<b>100.0</b>	<b>5,440,000</b>	<b>5,440,000</b>	<b>91.7</b>
<b>OTHER SUPPORT</b>								
Dumbarton Express Service	0	122,947	-	-	0.0	0	0	0.0
SamTrans Shuttle Service	210,445	2,299,407	2,468,985	2,254,671	109.5	2,697,891	2,536,813	97.3
Bicycle Coordinating Activities	0	0	0	4,167	0.0	0	25,000	0.0
Maintenance Multimodal Facilities	3,507	93,543	100,591	144,641	69.5	182,790	157,790	63.7
<b>Total Other Support</b>	<b>213,952</b>	<b>2,515,897</b>	<b>2,569,576</b>	<b>2,403,478</b>	<b>106.9</b>	<b>2,880,681</b>	<b>2,719,603</b>	<b>94.5</b>
<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>667,286</b>	<b>15,526,860</b>	<b>7,556,245</b>	<b>7,390,147</b>	<b>102.2</b>	<b>8,320,681</b>	<b>8,159,603</b>	<b>92.6</b>
<b>TOTAL EXPENSES</b>	<b>9,928,825</b>	<b>112,419,333</b>	<b>106,403,971</b>	<b>114,407,271</b>	<b>93.0</b>	<b>123,826,781</b>	<b>125,160,496</b>	<b>85.0</b>

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

## SAN MATEO COUNTY TRANSIT DISTRICT

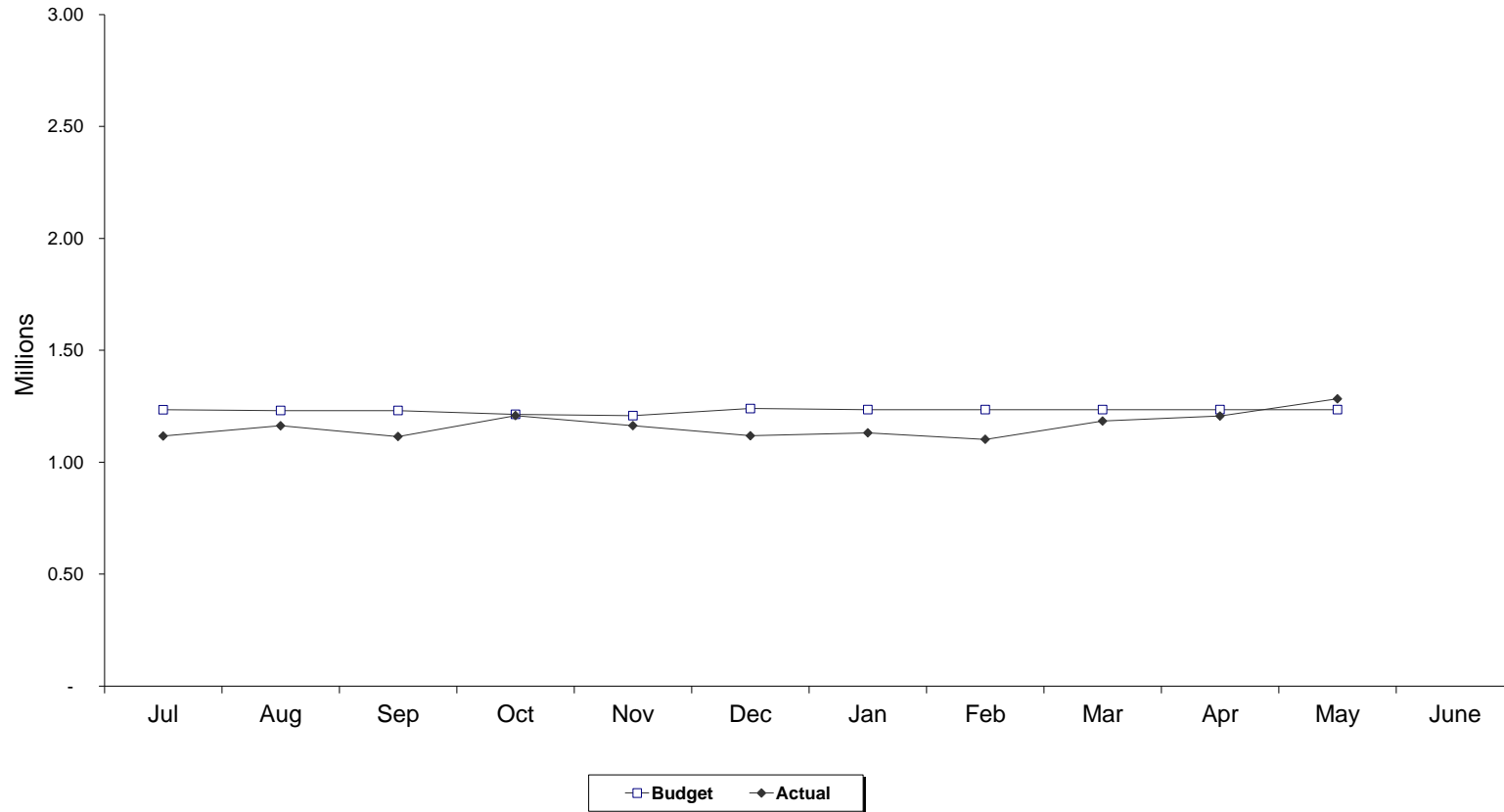
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2014



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
<b>Budget</b>	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	8,481,382		
<b>Actual</b>	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	7,978,439		
<b>CUMULATIVE EXPENSES</b>													
<b>Budget</b>	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	93,483,998		
<b>Actual</b>	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	86,055,999		
<b>Variance - F(U)</b>	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	7,427,999		
<b>Variance %</b>	3.75%	5.38%	5.26%	3.91%	0.66%	1.45%	2.78%	4.19%	7.89%	8.15%	7.95%		

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

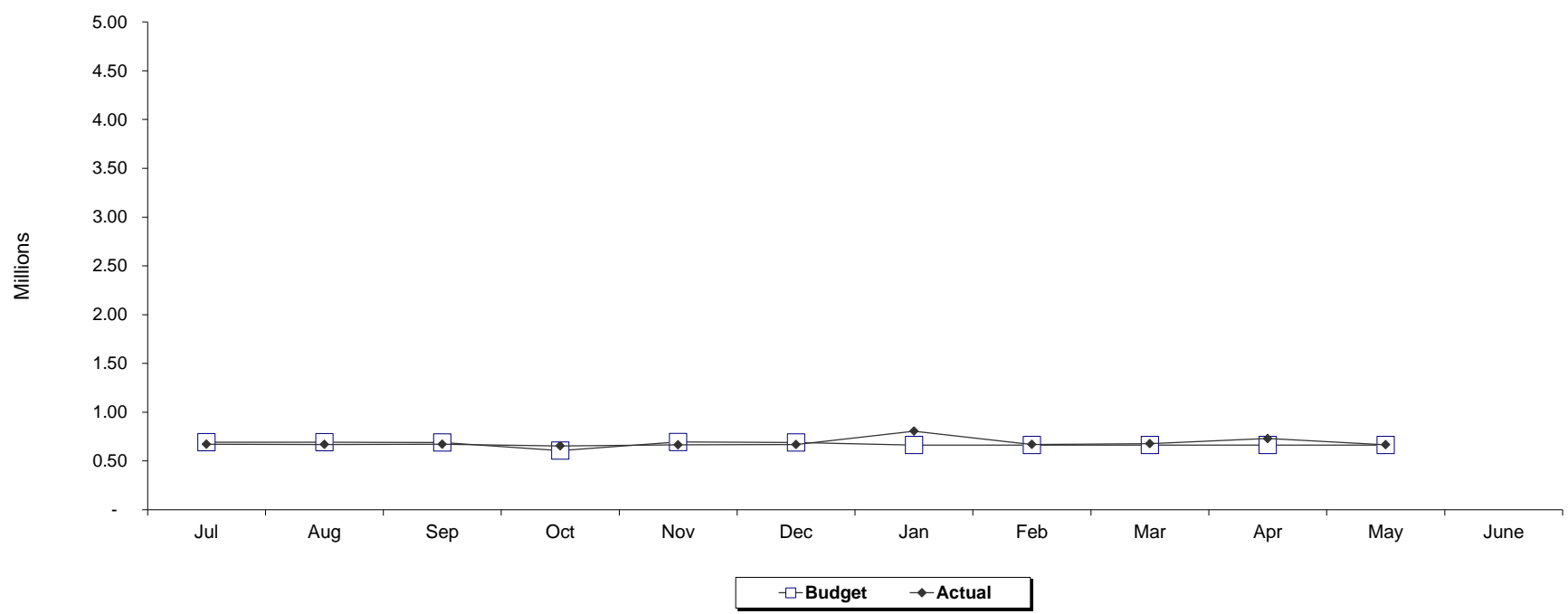


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	1,234,437	1,230,937	1,230,937	1,214,257	1,207,937	1,239,937	1,234,937	1,234,937	1,234,937	1,234,937	1,234,937	
<b>Actual</b>	1,117,158	1,163,018	1,115,023	1,208,337	1,163,393	1,118,398	1,131,140	1,102,162	1,183,740	1,206,258	1,283,100	
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	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	13,533,126	
<b>Actual</b>	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	12,791,727	
<b>Variance - F(U)</b>	117,279	185,199	301,113	307,033	351,577	473,116	576,913	709,688	760,884	789,563	741,400	
<b>Variance %</b>	9.50%	7.51%	8.15%	6.25%	5.75%	6.43%	6.71%	7.22%	6.88%	6.42%	5.48%	

## SAN MATEO COUNTY TRANSIT DISTRICT

### MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2014



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	693,110	693,110	691,026	606,585	694,387	691,027	664,180	664,184	664,180	664,181	664,180	
<b>Actual</b>	671,817	670,256	672,440	655,465	666,001	668,556	806,414	670,016	677,710	730,285	667,286	
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	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	7,390,147	
<b>Actual</b>	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	7,556,245	
<b>Variance - F(U)</b>	21,293	44,147	62,733	13,853	42,238	64,709	(77,525)	(83,357)	(96,888)	(162,992)	(166,098)	
<b>Variance %</b>	3.07%	3.18%	3.02%	0.52%	1.25%	1.59%	-1.64%	-1.54%	-1.60%	-2.42%	-2.25%	

**SAN MATEO COUNTY TRANSIT DISTRICT**

**INTEREST ON INVESTMENTS**

**May 31, 2014**

DESCRIPTION	TOTAL INVESTMENT 05-31-14	INTEREST RECEIVABLE 4-30-14	PREPAID INT RECEIVABLE 4-30-14	INTEREST EARNED 05-31-14	INTEREST RECEIVED 05-31-14	ADJ.	INTEREST RECEIVABLE 05-31-14
RESERVE FOR CAPITAL PROJ	8,068,624.50	17,832.26	1,627.75	4,280.17	0.00	72.34	23,812.52
LAIF -- CAPITAL PROJ	76,443.41	14.64	0.00	15.28	0.00	0.00	29.92
REIMB SECURITIES -- L76R	87,806,587.05	126,148.17	954.86	46,039.58	70,375.00	197.38	102,964.99
LAIF -- REIMB FUNDS L76R	43,462,376.74	5,990.33	0.00	7,441.52	0.00	0.00	13,431.85
PARATRANSIT FUNDS	20,274,541.00	56,603.16	0.00	18,718.75	15,625.00	187.63	59,884.54
LAIF -- PARATRANSIT	4,951,343.60	429.80	0.00	989.73	0.00	0.00	1,419.53
BANK OF AMERICA	8,582,840.32	0.00	0.00	1,215.21	1,215.21	0.00	0.00
WELLS FARGO	16,198.90	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	19,344,485.38	711.56	0.00	711.56	0.00	0.00	1,423.12
	<u>192,583,440.90</u>	<u>207,729.92</u>	<u>2,582.61</u>	<u>79,411.80</u>	<u>87,215.21</u>	<u>457.35</u>	<u>202,966.47</u>

**MAY 2014 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned 05/31/14	79,869.15
<b>Add:</b>	
CEO Interest	2,000.00
<b>Less:</b>	
Commissions	(8,919.23)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>72,949.92</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	1,580,031.28
<b>Add:</b>	
CEO Interest	17,833.33
<b>Less:</b>	
Commissions	(97,065.91)
Capital Gain(Loss)	(5,796.01)
Total Interest & Capital Gain(Loss)	<u>1,495,002.69</u>

**Balance Per Ledger as of 05/31/14**

Deferred Int Acct. 210852/3	8,531.10
Interest Acct. 409102	7,855.37
Interest Acct. 409101	1,484,412.23
Gain(Loss) Acct. 405210	(5,796.01)
	<u>1,495,002.69</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-13	MARKET VALUE 05/31/14	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 04/30/14	PREPAID INT REC'VBLE 05/31/14	INTEREST EARNED 05/31/14	INTEREST RECEIVED 05/31/14	PP INTEREST RECEIVED DATE	INTEREST REC'VBLE 05/31/14	INT REC'VBLE LESS PREPAID 05/31/14	PAR VALUE	
<b>U.S. TREASURY NOTES AND BONDS</b>																		
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,002,500.00	2,008,760.00	07-15-16	0.625%	34.7222	30	3,440.22		1,041.67			28.77	4,730.66	4,730.66	2,000,000
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,486,060.00	8,519,295.00	10-15-16	0.625%	147.5694	30	2,322.40		4,427.08			72.58	6,822.06	6,822.06	8,500,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	10,015,600.00	11-15-16	0.625%	173.6111	30	28,832.87		5,208.33	31,250.00		96.03	2,887.23	2,887.23	10,000,000
																		23.41%
<b>GOVERNMENT BONDS</b>																		
FHLMC	3134G2WG3	2-15-12	9,686,631.75	9,671,151.60	9,634,903.05	09-22-14	0.750%	200.3125	30	7,812.19		6,009.38			[0.01]	13,821.56	13,821.56	9,615,000
FHLMC	3134G4HZ4	10-28-13	4,999,750.00	5,011,600.00	5,006,250.00	10-28-15	0.500%	69.4444	30	208.33		2,083.33			0.01	2,291.67	2,291.67	5,000,000
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,475,605.00	8,527,030.00	11-24-15	0.450%	106.2500	30	16,681.25		3,187.50	19,125.00			743.75	743.75	8,500,000
FFCB	31331HSL7	5-11-07	1,020,404.50	1,078,478.00	1,037,419.00	12-29-15	6.125%	161.6319	30	19,719.10		4,848.96				24,568.06	24,568.06	950,000
FNMA	3135G0UM3	5-29-13	3,999,600.00	3,981,120.00	4,006,000.00	02-26-16	0.520%	57.7778	30	3,755.56		1,733.33				5,488.89	4,534.03	4,000,000
FNMA	3135G0VH3	5-30-13	6,031,500.00	6,011,700.00	6,020,820.00	03-04-16	0.750%	125.0000	30	7,125.00		3,750.00				10,875.00	10,875.00	6,000,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	14,916,000.00	15,045,750.00	03-30-16	0.500%	208.3333	30	6,458.33		6,250.00				12,708.33	12,708.33	15,000,000
FNMA	3135G0XH1	10-15-13	7,962,000.00	7,985,200.00	7,979,760.00	05-20-16	0.500%	111.1111	30	17,888.89		3,333.33	20,000.00			1,222.22	1,222.22	8,000,000
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,965,350.00	4,991,250.00	07-05-16	0.375%	52.0833	30	6,041.67		1,562.50				7,604.17	7,604.17	5,000,000
FNMA	3135G0YE7	03-07-14	5,009,800.00	4,997,050.00	5,013,750.00	08-26-16	0.625%	86.8056	30	5,642.36	954.86	2,604.17				8,246.53	7,291.67	5,000,000
																		76.59%
<b>TREASURY INFLATION PROTECTED SECURITIES</b>																		
LAIF			43,462,376.74	43,462,376.74	43,462,376.74					6,028.39		7,441.52	0.00			13,469.92	13,469.92	43,462,377
TOTAL LAIF			43,462,376.74	43,462,376.74	43,462,376.74													
TOTAL A/C 121100 & 112010			87,675,396.41	87,553,714.60	87,806,587.05													
<b>MATURED/CALLED</b>																		
<b>TOTAL</b>			<u>87,675,396.41</u>	<u>87,553,714.60</u>	<u>87,806,587.05</u>					<u>126,148.17</u>	<u>954.86</u>	<u>46,039.58</u>	<u>70,375.00</u>		<u>197.38</u>	<u>102,010.13</u>	<u>100,100.41</u>	<u>87,565,000</u>

16-Jun-14

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-13	MARKET VALUE 05-31-14	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 04/30/14	PREPAID INT REC'VBLE 05-31-14	INTEREST EARNED 05-31-14	INTEREST RECEIVED 05-31-14	ADJ.	INTEREST REC'VBLE 05-31-14	INT REC'VBLE LESS PREPAID 05-31-14	PAR VALUE
<b>U.S. TREASURY NOTES AND BONDS</b>																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,891,942.00	7,917,933.00	06-15-16	0.500%	109.7222	30	14,866.76	1,627.75	3,291.67		72.34	19,858.52	18,230.77	7,900,000
<b>GOVERNMENT BONDS</b>																	
HOUSING URBAN DEVEL	911759E80	12-23-08	155,581.50	150,873.00	150,691.50	08-01-17	7.908%	32.9500	30	2,965.50		988.50			3,954.00	3,954.00	150,000
LAIF			76,443.41	76,443.41	76,443.41					14.64		15.28	0.00		29.92	29.92	76,443
<b>MATURED/CALLED CALLED</b>																	
TOTAL LAIF			76,443.41	76,443.41	76,443.41												
TOTAL A/C 121100 & 112010			8,045,397.85	8,042,815.00	8,068,624.50												
<b>TOTAL</b>			<u>8,045,397.85</u>	<u>8,042,815.00</u>	<u>8,068,624.50</u>					<u>17,832.26</u>	<u>1,627.75</u>	<u>4,280.17</u>	<u>0.00</u>	<u>72.34</u>	<u>23,812.52</u>	<u>22,184.77</u>	<u>8,050,000</u>

16-Jun-14



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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED	MARKET VALUE	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 04/30/14	PP INTEREST REC'VBLE 05/31/14	INTEREST EARNED 05/31/14	INTEREST RECEIVED 05/31/14	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 05/31/14	INT REC'VBLE LESS PREPAID 05/31/14	PAR VALUE
<b>U.S. TREASURY NOTES AND BONDS</b>																		
US TREASURY NOTE	91282BWA4	03-21-14	5,487,324.22	5,490,980.00	5,512,485.00	10-15-16	0.625%	95.4861	30	1,502.73		2,864.58			46.97	4,414.28	4,414.28	5,500,000
US TREASURY NOTE	91282BWF3	03-28-14	4,985,546.88	4,985,950.00	5,007,800.00	11-15-16	0.625%	86.8056	30	14,416.44		2,604.17	15,625.00		48.00	1,443.61	1,443.61	5,000,000
US TREASURY NOTE	91282BSC5	03-19-14	4,619,960.72	4,605,750.00	4,626,956.00	01-31-17	0.875%	111.8056	30	10,006.91		3,354.17			92.65	13,453.73	13,453.73	4,600,000 75.12%
<b>GOVERNMENT BONDS</b>																		
FNMA	31398AU34	2-15-12	5,299,150.00	5,197,600.00	5,127,300.00	07-28-15	2.375%	329.8611	30	30,677.08	0.00	9,895.83			0.01	40,572.92	40,572.92	5,000,000 24.88%
<b>TREASURY INFLATION PROTECTED SECURITIES</b>																		
<b>CASH INVESTMENT</b>																		
LAIF			4,951,343.60	4,951,343.60	4,951,343.60					391.75	0.00	989.73	0.00			1,381.48	1,381.48	4,951,344 0.00%
<b>MATURED/CALLED</b>																		
TOTAL LAIF			4,951,343.60	4,951,343.60	4,951,343.60													
TOTAL A/C 122010			5,299,150.00	5,197,600.00	5,127,300.00													
<b>TOTAL</b>			<u>20,391,981.82</u>	<u>20,280,280.00</u>	<u>20,274,541.00</u>					<u>56,603.16</u>	<u>0.00</u>	<u>18,718.75</u>	<u>15,625.00</u>	<u>0.00</u>	<u>187.63</u>	<u>59,884.54</u>	<u>59,884.54</u>	<u>20,100,000</u>

16-Jun-14

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

BUDGET AMENDMENTS

Amount	Line Item	Description
<b>May-14</b>		
\$ -	Total	No Budget Revisions in May 2014.
\$ -	Total	

BUDGET REVISIONS

Amount	Line Item	Description
<b>May-14</b>		
\$ -	Total	No Budget Revisions in May 2014.
\$ -	Total	

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

5/13/14 4:17 PM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
<b>FY2013:</b>					
1st Quarter	16,181,800	1st Quarter	18,855,582	2,673,782	18,855,582
2nd Quarter	17,084,000	2nd Quarter	18,954,017	1,870,017	18,954,017
3rd Quarter	17,782,200	3rd Quarter	17,437,422	(344,778)	17,437,422
4th Quarter	16,952,000	4th Quarter	18,612,162	1,660,162	18,612,162
<b>FY2013 Total</b>	<b>68,000,000</b>	<b>FY2013 Total</b>	<b>73,859,183</b>	<b>5,859,183</b>	<b>73,859,183</b>
<b>FY2014</b>					
Jul. 13	4,400,000	Sep. 13	5,504,500	1,104,500	5,504,500
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	6,531,100	31,100	6,531,100
3rd Qtr. Adjustment	1,032,500	Jun. 14			1,032,500 (1)
9 Months Total	52,207,500		56,001,012	4,826,012	57,033,512
Apr. 14	5,130,000	Jun. 14			5,130,000 (1)
May 14	5,130,000	Jul. 14			5,130,000 (1)
Jun. 14	6,500,000	Aug. 14			6,500,000
4th Qtr. Adjustment	1,032,500	Sep. 14			1,032,500 (1) Apr/May portion
<b>FY2014 Total</b>	<b>70,000,000</b>	<b>FY2014 Total</b>	<b>56,001,012</b>	<b>4,826,012</b>	<b>74,826,012</b>
	19,084,264	1st Quarter			
	20,581,648	2nd Quarter			
	17,367,600	3rd Quarter			
	10,948,333	4th Quarter			
	<u>67,981,845</u>	YTD Actual Per Statement of Revenues & Expenses			

(1) Accrual

**RESOLUTION NO. 2014-**

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

\* \* \*

**DECLARING THE UNCERTAINTY OF COMPENSATION OF DISTRICT  
ADMINISTRATIVE EMPLOYEES AS OF JULY 1, 2014**

**WHEREAS**, upon the recommendation of the General Manager/CEO, the Board of Directors finds and determines that an adjustment in compensation of its administrative employees who are not represented by recognized employee organizations is in order.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District that it is hereby found that as of July 1, 2014, the compensation of administrative employees of the San Mateo County Transit District is uncertain and undetermined, and the General Manager/CEO hereby is requested to report to the Board of Directors during the next regular meeting of the Board scheduled for August 6, 2014, or at a special meeting of the Board should one be called prior to the next regular meeting, recommending the adoption of compensation related actions for the District's administrative employees, with the understanding that such new compensation for District administrative employees may be applied effective as of July 1, 2014 in consideration of services to be provided by said employees henceforth.

Regularly passed and adopted this 2<sup>nd</sup> day of July, 2014 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

\_\_\_\_\_  
Chair, San Mateo County Transit District

\_\_\_\_\_  
District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **AUTHORIZE FILING ANNUAL CLAIM WITH METROPOLITAN  
TRANSPORTATION COMMISSION (MTC) FOR TRANSPORTATION  
DEVELOPMENT ACT, STATE TRANSIT ASSISTANCE, AND REGIONAL  
MEASURE 2 FUNDS**

**ACTION**

Staff proposes the Committee recommend Board authorization to file a claim for Transportation Development Act (TDA) Article 4.0 and 4.5 Funds, State Transit Assistance (STA) funds (including for the Lifeline Transportation Program (LTP)), and Regional Measure 2 (RM2) funds for Fiscal Year (FY) 2015.

Based on the MTC's latest revised estimates, the San Mateo County Transit District (District) is allowed to claim the following amounts for FY2015:

<b>Funding Source</b>	<b>FY2015 Adopted Budget</b>	<b>FY2015 MTC Claim</b>	<b>Increase/ (Decrease)</b>
<b>TRANSPORTATION DEVELOPMENT ACT (TDA)</b>			
TDA Article 4.0 (SamTrans bus)	\$34,458,615	\$34,458,615	\$0
TDA Article 4.5 (Paratransit)	1,733,614	1,733,614	0
<b>STATE TRANSIT ASSISTANCE</b>			
<b>Revenue Based: SamTrans (bus)</b>			
Route 17 (LTP)	\$ 142,352	\$ 142,352	\$0
Coastside (LTP)	100,000	100,000	0
AB X8 9	3,451,767	3,451,767	0
<b>Population Based:</b>			
Regional Paratransit	\$ 437,266	\$ 437,266	\$0

<b>Funding Source</b>	<b>FY2015 Adopted Budget</b>	<b>FY2015 MTC Claim</b>	<b>Increase/ (Decrease)</b>
<b>Pass-through to Other Agencies</b>			
San Mateo Human Services Agency (LTP)	100,000	0*	(100,000)
City of South SF (LTP)	68,000	0*	(68,000)
City of Menlo Park (LTP)	68,084	0*	(68,084)
City of Redwood City (LTP)	68,084	0*	(68,084)
Paratransit Coordinating Council** (TDA)	<u>84,780</u>	<u>79,780</u>	<u>(5,000)</u>
<b>TDA Total (without pass-throughs)</b>	<b>\$36,192,229</b>	<b>\$36,192,229</b>	<b>\$0</b>
<b>STA Total (without pass-throughs)</b>	<b>\$4,131,385</b>	<b>\$4,131,385</b>	<b>\$0</b>
<b>Pass-through Total (TDA and STA)</b>	<b>\$388,948</b>	<b>\$79,780</b>	<b>\$(309,168)</b>
<b>RM2 (SamTrans Owl Service)</b>	<b><u>\$305,876</u></b>	<b><u>\$305,876</u></b>	<b><u>\$0</u></b>
<b>TOTAL</b>	<b><u>\$41,018,438</u></b>	<b><u>\$40,709,270</u></b>	<b><u>\$(309,168)</u></b>

\*: The District previously submitted claims for certain LTP pass-throughs to be paid on an annual basis.

\*\* : The Paratransit Coordinating Council (PCC) is administered by the Center for Independence of Individuals with Disabilities (CID) of San Mateo County, which will receive the pass-through funds.

### **SIGNIFICANCE**

TDA and STA funding allocated by MTC supports the District's fixed-route bus and paratransit services for San Mateo County residents. The District also claims STA funds to pass through to several Lifeline Transportation Program (LTP) claimants in San Mateo County. The LTP was established by the MTC to fund projects that result in improved mobility for low income residents in the San Francisco Bay Area. Though reflected in the District's proposed FY2015 budget, the District will not submit LTP pass-through claims at this time as claims for the San Mateo County Human Services Agency, and the cities of South San Francisco, Menlo Park, and Redwood City for FY2015 were claimed in previous years and are being distributed on an annual basis. Finally, the District claims TDA funds for administration of the PCC, a role currently performed by the CID. Of the \$84,780 budgeted for PCC administration costs during FY2015, \$79,780 will be funded with TDA funds passed through to the CID, with the remaining \$5,000 covered by District sales tax revenues.

In addition to TDA and STA funds, MTC allocates Regional Measure 2 (RM2) bridge toll revenues. The District's RM2 claim will offset operating costs for Route 397, which provides late-night Owl Service from the Palo Alto Caltrain Station to San Francisco Airport (SFO) and then to the Transbay Terminal in San Francisco.

**BUDGET IMPACT**

TDA, STA (including LTP), and RM2 funding included in the Adopted FY2015 SamTrans Operating Budget are \$36.2 million, \$4.5 million, and \$0.3 million, respectively.

**BACKGROUND**

TDA funding provides a significant share of the District's operating revenues. TDA and STA dollar amounts cited are estimates from the MTC and are subject to adjustment if actual receipts differ from projections over the course of the fiscal year.

Prepared By: Ladi Bhuller, Director, Budgets

650-508-7755

**RESOLUTION NO. 2014 –**

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

**\*\*\***

**AUTHORIZING THE FILING OF AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION  
COMMISSION FOR TRANSPORTATION DEVELOPMENT ACT, STATE TRANSIT ASSISTANCE AND  
REGIONAL MEASURE 2 FUNDS FOR FISCAL YEAR 2015**

**WHEREAS**, the Metropolitan Transportation Commissions (MTC) is the transportation planning agency for the nine county San Francisco Bay Area and, as such, distributes assorted Federal and State transit and transportation planning funds to cities, counties and other entities to spend these as authorized by the Transportation Development Act of 1971 (TDA) and Regional Measure 2 (RM2), as set forth below; and

**WHEREAS**, the TDA (Public Utilities Code §§ 99200 et seq.), provides for the disbursement of the TDA Article 4.0 and 4.5 Funds, and State Transit Assistance (STA) Funds (including for the Lifeline Transportation Program (LTP)) for use by qualified operators to support public transportation systems and to aid public transportation research and demonstration projects following application to recipients' regional transportation planning agency, such as the MTC; and

**WHEREAS**, RM2 (California Streets and Highway Code §§ 30921, 30914 and 30914.5), was adopted by the voters of seven Bay Area counties in 2004 to provide funding for new transit options in the Bay Area's toll bridge corridors, to relieve traffic congestion and bottlenecks, and to build secondary transit connections, with funds available to specific recipients subject to application to the MTC; and



**WHEREAS**, the San Mateo County Transit District (District) acts as Managing Agency for the Peninsula Corridor Joint Powers Board (JPB); and

**WHEREAS**, for technical reasons, the JPB is not eligible to apply for funds under these three sources, but the District can apply for funds on behalf of the JPB; and

**WHEREAS**, the District is an eligible claimant for funds under the sources described above to support transit operations and planning, and to pass through funds to other entities including the JPB, San Mateo County, the City/County Association of Governments of San Mateo County, cities in San Mateo County, and the entity responsible for administering the Paratransit Coordinating Council (Cal. Pub. Util. Code §§ 99260(a), 99260.2, 99260.6 and 99275; Resolution Nos. 2012-26 and 2012-28, dated June 13, 2012, and District's Opinion of Counsel dated May 9th, 2013); and

**WHEREAS**, for Fiscal Year 2015, the District has determined to apply to the MTC for funds from the specified sources and for the purposes set forth below:

1. TDA Article 4.0 (Samtrans Bus)
2. TDA Article 4.5 (Paratransit)
3. STA Revenue Based (Samtrans Bus, including for LTP services)
4. STA Population Based (Regional Paratransit)
5. Pass-throughs to other agencies, including for PCC administration (TDA)
6. RM2 (Samtrans Owl Service).

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the San Mateo County Transit District that the General Manager/CEO or his designee hereby is authorized and directed to file appropriate claims for TDA Article 4.0 and 4.5 Funds, State Transit Assistance (STA) Funds (including for the Lifeline Transportation Program (LTP)), and RM2 Funds, together with all necessary supporting documents, with the MTC for Fiscal Year (FY) 2015 as follows:

1. TDA Article 4.0 (Samtrans Bus): \$34,458,615
2. TDA Article 4.5 (Paratransit): \$1,733,614
3. STA Revenue Based (Samtrans Bus)
  - A. Route 17 (LTP): \$142,352
  - B. Coastside (LTP): \$100,000
  - C. AB X8 9: \$3,451,767
4. STA Population Based (Paratransit): \$437,266
5. Pass-throughs to other agencies
  - A. Center for Independence of Individuals with Disabilities for PCC administration (TDA): \$79,780
6. RM2 (Samtrans Owl Service): \$305,876; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO or his designee is authorized and directed to file appropriate amendments to these claims, together with all necessary supporting documents, with the MTC to carry out the policies of the Board of Directors and attendant funding requirements during FY2015, as may be adopted from time to time by the Board of Directors; and

**BE IT FURTHER RESOLVED** that the District indemnifies and holds harmless the MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the District, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under the allocation of RM2 funds. In addition to any other remedy authorized by law, the MTC may retain as much of the funding due under the allocation of RM2 funds as shall reasonably be considered necessary by the MTC until disposition has been made of any claim for damages; and

**BE IT FURTHER RESOLVED** that a copy of this resolution shall be transmitted to the MTC in conjunction with the filing of the claims authorized pursuant to this resolution, and the MTC shall be requested to concur in these findings and to grant the allocation of funds as specified.

Regularly passed and adopted this 2nd day of July, 2014 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

C. H. (Chuck) Harvey  
Deputy CEO

SUBJECT: **AUTHORIZE DISPOSITION OF SIX SURPLUS VEHICLES**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Approve the disposition of three 2006 Ford E350 Vans and three 2003 Ford El Dorado Aerotech Cutaways (surplus vehicles).
2. Authorize the General Manager/CEO to dispose of the surplus vehicles in accordance with the San Mateo County Transit District (District) Procurement Policy.

**SIGNIFICANCE**

The proposed action will implement the District's policy to routinely dispose of surplus vehicles and equipment that are no longer viable for service. Disposition of the surplus vehicles is in keeping with this practice, and will be carried out in compliance with District Procurement Policy and applicable Federal Transit Administration (FTA) regulations. District-approved methods of disposition are by sealed bid, public auction, sale, negotiation, transfer to another public agency, or by discarding as scrap. Under this proposed action, the surplus vehicles will be disposed of by public auction.

**BUDGET IMPACT**

All of the surplus vehicles were purchased with District sales tax funds, except for one cutaway, which was purchased with FTA funds. Any proceeds gained from the disposition of these surplus vehicles, less auctioneer's fees and any proceeds due to the FTA, to the extent required, will be deposited to the District's General Fund.

**BACKGROUND**

These surplus vehicles have reached the end of their useful lives. In keeping with District's criteria to replace service support vehicles at six years and 100,000 miles, these surplus vehicles have been identified for disposal.

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

650-508-7973  
650-508-7987

**RESOLUTION NO. 2014 –**

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

\*\*\*

**AUTHORIZING THE DISPOSITION OF SIX SURPLUS VEHICLES**

**WHEREAS**, the San Mateo County Transit District (District) has a policy to routinely dispose of rolling stock, equipment and other property that is determined to be no longer viable for use; and

**WHEREAS**, the District has identified for disposition three 2006 Ford E350 Vans and three 2003 Ford El Dorado Aerotech Cutaways (surplus vehicles), which have reached the end of their useful lives; and

**WHEREAS**, the District's Procurement Policy provides for disposition of surplus assets by various means, including through sealed bid procedure, auction, sale, negotiation, transfer to another public agency, or by discarding items as scrap; and

**WHEREAS**, these surplus vehicles will be disposed of by public auction with the net proceeds, if any, to be deposited in the District's General Fund, less auctioneer's fee and any proceeds due the Federal Transit Administration, to the extent required; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, the District's Board of Directors authorize the disposition of the surplus vehicles according to the process outlined above.

**NOW, THEREFORE, BE IT RESOLVED**, the District's Board of Directors hereby authorizes the disposition of the surplus vehicles by public auction, in accordance with the District's Procurement Policy; and

**BE IT FURTHER RESOLVED** the General Manager/CEO or his designee is authorized to dispose of these surplus vehicles in the manner specified.

Regularly passed and adopted this 2<sup>nd</sup> day of July, 2014 by the following votes:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Chair, San Mateo County Transit District Board

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 AWARD OF CONTRACTS TO PROVIDE ON-CALL FINANCIAL CONSULTING SERVICES**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award on-call contracts to the firms listed below for the provision of financial consulting services for five-year terms, in an aggregate, estimated not-to-exceed amount of \$3,050,000 to be shared as a pool among the firms for authorized tasks.

Financial Advisory Services

- Public Financial Management, Inc.
- Ross Financial, LLC

Financial Analysis Services

- Nancy Whelan Consulting, LLC
- Ross Financial, LLC
- Public Financial Management, Inc.
- Ernst & Young Infrastructure

Financial Audit and Technical Analysis Services

- KPMG, LLP
- Williams, Adley & Company-CA, LLP

Performance Audit Services

- KPMG, LLP
- Macias Consulting Group, Inc.
- Williams, Adley & Company-CA, LLP

2. Authorize the General Manager/CEO or designee to execute a contract with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements.

**SIGNIFICANCE**

Approval of the above actions will avail the San Mateo County Transit District (District) with the pooled expertise of diverse financial services firms that possess in-depth knowledge of the specialized discipline of transportation finance and also manage burgeoning transportation practices. The District's complex financial services requirements and strategic financial goals will benefit from being able to collaborate with a broad array of firms, each with a long and successful track record of delivering creative solutions for complex financial transactions.

The firms will be engaged on an as-needed basis by issuing a work authorization (Work Directive) to perform specific financial tasks for the District. Award of this contract will not obligate the District to procure any specific level of service from any of the firms.

**BUDGET IMPACT**

Funding for these services will be available under approved and projected operating budgets.

**BACKGROUND**

Staff determined that a joint solicitation with the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority was a cost-effective approach to procure the required financial consulting services. A joint Request for Proposals (RFP) to provide financial consulting services was issued detailing the scope of services. The solicitation was advertised in a newspaper of general circulation and on the District's website. Solicitation notices also were sent to interested firms, Small Business Enterprises and Disadvantaged Business Enterprises (DBEs). The District invited proposers to respond to one or more of four financial services functions described in the RFP. Staff received proposals from nine firms, one of which was a DBE firm.

An Evaluation Committee (Committee) composed of qualified staff reviewed and ranked proposals separately for each financial services category according to the following weighted criteria set forth in the RFP:

- Approach to Scope of Services 15 points
- Qualifications and Experience of Firm 30 points
- Qualifications and Experience of Management Team and Key Personnel 30 points
- Cost Proposal 25 points

After the initial evaluation and scoring, the Committee eliminated Decal Financial Management, a DBE firm, and Linwood Capital, LLC because they did not meet the minimum criteria required for advancing to the next phase of the solicitation process. Instead of oral interviews, the Committee determined a written question and answer process would be a better instrument for the in-depth probing of complex financial concepts and procedures in the financial services categories selected by each firm. The Committee evaluated proposers' written responses, and performed due diligence by conducting reference checks. Following reference checks, the Committee completed the final evaluation and consensus ranking. The final consensus ranking result is as listed above.

The firms will be collaborating with the District in developing processes, procedures and controls that help establish internal financial standards in areas such as:

- Fuel hedging
- Internal control procedures for fare collection
- Internal control review of wire transfer and banking process
- Business Optimization Program (BOP) system design assessment for financial controls
- Bus operations supply purchasing assessment
- Development and implementation of Payment Card Industry (PCI) compliance protocols

The current pool of financial services consultants for the District is composed of KPMG LLP, Ross Financial, LLC, and Maximus, Inc. with an aggregate on-call pool total of \$1.1 million. The increased contract capacity being requested reflects the increasingly complex financial environment experienced and expected by the District.

Contract Officer: Adwoa Oni  
Project Manager: Rima Lobo, Director, Finance

650-508-6411  
650-508-6274



**RESOLUTION NO. 2014-**

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

\* \* \*

**AUTHORIZING AWARD OF CONTRACTS TO PROVIDE ON-CALL FINANCIAL CONSULTING SERVICES FOR AN ESTIMATED AGGREGATE, NOT-TO-EXCEED AMOUNT OF \$3,050,000 FOR A FIVE-YEAR TERM**

**WHEREAS**, the San Mateo County Transit District (District), jointly with the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority, solicited competitive proposals to provide on-call financial consulting services; and

**WHEREAS**, proposers were invited to respond to one or more of the four financial services functions described in the Request for Proposals (RFP): (1) financial advisory; (2) financial analysis; (3) financial audit and technical analysis; and (4) performance audit; and

**WHEREAS**, in response to the joint RFP, staff received proposals from nine firms; and

**WHEREAS**, an Evaluation Committee (Committee) composed of qualified staff reviewed and ranked proposals separately for each financial services category according to the weighted criteria set forth in the RFP; and

**WHEREAS**, the Committee determined a written question and answer process would be more probing than oral interviews due to the complexity of the financial concepts and procedures entailed in the specialized financial services functions; and

**WHEREAS**, the Committee evaluated the written responses received from firms, and performed due diligence by conducting reference checks; and

**WHEREAS**, following reference checks, the Committee completed the final evaluation and consensus ranking, which is summarized below:

Financial Advisory Services

- Public Financial Management, LLC
- Ross Financial, LLC

Financial Analysis Services

- Nancy Whelan Consulting
- Ross Financial, LLC
- Public Financial Management, LLC
- Ernst & Young Infrastructure Advisors, LLC

Financial Audit and Technical Analysis Services

- KPMG, LLP
- Williams, Adley & Company-CA, LLP

Performance Audit Services

- KPMG, LLP
- Macias Consulting Group, Inc.
- Williams, Adley & Company; and

**WHEREAS**, the Committee determined the backgrounds of the pool of financial services consulting firms demonstrate the firms have the requisite depth of knowledge and experience in the four financial services categories to successfully buttress the District's financial goals for support services, including complete financial system development, requirements, processes, procedures and controls; and

**WHEREAS**, staff and legal counsel have reviewed the proposals and determined that they comply with the requirements of the solicitation documents; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, a five-year contract for on-call financial consulting services be awarded to each firm in the pool covering their respective area(s) of expertise for an estimated aggregate, not-to-exceed amount of \$3,050,000.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors (Board) of the District hereby awards contracts for on-call financial advisory services to Public Financial Management, Inc. of San Francisco, CA and Ross Financial, LLC of San Francisco, CA; and on-call financial analysis services to Nancy Whelan Consulting, LLC of

San Francisco, CA, Ross Financial, LLC of San Francisco, CA, Public Financial Management, Inc., of San Francisco, CA and Ernst & Young Infrastructure Advisors, LLC of San Francisco, CA; and on-call financial audit and technical analysis services to KPMG, LLP of Sacramento, CA and Williams, Adley & Company-CA, LLP of Oakland, CA; and on-call performance audit services to KPMG, LLP of Sacramento, CA, Macias Consulting Group, Inc. of Sacramento, CA and Williams, Adley & Company-CA, LLP of Oakland, CA for a five-year term for an estimated aggregate, not-to-exceed amount of \$3,050,000 in full conformity with all the terms and conditions of the RFP and negotiated agreements; and

**BE IT FURTHER RESOLVED** the Board authorizes the General Manager/CEO or his designee to execute contracts on behalf of the District with the firms named above for on-call financial services.

Regularly passed and adopted this 2<sup>nd</sup> day of July, 2014 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

C. H. (Chuck) Harvey  
Deputy CEO

SUBJECT: **AUTHORIZE REJECTION OF THE SINGLE BID RECEIVED FOR PROVISION OF  
ALLISON FACTORY-REMANUFACTURED WBTEC III TRANSMISSIONS**

**ACTION**

Staff proposes the Committee recommend the Board reject the single bid received from Cummins Pacific, LLC (Cummins) because staff has determined the bid to be non-responsive.

**SIGNIFICANCE**

Approval of the above action will allow rejection of the single bid and allow staff to update the specifications and terms of the Invitation for Bids (IFB) and re-solicit for the provision of factory-remanufactured WBTEC III Transmissions (WBTEC Transmissions).

**BUDGET IMPACT**

Rejection of the bid will have no budget impact.

**BACKGROUND**

An IFB was issued for provision of WBTEC Transmissions for a three-year base term with two one-year options. Staff advertised the requirement on the San Mateo County Transit District's (District) procurement website and in a local newspaper of general circulation. Solicitation notifications were also sent to interested bidders, including Small Business and Disadvantaged Business Enterprises that were registered in the District's vendor database.

The District received a single bid:

<i>Company Name</i>	<i>3-year Bid Amount</i>
Cummins Pacific, LLC, San Leandro, CA	\$ 337,075

Staff reviewed the above bid for responsiveness and performed a price analysis to determine if the pricing offered by Cummins was fair and reasonable. While Cummins'

bid price was determined to be fair and reasonable, its bid was determined to be non-responsive, as the bidder submitted a non-compliant Buy America Certificate.

Inquiries were made to several of the firms that downloaded the IFB from the District's procurement website as to why they did not submit bids. Two firms responded:

1. One stated that having to provide a bidder's security coupled with their inability to determine if they would or would not be able to meet the Federal Buy America requirements prevented them from submitting a bid.
2. The second firm stated the IFB "may have fallen through the cracks" as the sales person assigned to the District left the company during the time the IFB was let.

Staff has determined that Federal funds will not be used for this procurement. Therefore, a re-solicitation for WBTEC Transmissions will not need to include Federally-required provisions, such as Buy America. In addition, staff will update the specifications and perform extended outreach to potential bidders. These actions have the potential to yield a greater level of competition.

Cummins holds the current contract for provision of WBTEC Transmissions. The contract is in its second and final one-year option term and expires August 9, 2014. It has a three-year base value of \$323,565. In order to cover the open period from contract expiration to new contract award, the District successfully negotiated an extension of the existing contract on a month-to-month basis for up to nine months. No change in the contract price is needed for the extension as there is sufficient contract capacity and contingency to cover the extension period.

Contract Officer: Luis F. Velásquez  
Project Manager: Detra Dillon, Contract Administrator

650-622-8099  
650-508-6418



BOARD OF DIRECTORS 2014

JEFF GEE, CHAIR  
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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, JULY 2, 2014 – 2:40 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Legislative Committee Meeting of June 4, 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  
JUNE 4, 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 3:02 p.m.

**Approval of Minutes of Legislative Committee Meeting of May 7, 2014**

Motion/Second: Tissier/Groom

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

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

State Update

Seamus Murphy, Director, Government and Community Affairs, said the Legislature is considering three Cap and Trade proposals. Staff prefers Senate President pro Tem Darrell Steinberg's (D-Sacramento) proposal for a long-term ongoing cap and trade revenue allocation framework. The proposal would guarantee that transit gets 25 percent of the funding through the life of the program. It also includes a 15 percent allocation to high speed rail and a 5 percent allocation to inner-city rail providers. Staff would support a proposal to make the 5 percent component available to commuter rail providers as well.

Mr. Murphy said the Senate and Assembly have approved some basic Cap and Trade plans, and the details about Steinberg's proposal will get worked out in conference committee. One Bay Area representative, Senator Mark Leno (D-San Francisco), is a member of that committee.

Federal Update

Mr. Murphy said the Senate Appropriations Committee has approved a 2015 spending bill that is \$2.5 billion higher than the House version. It funds TIGER and New Starts programs where the House version significantly cuts discretionary programs. None of the funding can be spent until a reauthorization proposal is available since Moving Ahead for Progress in the 21<sup>st</sup> Century expires in October.

Mr. Murphy said a group of House Republican is pushing for a short-term bailout of the surface transportation authorization programs. This funding would be based on the elimination of U.S. Postal Service delivery on Saturdays combined with a transfer of

funding used for the Leaking Underground Storage Tank Trust Fund. This is not enough funding to support the Highway Trust Fund in the long term, but it is encouraging that they are making an effort to address the deadlines coming up. In July the Highway Trust Fund will run out of money.

**Adjourned:** 3:07 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 and Cap and Trade

Last week, Governor Jerry Brown signed the \$108 billion State Budget which includes a \$1.7 billion investment in public transportation and transportation improvements and lays the framework for additional transportation funding in the future.

The Fiscal Year (FY) 2014-2015 budget appropriates funding towards transit-related programs providing \$25 million for low-carbon transit operations, \$25 million for transit and intercity rail, \$130 million for housing and sustainable communities, \$200 million for low carbon transportation, and \$250 million for high-speed rail.

The long-term Cap and Trade Program will begin in FY2015 and allocates percentages of the cap and trade revenues to statewide transit programs. Specifically, 20 percent for transportation, affordable housing and sustainable communities strategies, 15 percent for transit, 40 percent for low-carbon transportation, natural resources and energy programs, and 25 percent for high-speed rail.

These new programs offer Peninsula communities an incredible opportunity to secure investment in our region's most critical infrastructure improvements and expand Caltrain and SamTrans service to accommodate population and job growth, improve air quality and reduce traffic congestion.

**FEDERAL ISSUES****Bipartisan Gas Tax Proposal**

On June 18, United States senators Chris Murphy (D-CT) and Bob Corker (R-TN) announced the first bipartisan proposal to raise the gas tax since the last increase in 1993. The bill would raise the gas tax by 12 cents per gallon over two years and would allow the tax to increase with inflation in subsequent years.

Since the last increase, the buying power of the Federal gas tax has decreased from 18 cents to just 11 cents. This, along with a reduction in the rate of total fuel consumption, has left the Highway Trust Fund (HTF) short of the revenues needed to support critical surface transportation programs nationwide.

Without additional funds, the HTF will not be able to support existing needs beyond August and the Mass Transit Account will fall short of meeting public transportation obligations beginning in October. Raising the Federal gas tax and indexing it to rise along with inflation would increase Federal funding dedicated to maintaining and expanding the country's transportation needs and help ensure that investment in transportation infrastructure critical to the nation's mobility needs and economic future is allowed to continue.

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

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 26</a> <a href="#">Bonilla</a> D  Construction: prevailing wage.	SENATE APPR. 6/16/2014 - Read second time and amended. Re-referred to Com. on APPR.  6/30/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair	<p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages. Existing law generally defines "public works" to include construction, alteration, demolition, installation, or repair work done under contract and paid in whole or in part out of public funds. Existing law defines "construction" for these purposes to include work performed during the design and preconstruction phases of construction. Existing law makes a willful violation of laws relating to payment of prevailing wages on public works a misdemeanor.</p> <p>This bill would revise the definition of "construction" to also include work performed during the post construction phases of construction, including, but not limited to, all cleanup work at the jobsite. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/16/2014</b></p>	
<a href="#">AB 37</a> <a href="#">Perea</a> D  Unemployment insurance: reporting requirements: status of funds.	SENATE L. & I.R. 6/16/2014 - From L. & I.R.: Set for hearing.  6/25/2014 9:30 a.m. - Rose Ann Vuich Hearing Room (2040) SENATE LABOR AND INDUSTRIAL RELATIONS, HUESO, Chair	<p>Existing unemployment insurance law requires the Employment Development Department to submit to the Legislature in May and October of each year a report on the status of the Unemployment Fund and the Unemployment Compensation Disability Fund, containing actual and forecasted information on each fund, as specified.</p> <p>This bill would additionally require the department, whenever the Unemployment Fund indicates a negative balance, to include in the status report on the Unemployment Fund the estimated cost impact on employers from the changes in a specified federal tax credit and the estimated amount the state is expected to pay in interest charges on any outstanding loan to the federal government. <b>Last Amended on 8/12/2013</b></p>	
<a href="#">AB 194</a> <a href="#">Campos</a> D  Open meetings: public criticism and comment.	SENATE G. & F. 6/17/2014 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. & F.  6/25/2014 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair	<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, and authorizes the legislative body, to adopt reasonable regulations to ensure that the intent of this provision is carried out. Existing law forbids the legislative body from prohibiting public criticism of the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body.</p> <p>This bill would expand the above prohibition on the legislative body, to forbid the legislative body, and its presiding officer or staff, from prohibiting, limiting, or otherwise preventing public criticism, as described above, as well as certain other designated activities related to public comment. <b>Last Amended on 6/17/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 380</a> <a href="#">Dickinson</a> D</p> <p>Spill response for railroads.</p>	<p>SENATE APPR. 6/16/2014 - In committee: Hearing postponed by committee.</p>	<p>Existing law requires the Office of Emergency Services to implement regulations establishing minimum standards for business plans and area plans relating to the handling and release or threatened release of hazardous materials. Existing law requires the establishment of a statewide environmental reporting system for these plans.</p> <p>This bill would require a rail carrier, as defined, to report specified information regarding the transportation of hazardous materials, beginning no later than January 31, 2015, to the office on a quarterly basis. The bill would require each rail carrier to maintain a response management communications center, as specified. The bill would require the office to disseminate information necessary for developing emergency response plans from the quarterly reports it receives pursuant to this act to each unified program agency, as defined, when the office determines a unified program agency area of responsibility may be impacted by a hazardous material or oil cargo spill. The bill would require each rail carrier to provide the office with a summary of the rail carrier's hazardous materials emergency response plan, as specified. The bill would require the office to provide a copy of each summary report of a rail carrier's hazardous materials emergency response plan to each unified program agency when the office determines a unified program agency area of responsibility may be impacted by a rail carrier spill of hazardous material or oil cargo and that unified program agency has been identified by the rail carrier, in consultation with the office, as able to receive security sensitive information, as specified, on a need-to-know basis. The bill would prohibit a recipient of the reports and hazardous materials emergency response plan from divulging or making known that information to unauthorized recipients, as specified. The bill would deem the reports and hazardous materials emergency response plan to be proprietary information and would limit the dissemination of that information to those government personnel with emergency response, planning, or security-related responsibilities on a need-to-know basis, as provided for pursuant to federal law, except as specified. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/16/2014</b></p>	
<p><a href="#">AB 418</a> <a href="#">Mullin</a> 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. <b>Last Amended on 2/10/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 515 Dickinson</a> D  Environmental quality: California Environmental Quality Act: writ of mandate.	SENATE E.Q. 6/15/2014 - In committee: Set, second hearing. Hearing canceled at the request of author.	<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, for a peremptory writ of mandate containing specified mandates, would expressly authorize the court to require the public agency to prepare and file an initial return of the writ. 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. <b>Last Amended on 6/5/2014</b></p>	
<a href="#">AB 543 Campos</a> D  California Environmental Quality Act: translation.	SENATE APPR. 6/18/2014 - Do pass as amended, and re-refer to the Committee on Appropriations	<p>Existing law, the California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would require a lead agency to translate, as specified, certain notices required by the act and a summary of any negative declaration, mitigated negative declaration, or environmental impact report when a group of non-English-speaking people, as defined, comprises at least 25% of the population within the lead agency's jurisdiction and the project is proposed to be located at or near an area where the group of non-English-speaking people comprises at least 25% of the residents of that area. By requiring a lead agency to translate these notices and documents, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/24/2013</b></p>	

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1194</a> <a href="#">Ammiano</a> D  Crime victims.	SENATE PUB. S. 6/12/2014 - Re-referred to Com. on PUB. S.  <b>6/24/2014 9 a.m. - Room 3191 SENATE PUBLIC SAFETY, HANCOCK, Chair</b>	<p>Existing law provides for the compensation of victims and derivative victims of specified types of crimes by the California Victim Compensation and Government Claims Board from the Restitution Fund, a continuously appropriated fund, for specified losses suffered as a result of those crimes. Existing law sets forth eligibility requirements and specified limits on the amount of compensation the board may award.</p> <p>This bill would, notwithstanding those provisions, prohibit an application for compensation from being denied based upon the applicant's involvement in events leading up to the crime if the applicant was the victim of sexual assault or domestic violence, as described in specified provisions. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 6/10/2014</b></p>	
<a href="#">AB 1556</a> <a href="#">Perea</a> D  Unemployment insurance.	SENATE APPR. 6/17/2014 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.  <b>6/23/2014 Anticipated Hearing SENATE APPR., Not in daily file.</b>	<p>Existing unemployment insurance law requires all standard information employee pamphlets provided by the Employment Development Department concerning unemployment and disability insurance programs to be printed in English and separately in Spanish, or both.</p> <p>This bill would instead require those pamphlets to be printed in English and the 7 other most commonly used languages among participants in each program. This bill would require the department to make pages on its Internet Web site that provide information regarding applying for, and receiving, unemployment insurance benefits available in the 7 languages, other than English, most commonly used by unemployment insurance applicants and claimants. This bill contains other related provisions and other existing laws.</p> <p><b>Last Amended on 6/17/2014</b></p>	
<a href="#">AB 1720</a> <a href="#">Bloom</a> D  Vehicles: bus gross weight.	SENATE THIRD READING 6/19/2014 - Read second time. Ordered to third reading.  <b>6/23/2014 #102 SENATE ASSEMBLY BILLS-THIRD READING FILE</b>	<p>Existing law generally prohibits a publicly owned or operated transit system from procuring a transit bus whose weight on any single axle exceeds 20,500 pounds. Existing law, until January 1, 2015, exempts from this prohibition a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class into its inventory and its governing board makes certain findings.</p> <p>This bill would extend the operation of those exceptions until January 1, 2016, and would also, until January 1, 2016, authorize a transit system to procure a transit bus that exceeds 20,500 pounds if it is incorporating a new fleet class expansion.</p> <p><b>Last Amended on 6/10/2014</b></p>	Support

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1897</a> <a href="#">Hernández, Roger</a> D</p> <p>Labor contracting: client liability.</p>	<p>SENATE JUD. 6/11/2014 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (June 11). Re-referred to Com. on JUD.</p> <p>6/24/2014 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE JUDICIARY, JACKSON, Chair</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. <b>Last Amended on 5/28/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2021</a> <a href="#">Gordon</a> D</p> <p>San Mateo County Transit District.</p>	<p>SENATE APPR. 6/17/2014 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>6/30/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, 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 if it has not contracted with a 3rd party to conduct its labor compliance program and requests and receives approval from the Department of Industrial Relations to continue the existing program. <b>Last Amended on 6/17/2014</b></p>	<p>Sponsor</p>
<p><a href="#">AB 2046</a> <a href="#">Gomez</a> D</p> <p>Joint exercise of powers: financing.</p>	<p>SENATE G. &amp; F. 6/19/2014 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on GOV. &amp; F.</p> <p>6/25/2014 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair</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 meets certain conditions. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/19/2014</b></p>	



## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2126</a> <a href="#">Bonta</a> D</p> <p>Meyers-Milias-Brown Act: mediation.</p>	<p>SENATE P.E. &amp; R. 6/11/2014 - Referred to Com. on P.E. &amp; R.</p> <p>6/23/2014 2 p.m. - Rose Ann Vuich Hearing Room (2040) SENATE PUBLIC EMPLOYMENT AND RETIREMENT, TORRES, Chair</p>	<p>The Meyers-Milias-Brown Act requires the governing body of a local public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of a recognized employee organization. The act requires, if a tentative agreement is reached and the governing body adopts the tentative agreement, that the parties prepare jointly a 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.</p> <p><b>Last Amended on 5/23/2014</b></p>	
<p><a href="#">AB 2170</a> <a href="#">Mullin</a> D</p> <p>Joint powers authorities: common powers.</p>	<p>SENATE THIRD READING 6/17/2014 - Read second time and amended. Ordered to third reading.</p> <p>6/23/2014 #79 SENATE ASSEMBLY BILLS-THIRD READING FILE</p>	<p>Existing law provides that 2 or more public agencies, by agreement, may form a joint powers authority to exercise any power common to the contracting parties, as specified.</p> <p>This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee, assessment, or tax, as specified. <b>Last Amended on 6/17/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2198</a> <a href="#">Levine</a> D</p> <p>Mental health professionals: suicide prevention training.</p>	<p>SENATE B., P. &amp; E.D. 5/28/2014 - Referred to Com. on B., P. &amp; E.D.</p> <p>6/23/2014 10 a.m. and upon adjournment of session - Room 3191 SENATE BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT, LIEU, Chair</p>	<p>Existing law provides for the licensure and regulation of various professionals who provide mental health-related services, including psychologists, marriage and family therapists, educational psychologists, professional clinical counselors, and clinical social workers. Under existing law, an applicant for licensure in these professions is required to complete certain coursework or training in order to be eligible for a license. Existing law also requires these professionals to participate in continuing education as a prerequisite for renewing their license.</p> <p>This bill would require a psychologist, marriage and family therapist, educational psychologist, professional clinical counselor, and clinical social worker who began graduate study on or after January 1, 2016, to complete a minimum of 15 contact hours of coursework in suicide assessment, treatment, and management before he or she may be issued a license. The bill would also require, commencing January 1, 2016, a person licensed in these professions who began graduate study prior to January 1, 2016, to take a six-hour continuing education course in suicide assessment, treatment, and management in order to renew his or her license. <b>Last Amended on 4/21/2014</b></p>	<p>Support</p>
<p><a href="#">AB 2250</a> <a href="#">Daly</a> D</p> <p>Toll facilities: revenues.</p>	<p>SENATE T. &amp; H. 5/22/2014 - Referred to Com. on T. &amp; H.</p> <p>6/24/2014 1:30 p.m. - Room 112 SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chair</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Existing law, in certain cases, provides for the toll facilities to be administered by local agencies.</p> <p>This bill would require the department, when entering into a cooperative agreement with a local agency for a managed lane, as defined, on the state highway system, to ensure that any toll revenues generated from the managed lane that is administered by the local agency remain available for expenditure within the respective corridor in which the managed lane is located. <b>Last Amended on 4/24/2014</b></p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2445</a> <a href="#">Chau D</a></p> <p>Community colleges: transportation fees.</p>	<p>ASSEMBLY ENROLLED 6/20/2014 - Enrolled and presented to the Governor at 11:45 a.m.</p>	<p>Existing law establishes the California Community Colleges under the administration of the Board of Governors of the California Community Colleges. Existing law authorizes the establishment of community college districts under the administration of community college governing boards, and authorizes these districts to provide instruction at community college campuses throughout the state. Existing law also authorizes the governing board of each district to impose various fees, including fees for parking and transportation services that are subject to specified limits. Existing law provides that a district is prohibited from entering into a contract for transportation services provided by a common carrier or a municipally owned transit system and funded by a fee for transportation services, unless a majority of the students of that district approve payment of the fee for that purpose within a specified time period.</p> <p>This bill would specify that a community college district is authorized to enter into a contract for the transportation services described above if a majority of the students of that district, or campus of that district, as appropriate, approve the payment of the fee within the same time period.</p>	<p>Support</p>
<p><a href="#">AB 2471</a> <a href="#">Frazier D</a></p> <p>Public contracts: change orders.</p>	<p>SENATE G.O. 6/11/2014 - Referred to Com. on G.O.</p> <p>6/24/2014 9:30 a.m. - John L. Burton Hearing Room (4203) SENATE GOVERNMENTAL ORGANIZATION, CORREA, Chair</p>	<p>Existing law contains various provisions relating to contracts by a public entity for the performance of public works of improvement, including provisions for the payment of progress payments and the disbursing and withholding of retention proceeds. Existing law, until January 1, 2016, prohibits progress payments upon state contracts from being made in excess of 100% of the percentage of actual work completed, and authorizes the Department of General Services to withhold not more than 5% of the contract price until final completion and acceptance of the project, except as specified.</p> <p>This bill would require a public entity, as defined, when authorized to order changes or additions 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. <b>Last Amended on 5/23/2014</b></p>	<p>Oppose</p>

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2650</a> <a href="#">Conway</a> R</p> <p>Bonds: transportation.</p>	<p>ASSEMBLY TRANS. 4/28/2014 - In committee: Set first hearing. Failed passage. Reconsideration granted.</p>	<p>Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund projects in the State Transportation Improvement Program, the State Highway Operation and Protection Program, and the state's freight plan. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election. This bill contains other related provisions.</p>	

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2652</a> <a href="#">Linder R</a></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 years, in the budget submitted by the Governor. The bill would appropriate the amount of any increase in General Fund revenues calculated by the Director of Finance necessary to meet the state's minimum funding obligation pursuant to Section 8 of Article XVI of the California Constitution to the Controller for apportionment to school districts and community college districts. If any funds remain after this appropriation, the bill would appropriate 50% of the remaining funds to the Budget Stabilization Account and would appropriate 50% of the funds, up to \$2.534 billion, to specified transportation funds and accounts for immediate repayment of outstanding loans made from those transportation funds and accounts to the General Fund. The bill would appropriate certain amounts repaid to specified transportation funds and accounts for local street and road purposes, to be apportioned by the controller according to a specified formula. The bill would appropriate any funds remaining after these appropriations to the Budget Stabilization Account.</p> <p><b>Last Amended on 3/28/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2707</a> <a href="#">Chau</a> D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>SENATE THIRD READING 6/12/2014 - Read second time. Ordered to third reading.</p> <p>6/23/2014 #54 SENATE ASSEMBLY BILLS-THIRD READING FILE</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. <b>Last Amended on 5/22/2014</b></p>	
<p><a href="#">AB 2720</a> <a href="#">Ting</a> D</p> <p>State agencies: meetings: record of action taken.</p>	<p>ASSEMBLY ENROLLED 6/20/2014 - Enrolled and presented to the Governor at 11:45 a.m.</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. <b>Last Amended on 4/2/2014</b></p>	
<p><a href="#">HR 29</a> <a href="#">Gomez</a> 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. <b>Last Amended on 4/3/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 648</a> <a href="#">Corbett</a> D  Electronic cigarettes: restriction of use and advertising.	ASSEMBLY G.O. 6/18/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on G.O.  <b>6/25/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY GOVERNMENTAL ORGANIZATION, HALL, Chair</b>	<p>Existing law defines an electronic cigarette as a device that can provide an inhalable dose of nicotine by delivering an inhalable solution. Existing law, to the extent not preempted by federal law, makes it unlawful for a person to sell or otherwise furnish an electronic cigarette to a person under 18 years of age.</p> <p>This bill would make the provision of the STAKE Act restricting the sale of cigarette and tobacco products from vending machines applicable to electronic cigarettes, as defined. This bill contains other existing laws. <b>Last Amended on 6/18/2014</b></p>	
<a href="#">SB 674</a> <a href="#">Corbett</a> D  California Environmental Quality Act: exemption: residential infill projects.	ASSEMBLY L. GOV. 6/17/2014 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 9. Noes 0.) (June 16). Re-referred to Com. on L. GOV.  <b>6/25/2014 1:30 p.m. - State Capitol, Room 437 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair</b>	<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. <b>Last Amended on 1/6/2014</b></p>	
<a href="#">SB 785</a> <a href="#">Wolk</a> D  Design-build.	ASSEMBLY L. GOV. 6/17/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.  <b>6/25/2014 1:30 p.m. - State Capitol, Room 437 ASSEMBLY LOCAL GOVERNMENT, ACHADJIAN, Chair</b>	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would authorize the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital. The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.  <b>Last Amended on 6/17/2014</b></p>	Support

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 792</a> <a href="#">DeSaulnier</a> D</p> <p>Regional entities: San Francisco Bay Area.</p>	<p>ASSEMBLY L. GOV. 6/16/2014 - Set, first hearing. Hearing canceled at the request of author.</p> <p>6/25/2014 1:30 p.m. - State Capitol, Room 437 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. <b>Last Amended on 5/19/2014</b></p>	



## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 901</a> <a href="#">Vidak</a> 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. This bill contains other related provisions. <b>Last Amended on 4/7/2014</b></p>	Oppose
<a href="#">SB 902</a> <a href="#">Vidak</a> 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. <b>Last Amended on 4/7/2014</b></p>	Oppose

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 903</a> <a href="#">Vidak</a> 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. <b>Last Amended on 4/7/2014</b></p>	Oppose
<a href="#">SB 904</a> <a href="#">Vidak</a> 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. <b>Last Amended on 4/7/2014</b></p>	Oppose

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State Legislative Matrix 6/23/2014**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 962</a> <a href="#">Leno</a> D</p> <p>Smart phones.</p>	<p>ASSEMBLY U. &amp; C. 6/17/2014 - From committee: Do pass and re-refer to Com. on U. &amp; C. (Ayes 11. Noes 3.) (June 17). Re-referred to Com. on U. &amp; C.</p> <p>6/23/2014 2 p.m. - State Capitol, Room 437 ASSEMBLY UTILITIES AND COMMERCE, BRADFORD, Chair</p>	<p>Existing law regulates various business activities and practices, including the sale of telephones.</p> <p>This bill would require that any smartphone, as defined, that is manufactured on or after July 1, 2015, and sold in California after that date, include a technological solution at the time of sale, which may consist of software, hardware, or both software and hardware, that, once initiated and successfully communicated to the smartphone, can render inoperable the essential features, as defined, of the smartphone to an unauthorized user when the smartphone is not in the possession of an authorized user. The bill would require that the technological solution, when enabled, be able to withstand a hard reset, as defined, and prevent reactivation of the smartphone on a wireless network except by an authorized user. The bill would make these requirements inapplicable when the smartphone is resold in California on the secondhand market or is consigned and held as collateral on a loan. The bill would authorize an authorized user to opt-out of the technological solution during the initial device set-up process and to disable the technological solution at any time. The bill would make the knowing retail sale in violation of the bill's requirements subject to a civil penalty of not less than \$500, nor more than \$2,500, for each violation. The bill would limit an enforcement action to being brought by the Attorney General, a district attorney, or city attorney, and would prohibit any private right of action to enforce the bill's requirements. <b>Last Amended on 6/12/2014</b></p>	<p>Support</p>

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 969</a> <a href="#">DeSaulnier</a> D  Public works.	ASSEMBLY APPR. 6/18/2014 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 1.) (June 18). Re-referred to Com. on APPR.	<p>Existing law generally defines "public work" as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds; work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type; street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state or of any political subdivision or district thereof, and public transportation demonstration projects, as specified. Existing law, the Public Works Project Peer Review Act of 2013, authorizes a public agency principally tasked with administering, planning, developing, and operating a public works project to establish a peer review group, as defined. If a peer review group is established, existing law requires the administering agency to draft a charter, published on the agency's Internet Web site, related to the duties of the peer review group.</p> <p>This bill would authorize these provisions, instead, to be known and cited as the Public Works Project Oversight Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$2,500,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks. The bill would require the agency administering a megaproject to make available to the public via its Internet Web site a list of all engineers in responsible charge of work related to the megaproject, and their qualifications. 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. <b>Last Amended on 6/11/2014</b></p>	Oppose

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 990</a> <a href="#">Vidak</a> R</p> <p>Transportation funds: disadvantaged small communities.</p>	<p>SENATE T. &amp; H. 4/29/2014 - Set, second hearing. Failed passage in committee. (Ayes 3. Noes 8. Page 3312.) Reconsideration granted.</p>	<p>Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program.</p> <p>This bill would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions. <b>Last Amended on 4/21/2014</b></p>	
<p><a href="#">SB 1077</a> <a href="#">DeSaulnier</a> D</p> <p>Vehicles: mileage-based fee pilot program.</p>	<p>ASSEMBLY TRANS. 6/16/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.</p> <p>6/23/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWE NTHAL, Chair</p>	<p>Existing law establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun.</p> <p>This bill would establish a Mileage-Based Fee (MBF) Task Force within the California Transportation Commission, as specified. The bill would require the task force to study MBF alternatives to the gas tax and to make recommendations to the Department of Transportation and the commission on the design of a pilot program, as specified. The bill would also authorize the task force to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require the task force to consult with specified entities and to consider certain factors in carrying out its duties. The bill would require the Transportation Agency, based on the recommendations of the task force, to develop and implement a pilot program by January 1, 2016, to identify and evaluate issues related to the potential implementation of a MBF program in California. The bill would require the agency to prepare and submit a report of its findings to the task force, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than June 30, 2017, as specified. The bill would also require the commission to include its recommendations regarding the pilot program in its annual report to the Legislature, as specified. The bill would repeal these provisions on January 1, 2018.</p> <p><b>Last Amended on 6/16/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1151</a> <a href="#">Cannella</a> R</p> <p>Vehicles: school zone fines.</p>	<p>ASSEMBLY APPR. 6/23/2014 - Action From SECOND READING: Read second time and amended.Re-referred to APPR..</p> <p>6/23/2014 #3 ASSEMBLY SENATE SECOND READING FILE</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. <b>Last Amended on 4/21/2014</b></p>	<p>Support</p>
<p><a href="#">SB 1156</a> <a href="#">Steinberg</a> D</p> <p>California Carbon Tax Law of 2014.</p>	<p>SENATE G. &amp; F. 4/2/2014 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, effective January 1, 2015, would impose a carbon tax of an unspecified amount per ton of carbon-dioxide-equivalent emissions on suppliers of fossil fuels. The bill would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board. The bill would state the intent of the Legislature that revenues from the carbon tax be rebated to taxpayers, particularly low- and medium-income taxpayers, of other taxes, and for implementation of the carbon tax to be revenue neutral. This bill contains other related provisions.</p>	

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1183</a> <a href="#">DeSaulnier</a> D</p> <p>Vehicle registration fees: surcharge for bicycle infrastructure.</p>	<p>ASSEMBLY TRANS. 6/18/2014 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 7. Noes 0.) (June 18). Re-referred to Com. on TRANS.</p> <p>6/23/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWE NTHAL, Chair</p>	<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.</p> <p><b>Last Amended on 5/27/2014</b></p>	<p>Support</p>
<p><a href="#">SB 1204</a> <a href="#">Lara</a> D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>ASSEMBLY APPR. 6/18/2014 - Read second time and amended. Re-referred to Com. on APPR.</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 develop guidance through the existing Air Quality Improvement Program Funding Plan process for implementation of the program.</p> <p><b>Last Amended on 6/18/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1298</a> <a href="#">Hernandez</a> D  High-occupancy toll lanes.	ASSEMBLY TRANS. 6/17/2014 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.  6/23/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair	Existing law, until January 15, 2015, specifically authorizes a value-pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions.  This bill would enact new provisions revising and recasting these provisions and would repeal the existing provisions, thereby extending the program indefinitely. The bill would specify additional requirements for agreements between LACMTA, the Department of Transportation, and the Department of the California Highway Patrol that identify the respective obligations and liabilities of each party relating to the program and clear and concise procedures for law enforcement. This bill contains other related provisions.  <b>Last Amended on 6/17/2014</b>	
<a href="#">SB 1350</a> <a href="#">Lara</a> D  Baby diaper changing accommodations.	ASSEMBLY B.,P. & C.P. 6/9/2014 - Referred to Com. on B.,P. & C.P.  6/24/2014 8:30 a.m. - State Capitol, Room 447 ASSEMBLY BUSINESS, PROFESSIONS AND CONSUMER PROTECTION, BONILLA, Chair	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.  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. <b>Last Amended on 5/5/2014</b>	



## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1368</a> <a href="#">Wolk D</a></p> <p>State highways: relinquishment.</p>	<p>ASSEMBLY TRANS. 6/16/2014 - Set, first hearing. Hearing canceled at the request of author.</p> <p>6/23/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWE NTHAL, Chair</p>	<p>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law provides for the relinquishment of state highways or portions of state highways to any county or city by the California Transportation Commission in accordance with specified criteria and procedures. Existing law, in addition, authorizes the commission to relinquish to a county transportation commission or regional transportation planning agency a park-and-ride lot within their respective jurisdictions, if the department enters into an agreement with the county transportation commission or regional transportation planning agency providing for that relinquishment and other conditions are satisfied.</p> <p>This bill would also authorize the commission to relinquish a park-and-ride lot to a transit district or a joint powers authority formed for purposes of providing transportation services, in the manner described above. <b>Last Amended on 6/16/2014</b></p>	<p>Support</p>
<p><a href="#">SB 1418</a> <a href="#">DeSaulnier D</a></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. <b>Last Amended on 5/1/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1433</a> <a href="#">Hill</a> D</p> <p>Local Agency Public Construction Act: transit design-build contracts.</p>	<p>ASSEMBLY TRANS. 6/18/2014 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 8. Noes 0.) (June 18). Re-referred to Com. on TRANS.</p> <p>6/23/2014 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWE NTHAL, 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
<p><a href="#">SCA 4</a> <a href="#">Liu</a> D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>SENATE APPR. 8/29/13 Re-referred to Com. on APPR.</p>	<p>Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, non-substantive changes.</p>	Support
<p><a href="#">SCA 8</a> <a href="#">Corbett</a> D</p> <p>Transportation projects: special projects: voter approval</p>	<p>SENATE APPR. 8/29/13 Re-referred to Com. on APPR.</p>	<p>Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, non-substantive changes.</p>	Support

## San Mateo County Transit District State Legislative Matrix 6/23/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">SCA 9</a> <a href="#">Corbett</a> D  Local Government: economic development: special taxes: voter approval	SENATE APPR. 6/27/13 Re-referred to Com. on APPR.	Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, non-substantive changes.	
<a href="#">SCA 11</a> <a href="#">Hancock</a> D  Local Government: special taxes: voter approval	SENATE APPR. 6/27/13 Re-referred to Com. on APPR.	Would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, non-substantive changes.	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, JULY 2, 2014 – 3:00 p.m.**

or immediately following previous Committee meeting

### **ACTION**

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of June 4, 2014

### **INFORMATIONAL**

2. Sustainability Program Update

Committee Members: Carole Groom, Rose Guilbault

NOTE:

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA  
MINUTES OF PLANNING, DEVELOPMENT AND SUSTAINABILITY  
COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
JUNE 4, 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, B. Emerson, M. Eshleman, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, D. Miller M. Scanlon, M. Simon

Committee Chair Carole Groom called the meeting to order at 3:07 p.m.

**Approval of Minutes of Planning, Development and Sustainability Committee Meeting of May 7, 2014**

Motion/Second: Deal/Tissier

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

**Proclamation Declaring June 19 as Dump the Pump Day**

Michael Scanlon, General Manager/CEO, said this is the American Public Transportation Association's ninth Dump the Pump day. This year staff is working with local elected officials to have them take transit on June 19. Staff in Public Affairs will help local elected officials plan and document a trip on transit.

Motion/Second: Groom/Harris

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

Committee Chair Groom presented the proclamation to Adrienne Etherton, Executive Director, Sustainable San Mateo County.

Ms. Etherton commended the San Mateo County Transit District (District) for keeping the county moving. Sustainable San Mateo County is dedicated to the long-term sustainability and health of the county.

**SamTrans Service Plan Progress Update**

Michael Eshleman, Planner, reported:

- Second phase of implementation launched on January 26 with 14 new routes, 12 route frequency changes, 12 route alignment changes, five eliminated routes, and two new pilot services.

- Performance measurements:
  - Improve quality
  - Grow ridership
  - Increase efficiency
- Purpose of metrics:
  - Do data-driven recommendations translate to real-world results?
  - Does enhancing frequency pay off?
  - Are customers willing and able to transfer between routes?
  - Are pilot services achieving their goals?
  - Where are growth markets?
  - What changes fell flat?
- Three-month summary:
  - Total ridership is up 1.5 percent and Day Pass usage more than doubled.
  - Average weekday ridership (AWR) is up 1.3 percent, Saturday AWR is up 1.3 percent and Sunday AWR is up 5.3 percent.
  - Passengers per service hour is down 4.7 percent.
  - Operating cost per passenger is up 5 percent.
  - On-time performance (OTP) is up 3.2 percent.
- Fifteen-minute service was added to Routes 120, 130, 131, 281, 296 and ECR. These routes account for 2,400 additional riders each weekday, potentially 650,000 additional riders each year.
- Ridership:
  - Route 120 increased 6.2 percent.
  - Routes 130/131 combined increased 16.2 percent.
  - Route 281 increased 21.8 percent.
  - Route 296 increased 14.6 percent.
  - Route ECR increased 12 percent.
  - Overall these routes were up a total of 11 percent and the system was up 1.3 percent.
- Pilot Route FLX service was a key element of the SSP. Routes were added in Pacifica and San Carlos. This was a new way of delivering service looking beyond a 40-foot bus. The service was tailored to meet community needs, is flexible and is a demand-based service. FLX Pacifica is averaging 96 riders per day and San Carlos is carrying about 13 riders per day.
- Service changes on June 15 include:
  - FLX Pacifica will start one hour earlier and end one hour later.
  - FLX San Carlos will serve Redwood City Transit Center and additional stops on Industrial will be added.
  - Saturday service on Route 270.
  - Running time adjustments on Route 292 into San Francisco.
  - Route 294 will serve senior housing facility on Main Street in Half Moon Bay.
  - Route KX will have an earlier morning trip and a later afternoon trip.

Director Zoe Kersteen-Tucker asked if much feedback is still being received on the changes. Mr. Eshleman said yes and staff is continuing to address concerns and issues.

Director Kersteen-Tucker asked if staff is following up with those who have commented. Mr. Eshleman said there is a formal process and all calls and comments that come into the customer service department are logged into a database.

#### Public Comment

Jerry Grace, San Lorenzo, asked what the AWR on San Francisco Municipal Railway (Muni) is. Mr. Scanlon said it is 700,000.

### **Draft Fiscal Year 2014-2023 SamTrans Short-range Transit Plan (SRTP) and Metropolitan Transportation Commission (MTC) Transit Sustainability Project (TSP) Update**

Barrow Emerson, Planner, reported:

- The SRTP is submitted annually to MTC and is a 10-year timeframe.
- SRTPs are the basis for the Regional Transportation Plan and Transportation Improvement Program and are required in order to receive State and Federal funds.
- Key elements include a 10-year Operating Plan and a 10-year Capital Improvement Plan (CIP) and funding assumptions for both. A new feature of the SRTPs this year is the annual reporting of TSP efficiency and productivity performance metrics.
- SRTP Operating Plan assumptions:
  - Fixed-route level will remain at the SSP service level.
  - Paratransit service will follow demand with a 2 percent annual growth in revenue.
  - Shuttles service will remain the same with the nine routes.
- Key components of the SRTP CIP Program include:
  - Bus replacement and Redi-Wheels vehicle expansion
  - Information technology and applications
  - Intelligent transportation systems and networks
  - Facility, systems, heavy maintenance equipment
  - Tools and equipment
  - Safety and security
  - Bus stops and stations
- The purpose of the MTC TSP is to improve financial performance, increase productivity and attract more riders.
- MTC established performance requirements for seven transit operators in the Bay Area.
- MTC TSP requirement:
  - By 2017, each operator must achieve a 5 percent real reduction in one of the performance measures: cost per revenue hour, cost per passenger or cost per passenger mile.
  - The operator must maintain these reductions and thereafter growth is limited to the Consumer Price Index.
  - Operators must adopt a strategic plan by March 31, 2013 on how to achieve the targets.
  - Operators must report on performance measures to MTC on annual basis starting in Fiscal Year (FY) 2014.

- By FY2019 MTC will link operating and capital funds it administers to the achievement of these targets.
- The TSP performance goal baseline year is established at the highest reported cost between FY2008 and FY2011 and a 5 percent reduction is calculated from the highest reported cost.
- Staff is on a good path for obtaining the efficiency target for fixed-route cost per revenue hour, but there is significant work to be done on the paratransit efficiency measure and the productivity targets for both fixed-route and paratransit.
- Strategies for obtaining goals on fixed-route service:
  - Seek operational efficiencies.
  - Use of more fuel efficient vehicles, including hybrids, to reduce operating costs.
  - Revise fare policy to attract more riders, including discount day and youth passes.
- Strategies for obtaining goals on paratransit:
  - Continue to seek a balance between anticipated increases in paratransit demand and rising costs of providing the service.
  - Continue to implement the Senior Mobility Action Plan recommendations including free rides on fixed-route buses.
  - Consider volunteer driver program.
  - Explore alternative service delivery models.
  - Understand the cost impact of operating outside of the paratransit service area which is legally mandated.
- Next steps:
  - Update the financial plan reflecting the FY2015 budget.
  - Finalize the draft SRTP and submit it to MTC staff for their technical review.
  - Submit the TSP metrics to MTC.
  - Following feedback from MTC staff the SRTP will be finalized for Board consideration and resubmission to MTC.

### **Capital Projects Quarterly Status Report – 3<sup>rd</sup> Quarter Fiscal Year 2014**

No discussion.

Adjourned: 3:39 p.m.



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: April Chan  
Executive Officer, Planning and Development

SUBJECT: **SUSTAINABILITY PROGRAM UPDATE**

**ACTION**

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

**SIGNIFICANCE**

Staff will provide an update on the San Mateo County Transit District's (District) Sustainability Program, including:

- Working definition of sustainability
- Program framework
- Major milestones to date
- Recent activities
- Next steps

Staff will provide Sustainability Program updates to the Board on an ongoing basis.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

The District's 2008 Strategic Plan identified a *sustainable future* as part of its vision statement, with goals including developing a sustainability policy and creating a culture of environmental stewardship and sustainability. This commitment to sustainability will be continued in the pending 2014 update to the Strategic Plan.

In 2009, a letter from the Board Chair formally kicked off the District's Sustainability Program. In 2010, an overarching sustainability policy and SamTrans baseline greenhouse gas emissions inventory were developed. In 2011, SamTrans achieved Sustainability Commitment Bronze-level recognition from the American Public Transportation Association. Other major milestones as well as recent activities and next steps will be presented at the meeting.

Prepared By: Michelle Senatore, Principal Planner,  
Sustainability

650-508-6384



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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, JULY 2, 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 June 4, 2014
- b. Acceptance of Statement of Revenues and Expenses for May 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. Mobility Management Report - Paratransit
- e. Multimodal Ridership Report – May 2014

#### **7. FINANCE COMMITTEE**

##### RESOLUTIONS

- a. Declaring the Uncertainty of Compensation of District Administrative Employees as of July 1, 2014
- b. Authorize Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds for Fiscal Year 2015
- c. Authorize Disposition of Six Surplus Vehicles

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

- d. Authorize Award of Contracts to Public Financial Management, Inc., Ross Financial, Nancy Whelan Consulting, LLC, Ernest & Young Infrastructure, Macias Consulting Group, Inc., KPMG, LLP, and Williams Adley & Company-CA, LLP to Provide On-Call Financial Consulting Services in an Aggregate Not-to-Exceed Amount of \$3,050,000 for a Five-Year Term
- e. Authorize Rejection of the Single Bid Received From Cummins Pacific, LLC for Provision of Allison Factory-Remanufactured WBTEC III Transmissions

**8. LEGISLATIVE COMMITTEE**

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

**9. PLANNING, DEVELOPMENT & SUSTANABILITY**

INFORMATIONAL

- a. Sustainability Program Update

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

**11. BOARD MEMBER REQUESTS/COMMENTS**

**12. DATE, TIME AND PLACE OF NEXT MEETING** – August 6, 2014 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 Carlos Ave., San Carlos 94070

**13. GENERAL COUNSEL PROPOSAL**

- a. Closed Session: 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](http://www.samtrans.com).

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

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

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

### **Location of Meeting**

The San Mateo County Transit District Administrative Building is located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, 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](mailto:board@samtrans.com); or by phone at 650-508-6242, or TTY 650-508-6448.

### **Availability of Public Records**

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

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING  
JUNE 4, 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 3:39 p.m.

### **CONSENT CALENDAR**

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

Motion/Second: Deal/Guilbault

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

### **PUBLIC COMMENT**

Jerry Grace, San Lorenzo, said he did not know Route 292 went into San Francisco.

### **REPORT OF CHAIR**

Chair Gee congratulated Director Carole Groom on her re-election to the San Mateo County Board of Supervisors. Today's meeting will be adjourned in memory of Jim Gallagher who was the fifth employee at the San Mateo County Transit District (District).

### **REPORT OF THE GENERAL MANAGER/CEO**

Michael Scanlon, General Manager/CEO, reported:

- Fixed-route service averaged 24,000 miles and Redi-Wheels averaged 29,000 miles between service calls in April, well above the 20,000-mile standard.
- Human capital investment continued with 1,500 hours of training in April.
- On May 30, a new class of part-time bus operators started their training and will graduate on August 8.
- The joint Request for Proposals (RFP) with the Peninsula Traffic Congestion Relief Alliance for the shuttles program has been reposted.
- The Redi-Wheels RFP site visit for potential proposers was on May 13 and included a tour of North Base, South Base, and the Brewster facility in Redwood City. Proposals are due on June 12.
- Appreciation for the meeting being adjourned in memory Mr. Gallagher.

**COMMUNITY RELATIONS COMMITTEE – J. Deal**

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council (PCC) Update
- c. Citizens Advisory Committee Liaison Report
- d. Multimodal Ridership Report –April 2014

**FINANCE COMMITTEE – Z. Kersteen-Tucker**

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 Carlo City Council and Authorization for the General Manager/CEO to Negotiate Final Ground Lease Terms with Legacy Residential Partners, LLC
- 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

Motion/Second: Kersteen-Tucker/Tissier

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

**LEGISLATIVE COMMITTEE – S. Harris**

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

**PLANNING, DEVELOPMENT AND SUSTAINABILITY – C. Groom**

MOTION

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

Motion/Second: Groom/Tissier

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

SUBJECT DISCUSSED

- 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 – 3<sup>rd</sup> Quarter Fiscal Year 2014

**WRITTEN COMMUNICATIONS**

No discussion.

**BOARD MEMBER REQUESTS/COMMENTS**

Director Jerry Deal asked if Dump the Pump includes walking. Mr. Scanlon said yes.

**DATE AND TIME OF NEXT MEETING** – July 2, 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 one 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 3:48 p.m.

Reconvened at 4:18 p.m.

Mr. Miller said the Board met in closed session to hear a report from the labor negotiator and staff regarding pending labor negotiations with the Amalgamated Transit Union and the Teamsters Union. A report was also received from legal counsel on the pending litigation of Ling La versus SamTrans. There is no action to be taken on any of these items.

Meeting adjourned in memory of Jim Gallagher at 4:19 p.m.