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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, SEPTEMBER 3, 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 August 6, 2014

INFORMATIONAL

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

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

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

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

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

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

Motion/Second: Harris/Gee

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

Absent: Guilbault

Accessibility Update – Tina Dubost

Tina Dubost, Manager, Accessible Transit Services, said she recently attended a Coastside Transportation Committee meeting. The committee is very pleased with the recent changes to the bus schedule that is increasing transit access to senior housing.

Director Rose Guilbault arrived at 2:04 p.m.

Director Karyl Matsumoto said she is very pleased to see the outreach and education staff is doing. She asked why Redi-Wheels vehicles aren't allowed to back up. Ms. Dubost said it is a safety issue since the vehicles do not have a back window.

Paratransit Coordinating Council (PCC) Update – Mike Levinson

Mike Levinson, PCC Chair, thanked staff for allowing the PCC to be part of the Request for Proposals process for the new Redi-Wheels contract. The PCC will be participating in an educational panel to discuss transportation options within the county on August 19.

Citizens Advisory Committee (CAC) Liaison Report - Peter Ratto

Peter Ratto, CAC Chair, said at the July 30 meeting the CAC received a presentation on the San Mateo County Transportation Authority Strategic Plan.

Mobility Management Report – Fixed-Route Bus Service

Chester Patton, Director, Bus Transportation, reported:

- June statistics:
 - Total monthly ridership was approximately one million riders.

- Farebox revenue has been holding steady despite a deeply discounted Day Pass.
- Token usage continues to be popular. In the summer months there is a seasonal drop-off in tokens because of the deeply discounted Summer Youth Pass.
- Missed schedules remain low.
- On-time performance (OTP) is trending up at 85 percent goal. Route ECR OTP is 88 percent.
- Day Pass usage is very popular and 60,000 were sold in the month.
- Consumer reports were low at 150 complaints.
- Fleet reliability remains high.
- Trip planning resources include real-time displays, guide-a-rides at transfer centers that serve multiple routes, pocket system map, shelter maps, and 511 trip planning service.
- In Fiscal Year (FY) 2014 there were 29,656 hours in employee training compared to 22,000 hours in FY2013.
- In 2014 28 bus operators left the District due to resignations, retirements, terminations, and promotions. Staff believes this rate of turnover will continue throughout the District.
- Continuous improvement includes the Advanced Communication System (ACS) and the automatic passenger count. ACS data allow for extensive analysis to improve route design and scheduling to improve customer service.

Director Matsumoto asked if resignations are because employees have reached enough service years but are not old enough to retire. Mr. Patton said yes.

Director Matsumoto asked how complaints are received. Mr. Patton said through the toll-free number to the Customer Service Center and the District website.

Director Zoe Kersteen-Tucker asked why an employee would resign versus retiring. Mr. Patton said there are many circumstances and each reason is different for each operator.

Director Kersteen-Tucker asked if this is a continuing trend. Michael Scanlon, General Manager/CEO, said staff thinks it may be a trend. There is a significant differentiation between operators and maintenance workers when they leave versus administrative employees. Administrative employees typically resign at an average age of 41 whereas it is 62 for bus operators. Mr. Scanlon said there is a reality that plays into the resignations and that is the cost to live in the Bay Area.

Mr. Patton said a hiring day was held on August 2 for bus operators and 40 people made it through the interview process. He said this should be enough to fill the next two bus operator classes and get to preferred staffing levels.

Director Shirley Harris asked if there is an employee referral program. Mr. Scanlon said no.

Director Adrienne Tissier asked what the Department of Motor Vehicles mandated training is. Mr. Patton said it is an eight-hour refresher training course bus operators must complete each year.

Multimodal Ridership Report – June 2014 Compared to June 2013

Mr. Harvey, Deputy CEO, reported:

- Bus Average Weekday Ridership (AWR) was 39,220, an increase of 4.5 percent.
- Paratransit AWR was 1,080, an increase of 0.9 percent.
- Caltrain AWR was 59,920, an increase of 13 percent.
- Caltrain shuttle AWR was 12,330, an increase of 27.6 percent.
- Total bus ridership was 1,003,320, an increase of 6.8 percent.

Year to Date Total Ridership – June 2014

- Bus ridership was 12,784,390, a decrease of 3 percent.
- Paratransit ridership was 314,010, an increase of 2.4 percent.
- Caltrain ridership was 17,029,450, an increase of 9.2 percent
- Caltrain shuttle ridership was 2,959,850, an increase of 7.6 percent.
- Total ridership on all modes was 33,087,690, an increase of 6.5 percent.

Mr. Harvey said specific routes have increased substantially because of the changes made by the SamTrans Service Plan (SSP). Coastside Route 17 is up 62 percent, Route 112 is up 13.3 percent, Route 120 is up 14.1 percent, Routes 130 and 131 are up 26.6 percent, Route 281 is up 27.2 percent, Route 296 is up 28.6 percent, and Route ECR is up 14.9 percent.

Director Kersteen-Tucker thanked staff for making the changes to Route 17 and putting a bus stop outside the new senior center. She said the Marguerite Shuttle serves Stanford Hospital and asked if those riders are included in the shuttle numbers. Mr. Harvey said yes.

Chair Jeff Gee said the ridership number is a great story and should be told not just through a news release but somehow put in people's faces on the buses.

Mr. Scanlon said the American Public Transportation Association has a new marketing campaign "Where Public Transportation Goes Communities Grow" and the belief is that if the investment is made in in transportation people will come. Staff will be doing shelter ads, exterior bus ads, and social media to spread this message.

Director Matsumoto said it is encouraging to see staff being responsive to adjusting schedules with the SSP and continue to make adjustments as necessary.

Adjourned: 2:48 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 June 8 PCC meeting and the July 1 AL-Com 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.

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL**

**MEETING MINUTES
July 8, 2014**

ATTENDANCE: Members Present: Jim Engvall, COD; Sammi (Wilhelmina) Riley, Consumer; Vincent Merola, CiD; Maureen Dunn, Senior Focus; Dinae Cruise, Consumer; Aki Eejima, Consumer; Mike Levinson, Chair; Michal Settles, Vice-Chair; Tina Dubost, SamTrans; Barbara Kalt, Rosener House; Sandra Lang, COA; Susan Capeloto, DOR; Judy Garcia, Consumer.

GUESTS: John Murphy, MV Transportation; Elly Colwell, SamTrans; Ashish John, SamTrans; Brent Tietjen, SamTrans; April Chan, San Mateo County Transit District; Bill Hurrell, CDM Smith; Joel Slavitt, TA; Erin Swartz, PCC Staff.

ABSENTEES: Nancy Keegan, San Carlos Adult Day Services; Dale Edwards, Consumer; Marie Violet, Sequoia Hospital; Dan Mensing, Consumer.

(Member Attendance: 13, Quorum—Yes.)

WELCOME/INTRODUCTION

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

APPROVAL OF JUNE PCC MINUTES

Maureen motioned and Jim seconded the approval of the June minutes, with Michal and Vincent abstaining.

NOMINATION OF PCC OFFICERS FOR 2014-15

Barbara reported that nominations for the 2014-15 PCC officers have taken place. Mike has been nominated to serve as the PCC Chair and Michal as Vice-Chair. Barbara has not received any other nominations. Mike motioned and Maureen and Barbara seconded the approval of Mike and Michal as officers, with none of the PCC members abstaining or objecting. Mike reported that PCC Committee Chairs will be re-affirmed at a separate meeting.

2014-18 MEASURE A STRATEGIC PLAN UPDATE BY APRIL CHAN

April Chan presented the Measure A Strategic Plan Update for 2014-18. She explained that Measure A is the voter approved half-cent sales tax for countywide transportation projects and programs in San Mateo County. Beginning in 2009, when the new Measure went into effect, the San Mateo County Transportation Authority (TA) has focused on implementing the 2004 Expenditure Plan with funding allocated to six program categories: Transit, Highways, Local Streets & Transportation, Grade Separations, Pedestrian & Bicycle, Administration, and Alternative Congestion Relief.

April provided background information on the Measure A Strategic Plan that included a description of the Original Measure A that spanned 20 years (1988-2008) and the

Current Measure A that spans 25 years (2009-2033). The Current Measure A was passed in 2004 and requires a strategic plan update every 5 years to set the project selection and ranking processes. The Strategic Plan for 2009-2013 was adopted in December 2008 and a current Strategic Plan Update is needed for 2014-2018.

The purpose of the Strategic Plan Update is to review and modify the policy framework for guiding programming and allocation decisions, as needed. The policy framework includes funding prioritization and evaluation criteria for the selection of candidate projects, as well as procedures for sponsors to initiate projects.

April reviewed the Measure A accomplishments from the past 5 years in the call-for-projects processes:

- 1 round of Highway Projects - \$82.7m
- 2 rounds of Ped/Bicycle Projects – \$10.3m
- 3 rounds of Shuttle Projects - \$10.9m
- 1 round of Grade Separation Projects - \$6.1m

The TA has also allocated from Measure A:

- \$75 million for local transportation projects
- \$13 million to Paratransit
- \$34 million to Caltrain capital projects
- \$27 million for Caltrain operating assistance

Among the projects recently completed are the 101 Ralston Ped/Bike Bridge, the highway 101 Auxiliary Lanes, and the San Bruno Grade Separation.

April outlined the Proposed Schedule for the 2014 Plan Update:

- June/July – Analyze existing processes and conduct the financial review.
- July/August – Hold stakeholder meetings and distribute public surveys.
- August – Review findings and draft a plan with the TA Board Subcommittee
- September – Review the draft plan with the Board
- October – Conduct public outreach
- November – Board adoption of the final plan

Four expenditure plan goals for the program were listed by April. First, “Reduce commute corridor congestion.” Then, “Make regional connections,” “Enhance safety,” and “Meet local mobility needs.”

The first goal, “Reduce commute corridor congestion,” is comprised of five points:

- Improve Mass Transit
- Construct Key Highway Projects
- Fund Supplemental Highway Projects
- Implement Information Technologies
- Provide Employer Incentives for Commute Alternatives

The second goal, “Make Regional Connections,” has four points:

- Improve Caltrain
- Support Dumbarton Rail
- Fund SFO BART Extension

- Support Ferry Service

The third goal, "Enhance Safety," has three components:

- Construct Grade Separations
- Provide Pedestrian/Bicycle Paths
- Improve & Maintain Local Streets

The last goal, "Meet Local Mobility Needs" also has three components:

- Provide Paratransit Service
- Improve Shuttle Services
- Provide Funding to Cities for Streets and Roads

In the Measure A Demographics and Travel Trends section of the presentation, April emphasized the 25% increase in population of San Mateo County that is projected to take place between 2010 and 2040. Using a Map of San Mateo County and the Caltrain system, April described the anticipated increase and decrease of persons/acre in this area. From 2010-2040, the population of people age 65 and older is expected to nearly double.

Paratransit Funding and Status was a segment that April and the members of the PCC discussed at length. The Original Measure A established a \$25M trust fund, with interest from the proceeds used to fund service. The New Measure A uses 4% of the funds (approximately \$2.7 million a year) to support operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities.

For FY2015, the total SamTrans Paratransit Budget is \$15.4 million. Of that amount, \$2.9 million goes to the Transportation Authority for paratransit services. Annual interest from the Paratransit Trust Fund established by the Original Measure A is \$0.3 million. The status of paratransit services demonstrates that ridership is increasing and service quality is high, with a very low complaint rate and an on-time performance rate above the 90% goal for six consecutive months. SamTrans continues to monitor costs and provide high-quality ADA service. April Chan pointed out that paratransit service is an unfunded federal mandate.

April Chan and Brent Tietjen encouraged stakeholder participation and shared several ways to provide feedback:

- Complete the Measure A Strategic Plan Update Questionnaire
- Attend a public meeting
- Visit the project website: www.smcta.com/strategicplan
- Send a message: TAstrategicplan@SamTrans.com

PCC members and guests discussed and asked questions about various aspects of the Measure A presentation:

- Mike asked about growth in San Mateo County. Bill Hurrell explained the slide that showed an increase in population in various communities along the Peninsula.

- Barbara asked about how people were chosen to receive a questionnaire. Word-of-mouth is the first way info is distributed and CAC meetings are also another venue for providing feedback. Brent will send Erin an email to forward to the PCC members and other people that might be interested. Brent and April are also reaching out to SamTrans Accessibility Advisory Committee. Project managers are reaching out to groups that are impacted by the funding (i.e. CTAG Technical Committee).
- Michal asked about the slide 2004 Plan Program Categories. Michal asked who allocated the amount of funding. April replied that TA staff determined the amount according to information available at that time and will remain unchanged because this is the plan that voters approved.
- Michal asked about contacting representatives from the Coastside on the San Mateo County Board of Supervisors. April confirmed that outreach is taking place with some cities in San Mateo County.
- Michal raised an issue about access to the Coastal Trail. It is now closed, but operated by California State Parks. April pointed to a category named "Pedestrian and Bicycle" that is a 3% of the 2004 Plan Program Categories. April encouraged the trail managers to submit plans when a call for projects is released (one just ended).
- Michal asked about distribution of information and the best way to provide feedback.
- Vincent asked about how goals were "successfully completed." April noted that performance metrics are in place and qualitative feedback is gathered to further develop the metrics.
- Sandra asked about the 4% mandated under the original Measure A and if the category "Local Streets and Transportation – 22.5%" funds were distributed directly from the counties. April confirmed that they were. Funded projects have filled potholes, etc. April also confirmed that 4% of funds have been fully allocated to Paratransit Services.
- Aki asked about the term "Grade Separation." April explained that this is the separation of the road from the railroad. A project recently completed in San Bruno was used as an example. Underpasses are now available that allow cars to pass under the raised train tracks.
- Vincent asked about oversight of distribution of funds. April noted that capital projects require quarterly reports. She added that other projects could require reporting, as well.
- Tina noted that SamTrans reports to the SamTrans Board of Directors, who monitors the paratransit program and budget.

- Approved funding for shuttles took place in the last cycle of projects.
- Mike asked about how the PCC can advocate for specific types of funding. He asked about the link to MAP 21 projects. April noted that Measure A funding can be used to leverage funding for projects funded by MAP 21.
- Maureen commented that the information was interesting and noted that evaluation metrics should include information for end users so that they know what the funds have made possible like the bike paths used by bike riders.
- Tina commented that grade separation projects help to increase safety along transit corridors. April added that local communities also benefit from these types of projects.

COMMITTEE REPORTS

A. ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)

Mike reported that AL-Com last met on July 1. The Committee members talked about consumer issues, including dialysis and the scheduling of will call rides. The next AL-Com meeting is scheduled for October 7 from 1-3 p.m.

B. GRANT/BUDGET REVIEW

An End-of-Year budget report will be given in September by Tina and Linda. Linda is attending a forum at MTC for 5310 funding and Mike will participate via phone. PCC chairs and Staff in Bay Area have been invited to the forum.

C. EDUCATION COMMITTEE

Maureen reported that a short meeting took place today prior to the PCC meeting. The next outreach presentation is scheduled for August 19 at the San Carlos Adult Community Center. On that day, Dinae will be representing the PCC in a panel discussion with other individuals to discuss transportation for elderly and disabled people in the community. The Committee is planning to participate in other outreach opportunities in the fall. The Daly City Council presentation has been pushed to a later date. The Seniors on the Move Conference is taking place on Tuesday, October 28, 2014. The PCC is looking for volunteers to staff a booth. The Education Committee also brainstormed giveaway items for outreach events. Maureen will follow up with Linda regarding budget available for giveaway items.

Maureen reviewed the PCC Outreach Presentation Evaluation Report results. A first year summary will be available for the September PCC meeting. So far, there have been lots of positive comments from people attending the outreach presentations.

Maureen suggested having a presenter from the Health Plan of San Mateo (HPSM) give a talk at a future PCC meeting. The PCC may also be able to give a presentation for HPSM at a later date.

Judy asked about an appointment that she goes to every three months that utilizes a taxicab like service through HPSM. She noted that she does not pay the transportation provider directly or use a voucher. She offered to share her contacts with the

committees that she serves on for future outreach opportunities that the Education Committee can pursue. Sandra added that there is some overlap between membership on the COA and the San Mateo County Health System. Mike asked Maureen to pass along her contacts with both groups to Erin and Linda.

D. EXECUTIVE COMMITTEE

Mike reported that the next Executive Committee meeting is scheduled for Wednesday, July 30th at 1:00 p.m. The Executive Committee will continue a discussion of Bylaws that took place at the last AL-Com meeting, especially as it pertains to membership on the committees.

Erin gave the Consumer Corps Quarterly Report for the April-June 2014. In this period, 240 reports were submitted. Corps members observed Redi-Wheels Comment Cards in vehicles 56.1% of the time and On-Time Performance above 90%. Most Corps members are opting to receive Night Before Calls. Incomplete or inaccurate calls were reported 29 times. Almost 30% of the reports submitted showed hold time while making Redi-Wheels reservations. Driver Assistance continues to be at a very high satisfaction level with Corps members. About 80% of Corps members reported that a Redi-Wheels vehicle picked them up and another 16.8% were picked up in a taxicab. The remaining Corps members rode in a RediCoast vehicle. Comments and Trends show that some taxicabs have Redi-Wheels Comment Cards available. Trips shorter than 20 miles numbered slightly more than trips longer than 20 miles.

SAMTRANS/REDI-WHEELS REPORT

E. Operational Report

Tina reported that the last SamTrans Board meeting had a Mobility Management Report on Paratransit. The Redi-Wheels lifeline fare assistance renewal process is taking place.

F. Performance Summary

Tina reported that total trips requested in May 2014 is nearly identical to the number in May 2013. Average weekday ridership was about 1,000. Inter-County Transfer Trips continue to decline. On-time performance is still above the standard of 90%. Productivity is meeting the standard of 1.70 pass/hour. Average phone wait time is 1.4 minutes.

Vincent asked about the SamTrans policy for Inter-county Transfers to Marin County (Whistlestop Wheels) or East Bay Paratransit. Tina reported that riders should call Redi-Wheels to coordinate a transfer trip. Customer must arrange the transfer trip on their own if traveling to San Francisco or Santa Clara County. Vincent was concerned that Redi-Wheels vehicles are doing a "Drop and Roll," where riders are dropped off. Maureen was concerned about shelter from the elements and safety of the riders while they are waiting. Santa Clara County drops off at Stanford Hospital and San Francisco trips drop off at the Daly City BART station. The BART station stop has a bus shelter and another stop is also available at McDonalds at the Stonestown Galleria. Sammi noted that she has to figure out the pick up times on her own and has to contact both agencies on her own.

Vincent also asked about drivers knocking on doors or entering lobbies of buildings to locate riders. Tina reported that drivers are supposed to contact dispatch to call the customer, if the customer is not visible. Drivers are not allowed to go beyond 50 feet from vehicle or leave sight of the vehicle door. John Murphy reported that the needs of the rider are taken into consideration. If a passenger is on a bus, the driver cannot leave the vehicle. Mike noted that, as a customer, the best approach is to call dispatch and let them know the rider is inside a building or in another location that may not be visible. Vincent noted that East Bay Paratransit will leave a vehicle (as long as it is in sight) to locate a rider. John referred to the Redi-Wheels policy as "Curb to Curb." John noted that IVR is being developed to help with this issue.

Barbara added that the dispatchers also need to give riders advance warning, especially for people who have disabilities and may need time to leave their building. Mike asked Tina about how to continue the discussion about "Door-to-Door Service" vs. "Curb to Curb" Service. Tina suggested taking the issue to the ERC for further exploration.

G. Customer Comments

Elly reported total Comments by Category in May 2014 dropped slightly from April 2014. Policy related comments and Service related comments were both lower, while Compliments were much higher. Overall Average Response time to Customers was 3.2 days, lower than the number for the month of April.

Elly provided the Monthly comment Statistics report for April and May 2014. In Comments by Type, Compliments were higher in May. Customer error comments were lower in May and all other categories appeared to be at normal levels.

H. Safety Report

John reported 4 accidents on Redi-Wheels in the month of June. Two accidents were preventable and two were non-preventable. No accidents were reported on the Coastsides.

LIAISON REPORTS

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal shared that she recently hiked up to Devil's Slide. She noted that there is now access for people up to the trail that was formerly Highway 1 along a 2.6 mile loop. Barbara noted that dogs are allowed on the trail. Michal reported that the trail hike was a very pleasant experience.

Two agencies have moved into the new Coastsides senior center facilities. Janie's group is now in. Michal was invited by Sandra Lang, another PCC member, to view a dramatic presentation on elder abuse at Senior Coastsiders in Half Moon Bay on June 26. The next Coastsides meeting is scheduled for July 16 at 925 Main Street. Cara will be chairing the meeting, which begins at 9:30 a.m. Mike will be attending the meeting.

B. AGENCY

Barbara reported that there has not been another meeting. The issue of recertification will be discussed at the ERC meeting in September.

C. EFFICIENCY REVIEW COMMITTEE (ERC)

Aki reported that the ERC will not be meeting in August. The next meeting is planned for September 2, 2014.

D. COMMISSION ON AGING (COA)

Sandra reported on a COA Adult Abuse Prevention Committee project, "Making the Invisible Visible." It was based on a social worker's experiences with a client. The plot focused on an elderly woman who was dependent on her son. The group worked to present the issue of elder abuse accurately. The group performed in Daly City at the Lincoln Center for over 60 people on June 27. Sandra shared a copy of the performance program. Sandra pointed out the "TIES" hotline at Aging and Adult Services 1-800-675-TIES.

Sandra thanked Tina for providing a package of Redi-Wheels Comment Cards to distribute at the next COA meeting. Judy shared her personal experience being a victim of elder abuse.

E. COMMISSION ON DISABILITIES (COD)

Jim reported that there are no updates to share.

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

Vincent reported that the CiD offices are now in the new location at 2001 Windward Way, Suite #103 in San Mateo. Vincent pointed out that reinstating the bus stop at that building would be helpful. An Open House will take place on Wednesday, July 30, 2014 from 11:00-1:00 p.m. On July 19 at 2:00 p.m., CiD is also screening "Darius Goes West" at the San Mateo Public Library on West 3rd Avenue

Vincent also asked about Title VI regulations as they relate to information placed on SamTrans busses.

Vincent and Mike discussed transportation to eligibility appointments. They asked for clarification about receiving transportation from the Eligibility Office to locations other than the rider's home. Mike wanted to know if riders can be returned to work or another location. Barbara and Mike discussed what riders would do who are being newly certified who cannot access Redi-Wheels for other portions of their trip leading up to the Eligibility Office stop. Tina confirmed that riders who are renewing their eligibility could be picked up and/or returned to addresses other than their own.

G. DEPARTMENT OF REHABILITATION (DOR)

No updates from Susan were given.

I. METROPOLITAN TRANSPORTATION COMMISSION (MTC)

No updates available.

OTHER BUSINESS

Aki asked about fixed route seating and signage on buses for elderly/people with disabilities. He asked if seats could be better marked for seniors and those with

disabilities. Tina noted that newer vehicles are leaving the first set of forward seats locked upright to accommodate wheelchairs and scooters, so the second set of forward facing seats is designated as senior and disabled seating.

Mike reminded everyone that the next PCC meeting is scheduled for September 9, 2014.

Tina reminded eligible Redi-Wheels riders that it is time to complete Lifeline Fare Assistance Renewals. Tina also reported that Jim Gallagher, former Deputy CEO at SamTrans, passed away recently. He worked with the PCC and also helped to implement the Lifeline Fare Assistance Program.

Tina provided a brief update on changes to the SamTrans bus routes that are in progress. Times on the ECR are being adjusted and Route 294 will include stops to new housing in Half Moon Bay. Barbara confirmed that the ECR intervals will remain the same. Beginning Sunday, June 15, the San Carlos FLX Route will be extended to include Sequoia Station.

MEETING ADJOURNED: 3:23 p.m.

**SAN MATEO COUNTY
PCC ADVOCACY/LEGISLATIVE (AL-Com)**

**MEETING MINUTES
July 1, 2014**

ATTENDANCE

Members Present: Mike Levinson, Interim Chair; Sammi (Wilhelmina) Riley, Consumer; Vincent Merola, CiD; Jim Engvall, COD; Aki Eejima, Consumer; Tina Dubost, SamTrans.

Absentees: Dinae Cruise, Consumer; Dale Edwards, Consumer; Michal Settles, PCC-Vice Chair.

Guests: Maria Kozak, Consumer; Elly Colwell, SamTrans; Henry Silvas, SamTrans; Lynn Spicer, MV Transportation; Linda Rhine, Nelson-Nygaard Consulting; Erin Swartz, PCC Staff.

(Member Attendance: 5, Quorum—No)

APPROVAL OF APRIL AL-COM MINUTES

A quorum of voting committee members was not present today. At the October 2014 meeting, the April and July AL-Com meeting minutes will be approved with the newly appointed Chair.

A. LOCAL ADVOCACY ISSUES—OPEN DISCUSSION

Aki said that he heard that San Francisco MUNI will no longer be offering transfers and instead will be selling day passes. Tina noted that SamTrans does not issue transfers either and Linda said that this is consistent with the trend in the transit industry.

Mike shared some information about facilities for homeless people that are being made available using an old Muni bus.

Linda provided an update from Drennan Shelton on MAP 21 funding. There is a meeting scheduled at MTC on July 14 to review the new process for agencies applying for FTA 5310 funds. These are funds that SamTrans was awarded for replacing Redi-Wheels vehicles. All Bay Area PCC Chairs and staff are invited. Linda is attending the meeting and will report on the updates from MTC at the next AL-Com meeting.

Maria asked for clarification about how people become AL-Com members. Maria had applied to be a member of the PCC, but her availability and transportation options have changed since the time of her application. She shared her difficulty with attending the PCC meetings. Maria has withdrawn her application for the time being.

Aki confirmed the number of meetings members are required to attend each year, to remain active on the PCC. Linda read the PCC bylaws to the AL-Com members and noted that members who miss two meetings (without notice) in a single fiscal year will be issued a warning and given a copy of the bylaws. If a member is unable to attend a meeting and they notify Linda or Erin in advance, then it is considered an "excused"

absence. Many members follow this protocol. Linda reminded agency representatives that they can have an alternate from their agency attend a meeting in their place. Linda discussed the updated PCC application that requires additional committee work or other volunteer work, once members have been on the PCC for one year.

Vincent reported that CiD is now in their new office at 2001 Windward Way in San Mateo. He was disappointed to learn that their building no longer has a bus stop at this location. The loss of a bus stop within a short distance of the CiD office greatly impacts their clients and other occupants of the buildings. Tina will forward this information to the SamTrans Operations Planning Department and follow-up with Vincent.

Maria reported on her experience cancelling Redi-Wheels rides. She noted that the dispatchers tend to speak quickly when confirming and cancelling rides. Maria asked if the dispatchers could re-confirm the ride information before ending their calls with riders. Mike added that riders can also cancel their rides after the Night Before Call is received.

Erin read a Letter to the Editor from the *San Mateo Daily Journal* dated June 17. The letter was from Darold Fredericks, a Redi-Wheels rider who had issues with transportation to and from dialysis appointments in Burlingame. Lynn and Tina reported on the investigation they completed and the current status of Mr. Fredericks's transportation needs. Lynn said that Mr. Fredericks has a Standing Order (subscription service) for rides with Redi-Wheels. Usually Mr. Fredericks only uses Redi-Wheels service one way. On the day he referenced in his Letter to the Editor, he requested a Will Call return. Mr. Fredericks also did not have any information on file about his dialysis process and did not budget enough transit and preparation time. Lynn reported that Kyle is working with Mr. Fredericks and his social worker. Kyle is coordinating plans for transportation to DaVita, but will need Mr. Fredericks's cooperation in order to complete the process.

Mike asked for clarification of the 45 minute travel time needed for short trips and confirmed that this applies to subscription trips, as well. Tina and Lynn reported that Redi-Wheels has been working with the DaVita dialysis clinic in Burlingame to help them understand the policies for paratransit services to better reserve their rides. Lynn also pointed out that this building is particularly difficult for drivers and riders because there is no visibility from the building to the street where the Redi-Wheels vehicles are waiting.

Lynn discussed the option to request a "Go Back" for riders who have missed their scheduled rides. Mike emphasized the need for a clear process, so that riders do not get a "No Show" for a missed ride.

Maria asked for an update on the Imminent Arrival Calls. Tina reported that a newer version of Trapeze is being implemented to help make the Imminent Arrival Calls more accurate. Mike and Sammi discussed the need to go through a "testing" phase for Imminent Arrival Calls, similar to the process that was followed with Night Before Calls.

B. CRC —Open Discussion

Tina provided a Complaint Review Committee Information handout. The handout will have a new format at the next AL-Com meeting in October. Tina reviewed the

Comments by Type for the quarter covering March to May 2014. The number of comments in the following categories all decreased: Compliments, Late Vehicle, Customer Error, and Missed Trip. Tina pointed out that there were 3 comments about Missed Trips out of about 72,000 rides taken on Redi-Wheels. Comments relating to passenger safety remain at or near zero. Service complaints/Thousand Rides continues to be well below the standard of 2.5 set by SamTrans. On-time Performance continues to be at the standard of 90% or better. Tina also provided an in-depth description of the many varieties of Customer error comments.

Vincent asked how this data compares other transit agencies. Linda suggested that comparing performance standards is something that can be accomplished easily but comparing specific types of comments and categories with other agencies is difficult. Linda added that this issue would be a good topic for discussion at the next PCC meeting. Henry noted that the methodology SamTrans uses for calculating productivity (passengers/hour) has been compared to other agencies in the Bay Area and there are differences; confirming that comparisons between agencies can be very challenging.

Maria asked about the method taxis use for recording pick up and drop off data. Lynn replied that it is computer based.

Aki asked Lynn about an increase in evening rides that are taken in taxis. She explained that Redi-Wheels vehicles are used in the evening and are supplemented by taxi service.

OTHER BUSINESS

Mike shared some information from a friend who uses an extended wheelchair. Mike asked about the issue of having seat space available when a larger-than-standard assistive device takes up extra space in a Redi-Wheels vehicle. Lynn stated that she will contact the rider Mike spoke of to make sure that the driver manifest information shows that this rider needs a seat for himself and room to secure his wheelchair. Tina, Aki, and Henry discussed "safe accommodations" of mobility devices, as there are no "standard" size specifications in the ADA.

Mike stated that the next AL-Com meeting is scheduled for October 7, 2014 from 1:00-3:00 p.m. Linda reminded everyone that at the next PCC meeting on July 8 will be when new officers will be voted on for FY 2014/15.

MEETING ADJOURNED: 2:37 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: **END-OF-YEAR PERFORMANCE REPORT**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

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

ACTION

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

SIGNIFICANCE

Table "A" summarizes the average weekday ridership (AWR) statistics for all modes of transportation for which SamTrans is responsible and Table "B" summarizes the total ridership figures for all SamTrans transportation modes. Chart "A" features year-to-date comparisons of AWR for Fiscal Year (FY) 2013, FY2014, and FY2015. Chart "B" has figures for total ridership year-to-date for FY2013, FY2014, and FY2015.

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

AVERAGE WEEKDAY RIDERSHIP – JULY 2014 COMPARED TO JULY 2013

Total District Modes – 109,850, an increase of 7.7 percent.

Bus – 37,760, an increase of 3.8 percent.

Paratransit – 1,150, an increase of 2.7 percent.

Caltrain – 58,600, an increase of 6.6 percent.

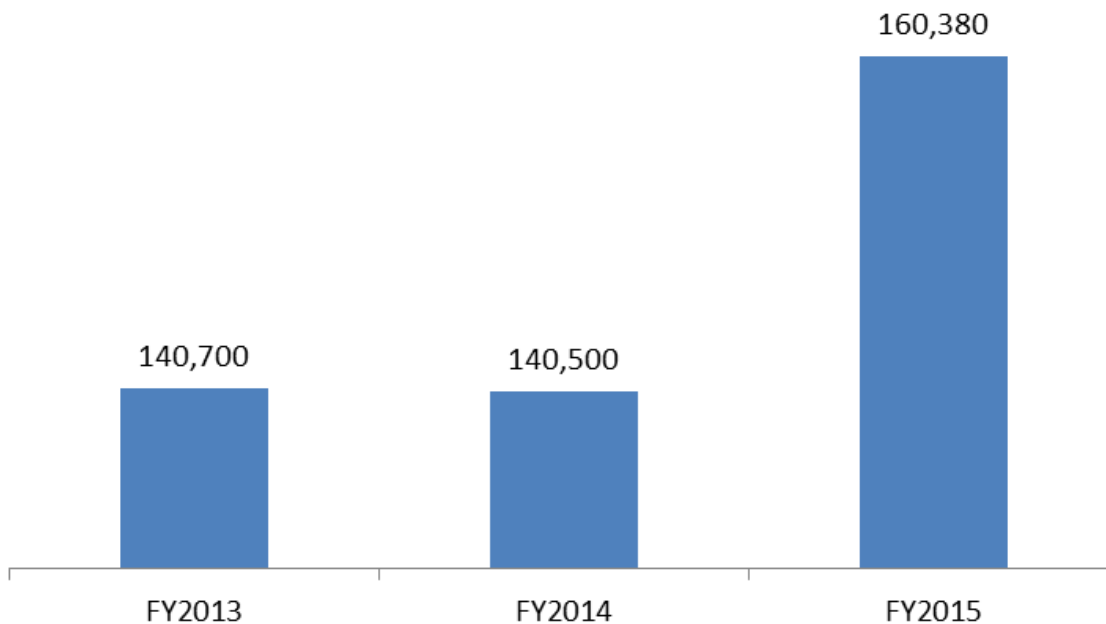
Shuttles – 12,340, an increase of 29.8 percent.

**Table A
Average Weekday Ridership**

July 2014 Average Weekday Ridership				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	35,920	36,390	37,760	3.8%
Paratransit	1,080	1,120	1,150	2.7%
Caltrain	48,610	54,990	58,600	6.6%
Shuttles	10,180	9,510	12,340	29.8%
Total	95,790	102,000	109,850	7.7%
BART Extension (No Daly City)	44,910	38,500	50,530	31.2%
Grand Total	140,700	140,500	160,380	14.1%
Weekdays	21	20	21	5.0%

July 2014 Year-to-date				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	35,920	36,390	37,760	3.8%
Paratransit	1,080	1,120	1,150	2.7%
Caltrain	48,610	54,990	58,600	6.6%
Shuttles	10,180	9,510	12,340	29.8%
Total	95,790	102,000	109,850	7.7%
BART Extension (No Daly City)	44,910	38,500	50,530	31.2%
Grand Total	140,700	140,500	160,380	14.1%

**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 July for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – JULY 2014 COMPARED TO JULY 2013

All District Modes – 2,886,470, an increase of 6.8 percent.

Bus – 1,009,990, an increase of 4.2 percent.

Paratransit – 28,620, an increase of 3.6 percent.

Caltrain – 1,569,720, an increase of 5.2 percent.

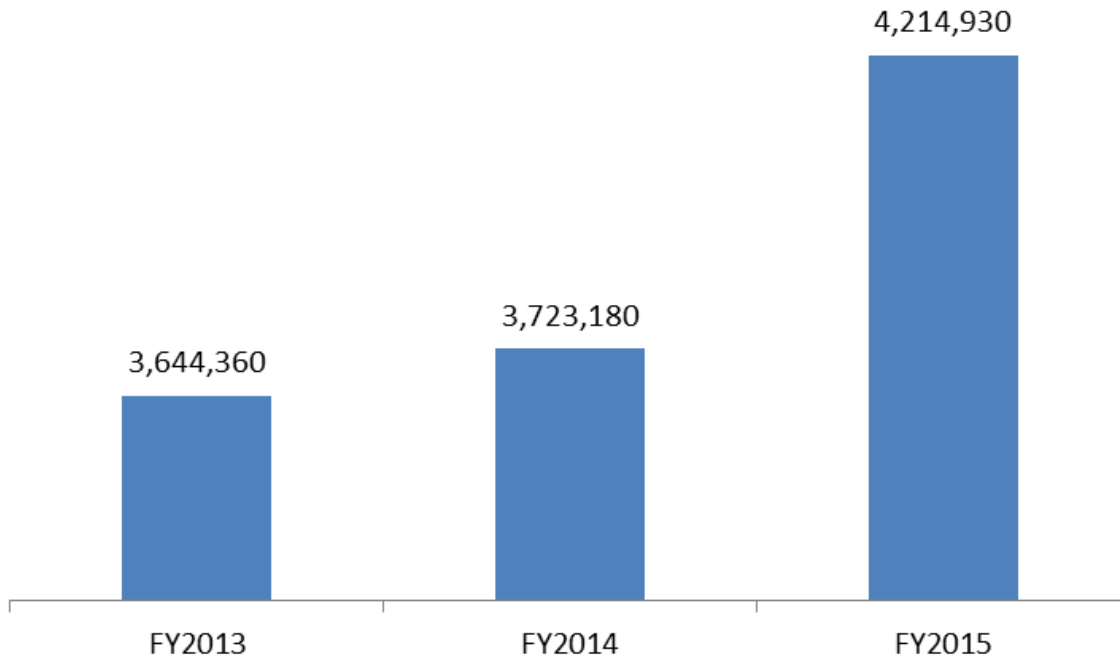
Shuttles – 278,150, an increase of 29.3 percent.

**Table B
Total Ridership**

July 2014 Total Monthly Ridership				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	929,580	969,130	1,009,990	4.2%
Paratransit	25,950	27,630	28,620	3.6%
Caltrain	1,305,970	1,491,890	1,569,720	5.2%
Shuttles	218,360	215,160	278,150	29.3%
Total	2,479,860	2,703,800	2,886,470	6.8%
BART Extension (No Daly City)	1,164,500	1,019,380	1,328,460	30.3%
Grand Total	3,644,360	3,723,180	4,214,930	13.2%
Weekdays	21	20	21	5.0%

July 2014 Year-to-date				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	929,580	969,130	1,009,990	4.2%
Paratransit	25,950	27,630	28,620	3.6%
Caltrain	1,305,970	1,491,890	1,569,720	5.2%
Shuttles	218,360	215,160	278,150	29.3%
Total	2,479,860	2,703,800	2,886,470	6.8%
BART Extension (No Daly City)	1,164,500	1,019,380	1,328,460	30.3%
Grand Total	3,644,360	3,723,180	4,214,930	13.2%

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – July 2014

Summer Youth Pass – The promotion for the annual Summer Youth Pass wrapped up this month. The campaign focused on informing youth and their parents about the three-month bus pass available for just \$40, a substantial savings compared to the regular Youth Monthly Pass cost of \$36 per month. Staff reached out to target markets through multiple channels. Community partners disseminated 26,000 bilingual flyers/order forms and 150 posters and included messages on their websites and in newsletters. The campaign was also publicized with spots on Pandora, bilingual information on buses, and printed ads.

Transit Fun Guide – The summer edition of the *Transit Fun Guide* was issued in its new, more visually appealing format. The brochure comes out seasonally and is a guide to fun events around the Peninsula with information on how to get there on SamTrans. The publication lists festivals, fairs, events, theaters and farmer's markets. In addition to being available on buses and at community locations throughout the SamTrans service area, the guide is also available online at www.samtrans.com/transitfunguide.

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

samTrans



BOARD OF DIRECTORS 2014

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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

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

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

WEDNESDAY, SEPTEMBER 3, 2014 – 2:20 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of August 6, 2014
2. Acceptance of Statement of Revenues and Expenses for July 2014
3. Authorize Approval of David Olmeda, Director, Maintenance, to Participate in the Masters of Science in Intermodal Transportation Management at the University of Denver

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

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
AUGUST 6, 2014**

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

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

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

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 2:48 p.m.

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

Motion/Second: Tissier/Deal

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

Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2014

Bill Osher, CSI Capital, said the portfolio continues to do well and everything is safe. He said the economy came back this past quarter and numbers are coming in stronger than 4 percent. Mr. Osher said this is good solid growth and interest rates usually go up in this type of environment. He said interest rates will be rising sooner or later and he will make sure the portfolio isn't harmed when this happens.

Motion/Second: Gee/Harris

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

Authorize Approval and Ratification of the Fiscal Year 2015 District Insurance Program at a Total Premium Cost of \$1,774,325

Gigi Harrington, Deputy CEO, said this is the annual renewal of the program. Program costs increased this year because the market was a bit harder. She said the primary component of the program is liability. Ms. Harrington said other items included in the program include property, auto, and crime insurance, public official liability, and cyber liability. She said this was competitively procured through the broker.

Director Kersteen-Tucker asked if earthquake damage is covered. Michael Scanlon, General Manager/CEO, said it is too expensive and the agency can't afford it.

David Miller, Legal Counsel, said there are disaster relief programs. He said the Golden Gate Transportation District doesn't have earthquake insurance for the Golden Gate Bridge.

Motion/Second: Guilbault/Tissier

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

Authorize Amending the Fiscal Year 2015 Operating Budget by \$1.5 Million for a New Total of \$133,090,358

Ladi Millard, Director, Budgets, said in a special meeting held on July 17 the Board approved a contract for the Amalgamated Transit Union Local 1574. The new contract calls for a 3 percent raise in each of the three years for a total of 9 percent over the life of the agreement, effective July 13, 2014. This amendment reflects the first year of the negotiated contract.

Motion/Second: Deal/Gee

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

Authorize Award of Contract to Alcohol and Drug Testing Services, LLC to Provide Specimen Collection Services for Drug and Alcohol Analysis for an Estimated Amount of \$208,638 for a Five-Year Term

Cheryl Cavitt, Director, Contracts and Procurement, said this will provide for random breath and urine specimen collection under the District's mandatory drug and alcohol programs. She said both the Federal Department of Transportation and the Federal Transit Administration require random testing be done for safety sensitive employees. Staff issued a Request for Proposals and two were received. The highest-ranked and lowest-cost proposal was from a woman-owned business.

Chair Jeff Gee asked if the firm has a local office. Ms. Cavitt said yes, in the East Bay.

Committee Chair Kersteen-Tucker asked what caused the increase from the prior contract. Ms. Cavitt said the prior contract was grossly underpriced and there were many issues during the term of the contract with the contractor.

Motion/Second: Tissier/Deal

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

Authorize Award of Contract to Peterson Hydraulics, Inc. (dba Ferris Hoist and Repair) to Overhaul In-Ground Hydraulic Bus Lifts at a Total Cost of \$669,342

Ms. Cavitt said this will provide for repair and maintenance of bus lifts at North and South Base maintenance facilities to extend the life of equipment. This was an Invitation for Bids and two bids were received.

Motion/Second: Tissier/Harris

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

Information on the Statement of Revenues and Expenses for June 2014

Ms. Harrington said the June statement will be brought after the books are closed for Fiscal Year 2014 and auditors have reviewed them. She said sales tax revenue is projected to be in excess of last year's revenues.

Update on the Execution of the Fiscal Year 2015 Fuel Hedge Program

Ms. Harrington said only Barclays Bank submitted a bid. She said 70 percent of the portfolio was hedged at \$2.95 per gallon. She said no premium was received in July.

Adjourned: 3:02 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Virginia Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING JULY 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 July 2014 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 14) are \$117,008 or 0.9 percent **worse** than revised budget. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$86,133 or 5.6 percent, *Investment Interest* (page 1, line 10) is **worse** than budget by \$9,522 or 12.1 percent and *Other Interest, Rent & Other Income* (page 1, line 12) are \$21,354 or 3.9 percent **worse** than budget.

Expenses: *Total Expenses* (page 4, line 72) are \$1,921,307 or 15.5 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$1,831,079 or 17.7 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$82,886 or 6.5 percent offset by *Total Multimodal* (page 4, line 70) is **better** than budget by \$7,340 or 1 percent.

BUDGET IMPACT

There are no budget revisions for the month of July 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 2015
JULY 2014**

% OF YEAR ELAPSED: **8.3%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	1,444,559	1,457,515	1,444,559	1,530,692	94.4	18,368,300	18,368,300	7.9
2 Local TDA and STA Funds	3,360,301	6,890,098	3,360,301	3,360,301	100.0	40,323,614	40,323,614	8.3
3 Operating Grants	517,055	521,671	517,055	517,055	100.0	6,892,643	6,892,643	7.5
4 SMCTA Measure A	731,667	651,334	731,667	731,667	100.0	9,140,000	9,140,000 B	8.0
5 SM County Measure A	416,667	0	416,667	416,667	100.0	5,000,000	5,000,000	8.3
6 AB434 Funds	48,500	47,167	48,500	48,500	100.0	582,000	582,000	8.3
7 Subtotal - Operating Revenues	6,518,749	9,567,785	6,518,749	6,604,881	98.7	80,306,558	80,306,558	8.1
Other Revenue Sources								
8 District 1/2 Cent Sales Tax	5,250,000	4,950,000	5,250,000	5,250,000	100.0	72,000,000	72,000,000	7.3
9 Investment Interest	69,158	83,907	69,158	78,680	87.9	948,840	948,840	7.3
10 Pass through to Other Agencies	25,347	0	25,347	25,347	100.0	383,948	383,948	6.6
11 Other Interest, Rent & Other Income	531,463	374,639	531,463	552,817	96.1	6,921,784	6,921,784	7.7
12 Subtotal - Other Revenues	5,875,968	5,408,547	5,875,968	5,906,844	99.5	80,254,572	80,254,572	7.3
13 Total Revenues	12,394,716	14,976,332	12,394,717	12,511,725	99.1	160,561,130	160,561,130	7.7
14 Capital Assistance	39,514	948	39,514	39,514	100.0	49,474,302	85,921,005 A	0.0
15 Reserves Programmed for Capital	182,505	109,822	182,505	182,505	100.0	0	12,672,501 A	1.4
16 Total Sources of Funds	12,616,735	15,087,102	12,616,736	12,733,744	99.1	210,035,432	259,154,635	4.9
USES OF FUNDS								
Operations								
17 Motor Bus	8,504,261	8,951,662	8,504,261	10,335,340	82.3	106,595,744	106,595,744	8.0
18 A. D. A. Programs	1,201,166	1,117,158	1,201,166	1,284,052	93.5	15,386,631	15,386,631	7.8
19 Caltrain	521,667	453,334	521,667	521,667	100.0	6,260,000	6,260,000	8.3
20 Other Multi-modal Programs	235,101	218,484	235,101	242,442	97.0	2,913,140	2,913,140	8.1
21 Subtotal - Operating Costs	10,462,194	10,740,637	10,462,194	12,383,501	84.5	131,155,515	131,155,515	8.0
Other Uses of Funds								
22 Pass through to Other Agencies	25,347	0	25,347	25,347	100.0	388,948	388,948	6.5
23 Debt Service	2,037,403	2,037,808	2,037,403	2,037,403	100.0	24,449,078	24,449,078	8.3
24 Fiscal Agent Fees	0	0	0	2,303	-	27,635	27,635	0.0
25 Land Transfer Interest Expense	0	0	0	0	0	45,895	45,895	0.0
26 Subtotal - Other Uses of Funds	2,062,750	2,037,808	2,062,750	2,065,053	99.9	24,911,556	24,911,556	8.3
27 Capital Programs	222,019	143,379	222,019	222,019	100.0	55,331,570	104,450,774 A	0.2
28 Total Uses of Funds	12,746,963	12,921,824	12,746,963	14,670,573	86.9	211,398,641	260,517,845	4.9
29 NET SURPLUS / (DEFICIT)	(130,228)	2,165,277	(130,227)	(1,936,828)	6.7	(1,363,210)	(1,363,210)	9.6

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

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

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

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

% OF YEAR ELAPSED: 8.3%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,371,337	1,387,514	1,371,337	1,461,333	93.8	17,536,000	17,536,000	7.8
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,871,551	5,750,864	2,871,551	2,871,551	100.0	34,458,615	34,458,615	8.3
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	307,843	938,945	307,843	307,843	100.0	3,694,119	3,694,119	8.3
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	474,400	482,876	474,400	474,400	100.0	6,504,231	6,504,231	7.3
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Assistance	3,054,833	2,875	3,054,833	4,783,398	63.9	38,991,765	38,991,765	7.8
10 Accessibility Fixed Route	98,034	96,498	98,034	84,878	115.5	1,018,540	1,018,540	9.6
11 TOTAL 1/2 CENT SALES TAX	3,152,867	99,373	3,152,867	4,868,277	64.8	40,010,305	40,010,305	7.9
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	50,755	48,209	50,755	51,320	98.9	620,090	620,090	8.2
14 OTHER REVENUE SOURCES:								
15 Rental Income	99,115	96,524	99,115	107,800	91.9	1,293,600	1,293,600	7.7
16 Advertising Income	57,152	55,417	57,152	86,250	66.3	1,035,000	1,035,000	5.5
17 Other Income	119,240	91,940	119,240	106,565	111.9	1,443,784	1,443,784	8.0
18 TOTAL OTHER REVENUES	275,508	243,881	275,508	300,615	91.6	3,772,384	3,772,384	7.3
19								
20 TOTAL MOTOR BUS	8,504,261	8,951,662	8,504,261	10,335,340	82.3	106,595,744	106,595,744	8.0
21								
22 AMERICAN DISABILITIES ACT:								
23 Passenger Fares Redi-Wheels	73,222	70,001	73,222	69,358	105.6	832,300	832,300	8.8
24 Local TDA 4.5 Redi-Wheels	144,468	153,312	144,468	144,468	100.0	1,733,614	1,733,614	8.3
25 Local STA - Paratransit	36,439	46,977	36,439	36,439	100.0	437,266	437,266	8.3
26 Operating Grants	42,655	38,795	42,655	42,655	100.0	388,412	388,412	11.0
27 Sales Tax - District ADA Programs	31,716	470,893	31,716	119,409	26.6	1,050,989	1,050,989	0.0
28 Sales Tax - Paratransit Suppl. Coastside	121,174	106,265	121,175	111,275	108.9	1,335,300	1,335,300	9.1
29 Interest Income - Paratransit Fund	18,403	32,915	18,403	27,360	67.3	328,750	328,750	5.6
30 SMCTA Measure A Redi-Wheels	210,000	198,000	210,000	210,000	100.0	2,880,000	2,880,000	7.3
31 SM County Measure A	416,667	0	416,667	416,667	100.0	5,000,000	5,000,000	8.3
32 Measure M Paratransit	106,422	0	106,422	106,422	100.0	1,400,000	1,400,000	7.6
33 TOTAL ADA PROGRAMS	1,201,166	1,117,158	1,201,166	1,284,052	93.5	15,386,631	15,386,631	7.8
34								
35 MULTI-MODAL TRANSIT PROGRAMS:								
36 Transfer from SMCTA for Caltrain	521,667	453,334	521,667	521,667	100.0	6,260,000	6,260,000	8.3
37 AB434 Funds - SamTrans Shuttle	48,500	47,167	48,500	48,500	100.0	582,000	582,000	8.3
38 Employer SamTrans Shuttle Funds	149,533	130,758	149,533	145,780	102.6	1,749,400	1,749,400	8.5
39 Sales Tax - SamTrans Shuttle Program	27,477	29,682	27,477	31,153	88.2	377,640	377,640	7.3
40 Sales Tax - Gen. Operating Asst.	9,590	10,876	9,590	17,008	56.4	204,100	204,100	4.7
41								
42 TOTAL MULTIMODAL	756,768	671,817	756,768	764,108	99.0	9,173,140	9,173,140	8.2
43								
44 TOTAL REVENUES	10,462,194	10,740,637	10,462,194	12,383,501	84.5	131,155,515	131,155,515	8.0

% 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 2015
JULY 2014**

% OF YEAR ELAPSED: **8.3%**

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	4,934,366	5,230,801	4,934,366	5,499,453	89.7	52,325,457	52,272,612	9.4
2								
3 Services:								
4 Board of Directors	3,378	600	3,378	4,292	78.7	51,750	51,750	6.5
5 Contracted Vehicle Maintenance	35,406	37,160	35,406	148,805	23.8	1,625,280	1,625,280	2.2
6 Property Maintenance	79,267	92,135	79,267	104,458	75.9	1,242,000	1,242,000	6.4
7 Professional Services	232,627	281,677	232,627	390,020	59.6	4,720,740	4,720,740	4.9
8 Technical Services	346,682	382,040	346,682	393,602	88.1	5,704,354	5,741,444	6.0
9 Other Services	41,280	74,983	41,280	607,903	6.8	2,447,741	2,447,741	1.7
10								
11 Materials & Supply:								
12 Fuel & Lubricants	469,910	461,925	469,910	527,813	89.0	6,333,750	6,333,750	7.4
13 Bus Parts & Materials	122,219	133,246	122,219	165,980	73.6	1,911,257	1,911,257	6.4
14 Uniforms & Driver Expense	6,080	36,173	6,080	21,592	28.2	444,235	444,235	1.4
15 Timetables & Tickets	13,130	0	13,130	16,825	78.0	201,900	201,900	6.5
16 Office Supplies / Printing	6,220	23,234	6,220	32,272	19.3	339,062	354,818	1.8
17 Other Materials & Supply	7,618	5,468	7,618	14,083	54.1	159,500	159,500	4.8
18								
19 Utilities:								
20 Telecommunications	23,931	44,860	23,931	55,515	43.1	666,174	666,174	3.6
21 Other Utilities	99,509	96,796	99,509	90,333	110.2	1,084,000	1,084,000	9.2
22 Insurance Costs	182,406	217,454	182,406	223,018	81.8	2,681,400	2,681,400	6.8
23 Workers' Compensation	250,987	250,293	250,987	268,180	93.6	3,443,160	3,443,160	7.3
24 Taxes & License Fees	33,182	34,204	33,182	46,075	72.0	552,894	552,894	6.0
25 Fixed Route Accessibility	98,034	96,498	98,034	84,878	115.5	1,018,540	1,018,540	9.6
26 Leases & Rentals	10,139	8,792	10,139	11,003	92.1	134,631	134,631	7.5
27 Promotional & Legal Advertising	8,037	7,491	8,037	25,950	31.0	289,400	289,400	2.8
28 Training & Business Travel	9,388	14,145	9,388	25,044	37.5	292,075	292,075	3.2
29 Dues & Membership	5,559	7,972	5,559	7,523	73.9	87,624	87,624	6.3
30 Postage & Other	2,536	8,700	2,536	9,340	27.2	102,180	102,180	2.5
31								
32 Total District Operated Buses	7,021,891	7,546,647	7,021,891	8,773,956	80.0	87,859,104	87,859,104	8.0
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,230,453	1,222,793	1,230,453	1,280,461	96.1	15,365,530	15,365,530	8.0
36 Other Related Costs	31,094	30,637	31,094	31,669	98.2	380,030	380,030	8.2
37 Insurance Costs	34,652	51,506	34,652	54,581	63.5	655,000	655,000	5.3
38 Coastside Services	128,902	59,799	128,902	154,788	83.3	1,857,450	1,857,450	6.9
39 Redi Coast Non-ADA	19,482	16,175	19,482	18,518	105.2	222,220	222,220	8.8
40 Other Related Costs	5,661	7,627	5,661	6,373	88.8	76,470	76,470	7.4
41 La Honda - Pescadero	4,725	4,500	4,725	4,594	102.8	55,130	55,130	8.6
42 SamCoast - Pescadero	27,065	11,500	27,065	9,846	274.9	118,150	118,150	22.9
43 Other Related Cost - SamCoast	337	479	337	555	60.6	6,660	6,660	5.1
44 Total Contracted Bus Service	1,482,370	1,405,015	1,482,370	1,561,384	94.9	18,736,640	18,736,640	7.9
45								
46 TOTAL MOTOR BUS	8,504,261	8,951,662	8,504,261	10,335,340	82.3	106,595,744	106,595,744	8.0

"% 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 2015
JULY 2014**

% OF YEAR ELAPSED: **8.3%**

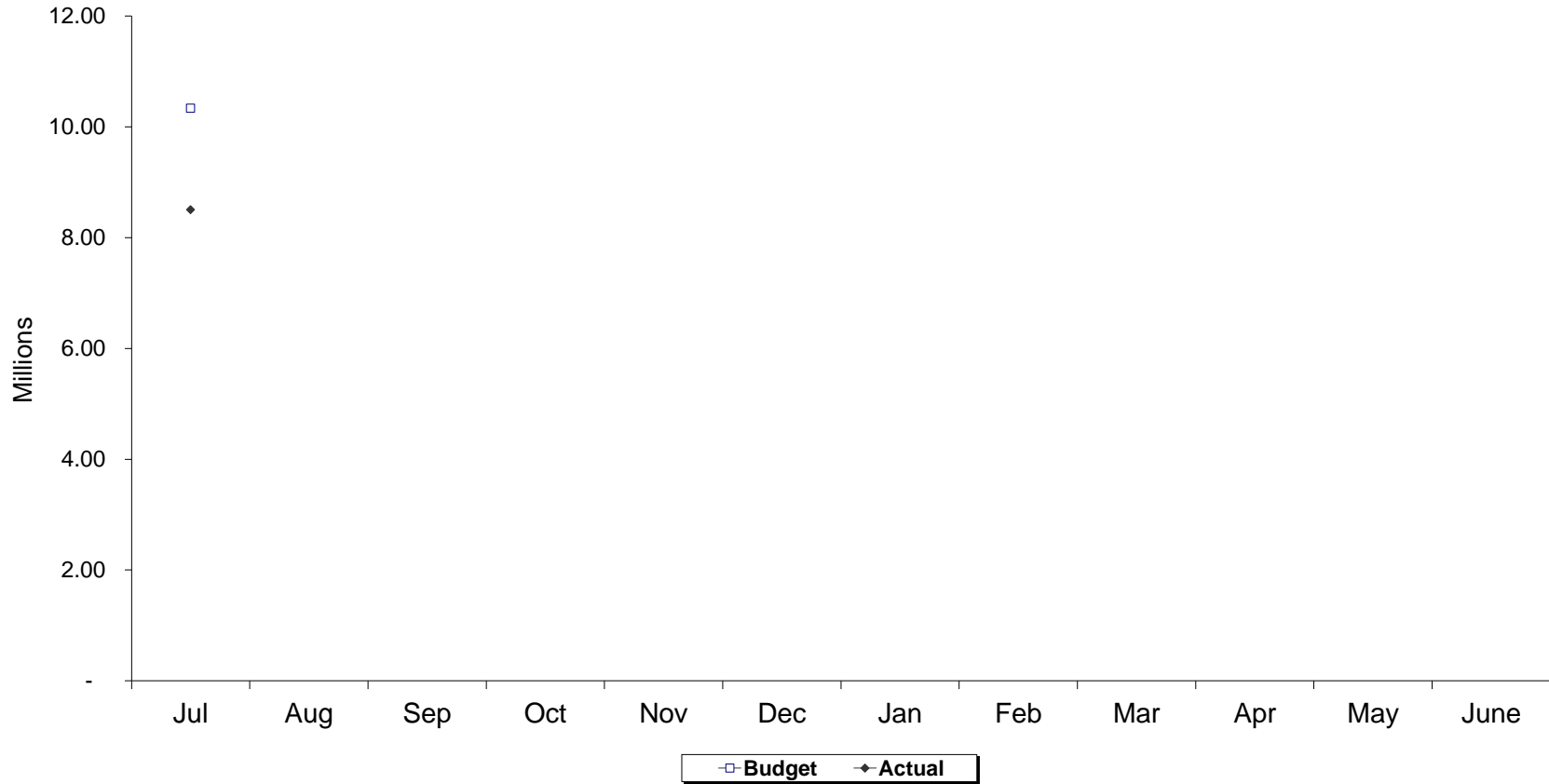
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	520,020	467,173	520,020	524,555	99.1	6,294,660	6,294,660	8.3
Other Related Costs	209,159	180,059	209,159	256,880	81.4	3,060,554	3,060,554	6.8
ADA Sedan/Taxi Service	266,753	261,193	266,753	261,143	102.1	3,133,720	3,133,720	8.5
ADA Accessibility Support	52,325	61,485	52,325	87,283	59.9	1,047,397	1,047,397	5.0
Coastside ADA Support	121,175	106,265	121,175	111,275	108.9	1,335,300	1,335,300	9.1
Insurance Costs	31,735	40,982	31,735	42,916	73.9	515,000	515,000	6.2
TOTAL ADA PROGRAMS	1,201,166	1,117,158	1,201,166	1,284,052	93.5	15,386,631	15,386,631	7.8
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	521,667	453,334	521,667	521,667	100.0	6,260,000	6,260,000	8.3
Total Caltrain Service	521,667	453,334	521,667	521,667	100.0	6,260,000	6,260,000	8.3
OTHER SUPPORT								
SamTrans Shuttle Service	225,510	207,607	225,510	225,433	100.0	2,709,040	2,709,040	8.3
Bicycle Coordinating Activities	0	0	0	2,083	0.0	25,000	25,000	0.0
Maintenance Multimodal Facilities	9,591	10,876	9,591	14,925	64.3	179,100	179,100	5.4
Total Other Support	235,101	218,484	235,101	242,442	97.0	2,913,140	2,913,140	8.1
TOTAL MULTI-MODAL PROGRAMS	756,768	671,817	756,768	764,108	99.0	9,173,140	9,173,140	8.2
TOTAL EXPENSES	10,462,194	10,740,637	10,462,194	12,383,501	84.5	131,155,515	131,155,515	8.0

% 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

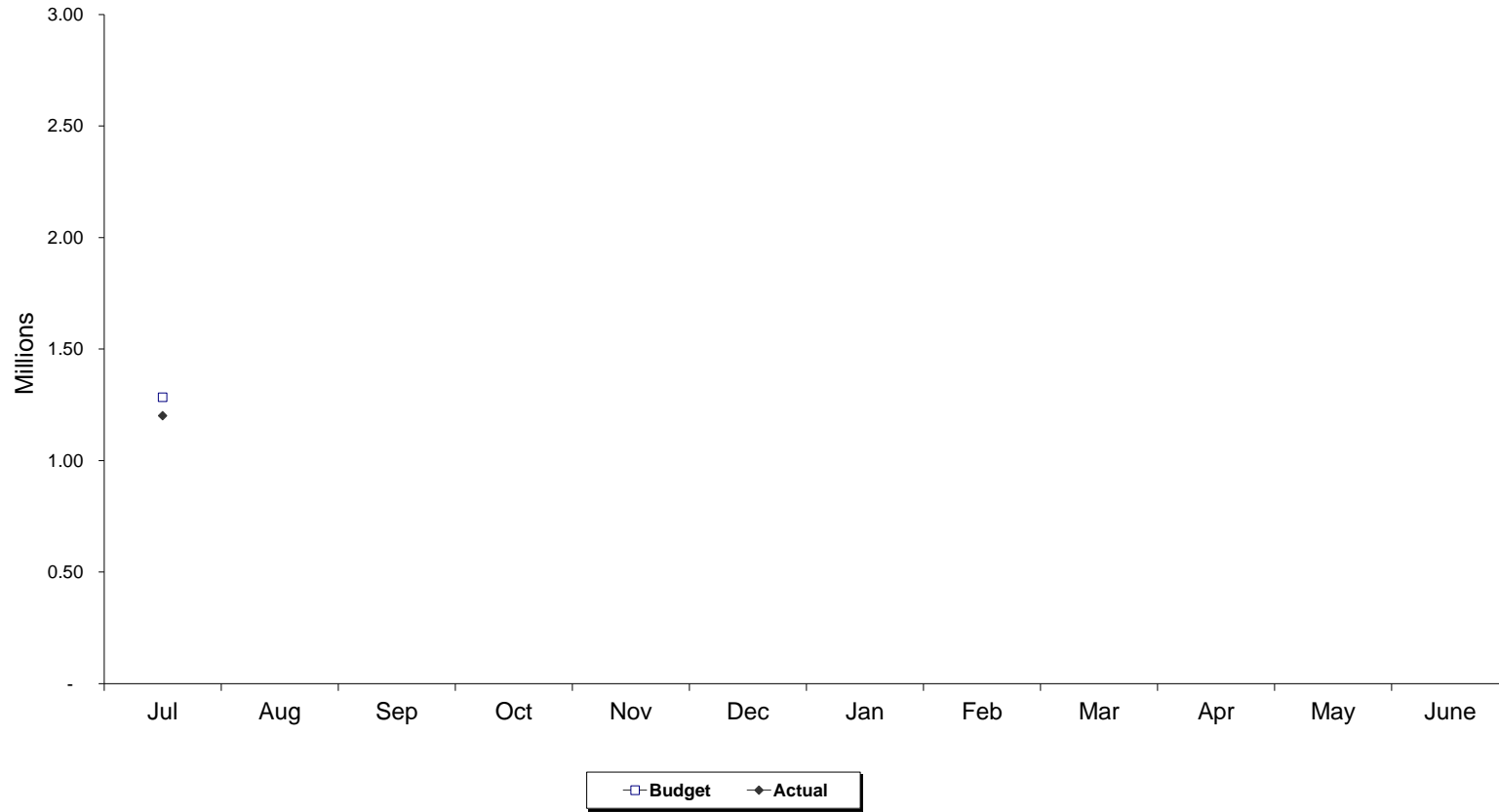
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2015



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	10,335,340												
Actual	8,504,261												
CUMULATIVE EXPENSES													
Budget	10,335,340												
Actual	8,504,261												
Variance - F(U)	1,831,080												
Variance %	17.72%												

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

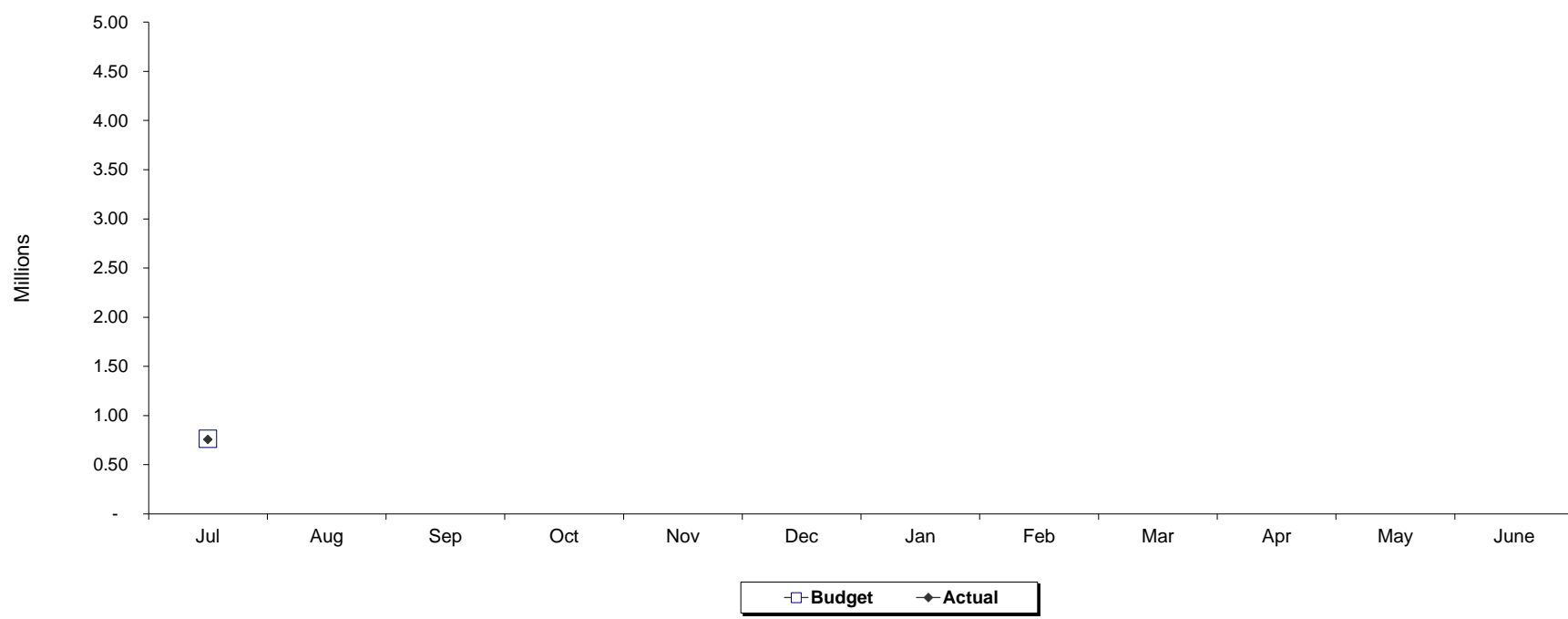


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	1,284,052												
Actual	1,201,166												
CUMULATIVE EXPENSES													
Budget	1,284,052												
Actual	1,201,166												
Variance - F(U)	82,886												
Variance %	6.46%												

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2015



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	764,108												
Actual	756,768												
CUMULATIVE EXPENSES													
Budget	764,108												
Actual	756,768												
Variance - F(U)	7,341												
Variance %	0.96%												

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

July 31, 2014

DESCRIPTION	TOTAL INVESTMENT 07-31-14	INTEREST RECEIVABLE 6-30-14	PREPAID INT RECEIVABLE 6-30-14	INTEREST EARNED 07-31-14	INTEREST RECEIVED 07-31-14	ADJ.	INTEREST RECEIVABLE 07-31-14
RESERVE FOR CAPITAL PROJ	8,052,030.50	6,669.28	0.00	4,280.17	0.00	53.95	11,003.40
LAIF -- CAPITAL PROJ	76,485.52	44.72	0.00	16.36	42.11	0.00	18.97
REIMB SECURITIES -- L76R	87,626,734.30	117,809.54	954.86	46,039.59	15,625.01	148.40	149,327.38
LAIF -- REIMB FUNDS L76R	30,481,651.53	20,430.10	0.00	6,475.98	19,274.79	0.00	7,631.29
PARATRANSIT FUNDS	20,220,645.00	78,481.18	0.00	18,718.77	79,500.00	166.11	17,866.06
LAIF -- PARATRANSIT	4,953,547.43	2,378.33	0.00	995.27	2,203.83	0.00	1,169.77
BANK OF AMERICA	23,946,588.01	0.00	0.00	1,203.08	1,203.08	0.00	0.00
WELLS FARGO	23,632.52	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	6,363,819.98	2,210.34	0.00	711.56	0.00	0.00	2,921.90
	<u>181,745,134.79</u>	<u>228,023.49</u>	<u>954.86</u>	<u>78,440.78</u>	<u>117,848.82</u>	<u>368.46</u>	<u>189,938.77</u>

JULY 2014 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 07/31/14	78,809.24
Add:	
CEO Interest	0.00
Less:	
Commissions	(8,448.34)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>70,360.90</u>

YEAR TO DATE -- SUMMARY

Interest Earned	78,809.24
Add:	
CEO Interest	0.00
Less:	
Commissions	(8,448.34)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>70,360.90</u>
Balance Per Ledger as of 07/31/14	
Deferred Int Acct. 210852/3	1,203.08
Interest Acct. 409102	711.56
Interest Acct. 409101	68,446.26
Gain(Loss) Acct. 405210	0.00
	<u>70,360.90</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-13	MARKET VALUE 07/31/14	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 06/30/14	PREPAID INT REC'VBLE 07/31/14	INTEREST EARNED 07/31/14	INTEREST RECEIVED 07/31/14	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 07/31/14	INT REC'VBLE LESS PREPAID 07/31/14	PAR VALUE
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,002,500.00	2,003,520.00	07-15-16	0.625%	34.7222	30	5,766.57		1,041.67	6,250.00		19.21	577.45	577.45	2,000,000
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,486,060.00	8,491,330.00	10-15-16	0.625%	147.5694	30	11,176.57		4,427.08			72.58	15,676.23	15,676.23	8,500,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	9,981,300.00	11-15-16	0.625%	173.6111	30	7,982.34		5,208.33			56.61	13,247.28	13,247.28	10,000,000
																		23.41%
GOVERNMENT BONDS																		
FHLMC	3134G2WG3	2-15-12	9,686,631.75	9,671,151.60	9,623,845.80	09-22-14	0.750%	200.3125	30	19,830.94		6,009.38			(0.01)	25,840.31	25,840.31	9,615,000
FHLMC	3134G4HZ4	10-28-13	4,999,750.00	5,011,600.00	4,999,200.00	10-28-15	0.500%	69.4444	30	4,375.00		2,083.33				6,458.33	6,458.33	5,000,000
FHLMC	3134G3WS5	03-12-13	8,502,380.00	8,475,605.00	8,515,130.00	11-24-15	0.450%	106.2500	30	3,931.25		3,187.50				7,118.75	7,118.75	8,500,000
FFCB	31331HSL7	5-11-07	1,020,404.50	1,078,478.00	1,027,548.50	12-29-15	6.125%	161.6319	30	323.26		4,848.96				5,172.22	5,172.22	950,000
FNMA	3135G0UM3	5-29-13	3,999,600.00	3,981,120.00	4,000,520.00	02-26-16	0.520%	57.7778	30	7,222.22		1,733.33				8,955.55	8,000.69	4,000,000
FNMA	3135G0VH3	5-30-13	6,031,500.00	6,011,700.00	6,019,680.00	03-04-16	0.750%	125.0000	30	14,625.00		3,750.00				18,375.00	18,375.00	6,000,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	14,916,000.00	15,001,350.00	03-30-16	0.500%	208.3333	30	18,958.33		6,250.00				25,208.33	25,208.33	15,000,000
FNMA	3135G0XH1	10-15-13	7,962,000.00	7,985,200.00	7,982,560.00	05-20-16	0.500%	111.1111	30	4,555.56		3,333.33				7,888.89	7,888.89	8,000,000
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,965,350.00	4,983,250.00	07-05-16	0.375%	52.0833	30	9,166.67		1,562.50	9,375.01		0.01	1,354.17	1,354.17	5,000,000
FNMA	3135G0YE7	03-07-14	5,009,800.00	4,997,050.00	4,997,500.00	08-26-16	0.625%	86.8056	30	10,850.69	954.86	2,604.17				13,454.86	12,500.00	5,000,000
																		76.56%
CASH AND CASH EQUIVALENTS																		
FEDERATED US TREASURY MMF		06-30-14	29,093.75	29,093.75	29,093.75					0.01		0.01				0.01	0.01	29,094
LAIF			30,481,651.53	30,481,651.53	30,481,651.53					19,559.07		6,475.98	19,274.79			6,760.27	6,760.27	30,481,652
TOTAL LAIF			30,481,651.53	30,481,651.53	30,481,651.53													
TOTAL A/C 121100 & 112010			87,704,490.16	87,582,808.35	87,655,828.05													
MATURED/CALLED																		
FEDERATED US TREASURY MMF		06-30-14	(29,093.75)	(29,093.75)	(29,093.75)					0.01						0.01	0.01	29,094
TOTAL			87,675,396.41	87,553,714.60	87,626,734.30					118,764.41	954.86	46,039.59	15,625.01		148.40	149,327.38	147,417.66	118,046,652

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-13	MARKET VALUE 07-31-14	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 06/30/14	PREPAID INT REC'VBLE 07-31-14	INTEREST EARNED 07-31-14	INTEREST RECEIVED 07-31-14	ADJ.	INTEREST REC'VBLE 07-31-14	INT REC'VBLE LESS PREPAID 07-31-14	PAR VALUE
<u>U.S. TREASURY NOTES AND BONDS</u>																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,891,942.00	7,901,264.00	06-15-16	0.500%	109.7222	30	1,726.78		3,291.67		53.95	5,072.40	5,072.40	7,900,000
<u>GOVERNMENT BONDS</u>																	
HOUSING URBAN DEVEL	911759E80	12-23-08	155,581.50	150,873.00	150,766.50	08-01-17	7.908%	32.9500	30	4,942.50		988.50			5,931.00	5,931.00	150,000
LAIF			76,485.52	76,485.52	76,485.52					44.72		16.36	42.11		18.97	18.97	76,486
MATURED/CALLED CALLED																	
TOTAL LAIF			76,485.52	76,485.52	76,485.52												
TOTAL A/C 121100 & 112010			8,045,397.85	8,042,815.00	8,052,030.50												
TOTAL			<u>8,045,397.85</u>	<u>8,042,815.00</u>	<u>8,052,030.50</u>					<u>6,669.28</u>	<u>0.00</u>	<u>4,280.17</u>	<u>0.00</u>	<u>53.95</u>	<u>11,003.40</u>	<u>11,003.40</u>	<u>8,050,000</u>

19-Aug-14

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-13	MARKET VALUE 07/31/14	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 06/30/14	PP INTEREST REC'VBLE 07/31/14	INTEREST EARNED 07/31/14	INTEREST RECEIVED 07/31/14	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 07/31/14	INT REC'VBLE LESS PREPAID 07/31/14	PAR VALUE
<u>U.S. TREASURY NOTES AND BONDS</u>																		
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,490,980.00	5,494,390.00	10-15-16	0.625%	95.4861	30	7,231.90		2,864.58			46.96	10,143.44	10,143.44	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	4,985,950.00	4,990,650.00	11-15-16	0.625%	86.8056	30	3,991.17		2,604.17			28.30	6,623.64	6,623.64	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,619,960.72	4,605,750.00	4,608,280.00	01-31-17	0.875%	111.8056	30	16,789.36		3,354.17	20,125.00		90.85	109.38	109.38	4,600,000 75.12%
<u>GOVERNMENT BONDS</u>																		
FNMA	31398AU34	2-15-12	5,299,150.00	5,197,600.00	5,107,200.00	07-28-15	2.375%	329.8611	30	50,468.75	0.00	9,895.83	59,375.00			989.58	989.58	5,000,000 24.88%
<u>CASH AND CASH EQUIVALENTS</u>																		
FEDERATED US TREASURY MMF		7/31/14	20,125.00	20,125.00	20,125.00					0.00		0.02				0.02	0.01	20,125
<u>CASH INVESTMENT</u>																		
LAIF			4,953,547.43	4,953,547.43	4,953,547.43					2,340.28	0.00	995.27	2,203.83			1,131.72	1,131.72	4,953,547
MATURED/CALLED																		
TOTAL LAIF			4,953,547.43	4,953,547.43	4,953,547.43													
TOTAL A/C 122010			5,319,275.00	5,217,725.00	5,127,325.00													
TOTAL			20,412,106.82	20,300,405.00	20,220,645.00					78,481.18	0.00	18,718.77	79,500.00	0.00	166.11	17,866.06	17,866.05	20,100,000

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

8/19/14 10:30 AM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
FY2014:					
1st Quarter	16,550,000		19,084,264	2,534,264	19,084,264
2nd Quarter	17,525,000		20,581,648	3,056,648	20,581,648
3rd Quarter	18,132,500		18,012,945	(119,556)	18,012,945
4th Quarter	17,792,500	4th Quarter	10,534,000	(7,258,500)	10,534,000
FY2014 Total	70,000,000	FY2014 Total	68,212,856	(1,787,144)	68,212,856
FY2015					
Jul. 14	4,700,000	Sep. 14			4,700,000.00 (1)
Aug. 14	4,700,000	Oct. 14			4,700,000.00
Sep. 14	6,100,000	Nov. 14			6,100,000.00
1st Qtr. Adjustmen	1,650,000	Dec. 13			1,650,000.00 (1/3)
3 Months Total	17,150,000		0	0	17,150,000.00
Oct. 14	5,100,000	Dec. 14			5,100,000.00
Nov. 14	5,100,000	Jan. 15			5,100,000.00
Dec. 14	6,330,000	Feb. 15			6,330,000.00
2nd Qtr. Adjustmen	1,875,000	Mar. 15			1,875,000.00
6 Months Total	35,555,000		0	0	35,555,000.00
Jan. 15	4,800,000	Mar. 15			4,800,000.00
Feb. 15	4,800,000	Apr. 15			4,800,000.00
Mar. 15	6,100,000	May 15			6,100,000.00
3rd Qtr. Adjustmen	1,800,000	Jun. 15			1,800,000.00
9 Months Total	53,055,000		0	0	53,055,000.00
Apr. 15	5,500,000	Jun. 15			5,500,000.00
May 15	5,600,000	Jul. 15			5,600,000.00
Jun. 15	6,000,000	Aug. 15			6,000,000.00
4th Qtr. Adjustmen	1,845,000	Sep. 15			1,845,000.00
FY2015 Total	72,000,000	FY2015 Total	0	0	72,000,000.00
	5,250,000	1st Quarter			
		0 2nd Quarter			
		0 3rd Quarter			
		0 4th Quarter			
	<u>5,250,000</u>	YTD Actual Per Statement of Revenues & Expenses			

(1) Accrual

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM : Gigi Harrington
Deputy CEO

SUBJECT: **EXECUTIVE MASTERS PROGRAM – DAVID OLMEDA
MASTER OF SCIENCE IN INTERMODAL TRANSPORTATION MANAGEMENT**

ACTION

Staff proposes the committee recommend the Board approve the participation of David Olmeda, Director, Maintenance in the Executive Masters Program and to provide support toward the achievement of a Master of Science degree in Intermodal Transportation Management at the University of Denver.

SIGNIFICANCE

The Program is designed to assist Mr. Olmeda to learn new skills. The Program will help him develop skills for advancement at the San Mateo County Transit District (District). Mr. Olmeda will be required to contribute no more than 35 percent of the costs when combined with financial aid or 25 percent of the costs if no financial aid is available. He will also have to commit to remaining with the District for at least two years following completion of the program.

BUDGET IMPACT

The cost of the Program is approximately \$37,500 for tuition plus expenses over a two year period and is included in the Fiscal Year 2015 budget and will be included in the Fiscal Year 2016 budget. No adjustment to the budget is required.

BACKGROUND

Many of the members of the Executive Team at the District are eligible to retire or may find career opportunities elsewhere. An advanced degree would provide additional information and new skills that would prepare Mr. Olmeda for higher level, executive leadership positions at the District.



BOARD OF DIRECTORS 2014

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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

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

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

WEDNESDAY, SEPTEMBER 3, 2014 – 2:40 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of August 6, 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
AUGUST 6, 2014**

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

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

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

Committee Chair Shirley Harris called the meeting to order at 3:02 p.m.

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

Motion/Second: Groom/Gee

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

Update on the State and Federal Legislative Program

State Update

Seamus Murphy, Director, Government and Community Affairs, said the State Legislature is near the end of the current session and staff expects all priority bills to pass before the deadline at the end of August. Staff has been working to help inform the administration as it develops guidance for the award of Cap and Trade funds. He said staff will be participating in a series of meetings starting on August 14 to provide the Strategic Growth Council with input about implementation of awards through the program to help implement the Sustainable Communities Strategies at the regional level.

Mr. Murphy said staff is working with the California Transit Association to help develop guidelines and inform the administration on the structuring of transit and rail funding that is going to be available next year, separate from the Sustainable Communities Strategy funding.

Mr. Murphy said the lower court decisions on high-speed rail were overturned at the Appellate level. Staff is still awaiting another decision at the lower court by the same judge who will review the second part of one of the cases that was overturned on appeal, which deals with whether the blended system is in alignment with Proposition 1A.

Federal Update

Mr. Murphy said there is an extension of the authorization for Highway Trust Fund spending. There were some differences between the House and Senate versions and basically the Senate wanted to have a shorter extension so that a lame duck Congress

would hopefully approve a multi-year spending bill. He said the House wanted to extend the bill to 2015 when the new Congress would deal with this issue. This clears the way for the Senate to possibly pass appropriations, but more likely it will be a continuing resolution that would match the date of the extension of the authorization.

Adjourned: 3:06 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Legislation

The deadline for the Legislature to send bills to the governor for his signature is August 31. A number of priority bills have already passed the Legislature, including:

- Senate Bill (SB) 785 (Wolk) – Would extend design-build authority beyond the end of the year to 2025.
- SB1433 (Hill) – Would extend design-build authority beyond the end of the year to 2017.
- Assembly Bill (AB) 1720 (Bloom) - Would extend the ability of agencies to procure buses of the same (or lesser) weight than those they are replacing until 2016 even if those buses exceed state bus axle weight limits.
- Additionally, staff is working to support the passage of new legislation (AB 1783 - Jones-Sawyer) that would exempt transit employees from the California Public Employee Pension Reform Act (PEPRA), pending a legal decision about whether PEPRA violates Federal collective bargaining rights for transit workers.

Cap-and-Trade Grant Guidance

Staff participated in a number of opportunities to weigh in with the Administration about how cap-and-trade grant funding should be allocated. As we navigate this process, we will continue to advocate that the programs:

- *Allow for multi-jurisdictional applicants.*
- *Allow multi-year funding for larger projects.*
- *Use regional/broader definition of “disadvantaged community”.*
- *Clarify the difference between projects which “benefit” disadvantaged communities and those located “within” a disadvantaged community.*

FEDERAL ISSUES

Nothing to report.

Prepared By: Seamus Murphy, Government and Community
Affairs Director

650-508-6388

San Mateo County Transit District State Legislative Matrix 8/25/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 26 Bonilla D</p> <p>Construction: prevailing wage.</p>	<p>SENATE SECOND READING 8/22/2014 - Action rescinded whereby the bill was read third time, passed, and to Assembly. Read second time and amended. Ordered to second reading.</p> <p>8/25/2014 #16 SENATE ASSEM BLY BILLS-SECOND READING FILE</p>	<p>Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages. Existing law generally defines "public works" to include construction, alteration, demolition, installation, or repair work done under contract and paid in whole or in part out of public funds. Existing law defines "construction" for these purposes to include work performed during the design and preconstruction phases of construction. Existing law makes a willful violation of laws relating to payment of prevailing wages on public works a misdemeanor.</p> <p>This bill would revise the definition of "construction" to also include work performed during the post-construction phases of construction, including, but not limited to, all cleanup work at the jobsite. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 8/22/2014</p>	
<p>AB 37 Perea D</p> <p>Unemployment insurance: reporting requirements: status of funds.</p>	<p>SENATE THIRD READING 8/5/2014 - Read second time. Ordered to third reading.</p> <p>8/25/2014 #119 SENATE ASSE MBLY BILLS-THIRD READING FILE</p>	<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. Last Amended on 8/12/2013</p>	

San Mateo County Transit District State Legislative Matrix 8/25/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 194 Campos D</p> <p>Open meetings: public criticism and comment.</p>	<p>SENATE THIRD READING 8/21/2014 - Read second time. Ordered to third reading.</p> <p>8/25/2014 #190 SENATE ASSE MBLY BILLS-THIRD READING FILE</p>	<p>The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act requires an agenda for a regular meeting to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. The act excepts from this requirement an agenda item that has already been considered by a committee, composed exclusively of members of the legislative body, at a public meeting wherein all interested members of the public were afforded the opportunity to address the committee on the item, before or during the committees consideration of the item, unless the item has been substantially changed, as specified. The act requires a notice for a special meeting to provide an opportunity for members of the public to directly address the legislative body concerning any item that has been described in the notice before or during consideration of that item. The act authorizes the legislative body to adopt reasonable regulations to ensure that the intent of these provisions are carried out. Existing law forbids the legislative body from prohibiting public criticism of the policies, procedures, programs, or services of the agency, or of the acts or omissions of the legislative body.</p> <p>This bill would instead require the agenda for a regular and special meeting to provide an opportunity for the public to directly address the legislative body on any item of interest to the public before and during the legislative body's consideration of the item, except as specified. This bill would expand the existing prohibition against a legislative body limiting public criticism to include criticism of the officers and employees of the legislative body, and specify other designated prohibited activities related to limiting public comment. This bill would, if a legislative body limits the time allocated for public testimony on a particular issue or for each individual speaker, prohibit a reduction in that allocated time by reason of the questioning or interruption of the speaker by the legislative body or its officers or employees, and the speaker's response to questioning. This bill contains other related provisions. Last Amended on 8/20/2014</p>	

San Mateo County Transit District State Legislative Matrix 8/25/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 278 Gatto D</p> <p>California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard.</p>	<p>SENATE RLS. 8/6/2014 - Read second time. Ordered to third reading. Re-referred to Com. on RLS.</p>	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The state board is additionally required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations.</p> <p>This bill would require the state board, in promulgating regulations or other policies for purposes of the carbon intensity of fuels, to consider specified sustainability factors and the state of the fuel market and technologies. The bill would require the state board, no later than December 2015, to include mechanisms and policies that favor low-carbon fuels with the highest possible sustainability based on specified factors and to provide incentives for sustainable fuels produced without food stock or the displacement of food crops. Last Amended on 8/5/2014</p>	
<p>AB 380 Dickinson D</p> <p>Spill response for railroads.</p>	<p>SENATE THIRD READING 8/22/2014 - Read second time. Ordered to third reading. 8/25/2014 #237 SENATE ASSEMBLY BILLS-THIRD READING FILE</p>	<p>Existing law requires the Office of Emergency Services to implement regulations establishing minimum standards for business plans and area plans relating to the handling and release or threatened release of hazardous materials. Existing law requires the establishment of a statewide environmental reporting system for these plans.</p> <p>This bill would require a rail carrier, as defined, to report specified information regarding the transportation of hazardous materials, beginning no later than January 31, 2015, to the office on a quarterly basis. The bill would require a rail carrier to prospectively estimate and submit to the office notification of the weekly movements of trains through a county, as specified. The bill would require a rail carrier to update that notification once every 6 months. The bill also would require a rail carrier to update and notify the office within 30 days of the rail carrier determining that there will be a material change in the estimated volume of Bakken oil, as defined, plus or minus 25% per week relative to the most recent estimate previously submitted to the office. The bill would require each rail carrier to maintain a response management communications center, as specified. The bill would require the office to disseminate information necessary for developing emergency response plans from the reports it receives pursuant to this act to each unified program agency, as defined, when the office determines a unified program agency area of responsibility may be impacted by a hazardous material or oil cargo spill. The bill would require each rail carrier to provide the office with a summary of the rail carriers hazardous materials emergency response plan, as specified. The bill would require the office to provide a copy of each summary report of a rail carriers hazardous materials emergency response plan to each unified program agency when the office determines a unified program agency area of responsibility may be impacted by a rail carrier spill of hazardous material or oil cargo, as specified. The bill would prohibit a recipient of the reports and hazardous materials emergency response plan from divulging or making known that information to unauthorized recipients, as specified. Last Amended on 8/21/2014</p>	

San Mateo County Transit District State Legislative Matrix 8/25/2014

Bill ID/Topic	Location	Summary	Position
AB 418 Mullin D Local government: special tax, assessment, or property-related fee.	SENATE DESK 8/4/2014 - In Senate. Held at Desk.	<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 stormwater 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 stormwater management programs, as prescribed. This bill contains other related provisions. Last Amended on 2/10/2014</p>	
AB 543 Campos D California Environmental Quality Act: translation.	ASSEMBLY CONCURRENCE 8/21/2014 - In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 23 pursuant to Assembly Rule 77. 8/25/2014 #6 ASSEMBLY UNFINISHED BUSINESS CONCURRENCE IN SENATE AMENDMENTS	<p>Existing law, the California Environmental Quality Act, referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires a lead agency to provide and post specified notices. CEQA requires the Office of Planning and Research to prepare and develop guidelines for the implementation of CEQA and the Secretary of the Natural Resources Agency to certify and adopt those guidelines.</p> <p>This bill would require the office, on or before July 1, 2016, to prepare and develop recommended amendments to the guidelines and the secretary, on or before January 1, 2017, to certify and adopt those amendments to the guidelines to establish criteria for a lead agency to assess the need for translating those notices into non-English languages, as specified. By requiring a lead agency to consider the criteria for translating those notices, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 6/24/2014</p>	
AB 1556 Perea D Unemployment insurance.	ASSEMBLY ENROLLMENT 8/21/2014 - Senate amendments concurred in. To Engrossing and Enrolling.	<p>Existing unemployment insurance law requires all standard information employee pamphlets provided by the Employment Development Department concerning unemployment and disability insurance programs to be printed in English and separately in Spanish, or both.</p> <p>This bill would instead require those pamphlets to be printed in English and the 7 other most commonly used languages among participants in each program. This bill would require the department to make pages on its Internet Web site that provide information regarding applying for, and receiving, unemployment insurance benefits available in the 7 languages, other than English, most commonly used by unemployment insurance applicants and claimants. This bill contains other related provisions and other existing laws. Last Amended on 6/17/2014</p>	

San Mateo County Transit District State Legislative Matrix 8/25/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 1720 Bloom D</p> <p>Vehicles: bus gross weight.</p>	<p>ASSEMBLY CHAPTERED 8/22/2014 - Signed by the Governor</p>	<p>Existing law generally prohibits a publicly owned or operated transit system from procuring a transit bus whose weight on any single axle exceeds 20,500 pounds. Existing law, until January 1, 2015, exempts from this prohibition a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class into its inventory and its governing board makes certain findings.</p> <p>This bill would extend the operation of those exceptions until January 1, 2016, and would also, until January 1, 2016, authorize a transit system to procure a transit bus that exceeds 20,500 pounds if it is incorporating a new fleet class expansion. Last Amended on 6/10/2014</p>	<p>Support</p>
<p>AB 1783 Jones-Sawyer D</p> <p>Public employees' retirement.</p>	<p>SENATE SECOND READING 8/22/2014 - From committee: Do pass as amended and refer to Com. on APPR. (Ayes 3. Noes 0.) (August 22).</p> <p>8/25/2014 #1 SENATE ASSEMBLY BILLS-SECOND READING FILE</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan for employees first hired on or after January 1, 2013. PEPRA exempts from its provisions from its provisions public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2015, whichever is sooner.</p> <p>This bill would extend that exemption with respect to the above-described date to January 1, 2016. This bill contains other related provisions. Last Amended on 8/18/2014</p>	

San Mateo County Transit District State Legislative Matrix 8/25/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 1897 Hernández, Roger D</p> <p>Labor contracting: client liability.</p>	<p>SENATE SECOND READING 8/19/2014 - Read second time and amended. Ordered to third reading.</p> <p>8/25/2014 #67 SENATE ASSEMBLY BILLS-SECOND READING FILE</p>	<p>Existing law regulates the terms and conditions of employment and establishes specified obligations of employers to employees. Existing law prohibits a person or entity from entering into a contract for labor or services with a construction, farm labor, garment, janitorial, security guard, or warehouse contractor, if the person or entity knows or should know that the contract or agreement does not include sufficient funds for the contractor to comply with laws or regulations governing the labor or services to be provided.</p> <p>This bill would require a client employer to share with a labor contractor all civil legal responsibility and civil liability for all workers supplied by that labor contractor for the payment of wages and the failure to obtain valid workers' compensation coverage. The bill would prohibit a client employer from shifting to the labor contractor legal duties or liabilities under workplace safety provisions with respect to workers provided by the labor contractor. The bill would define a client employer as a business entity that obtains or is provided workers to perform labor within the usual course of business from a labor contractor, except as specified. The bill would define a labor contractor as an individual or entity that supplies workers, either with or without a contract, to a client employer to perform labor within the client employer's usual course of business. The bill would except from the definition of labor contractor specified nonprofit, labor, and motion picture payroll services organizations and 3rd parties engaged in an employee leasing arrangement, as specified. The bill would specify that it does not prohibit client employers and labor contractors from mutually contracting for otherwise lawful remedies for violations of its provisions by the other party. The bill would require a client employer or labor contractor to provide to a requesting enforcement agency or department, and make available for copying, information within its possession, custody, or control required to verify compliance with applicable state laws. The bill would authorize the Labor Commissioner, the Division of Occupational Safety and Health, and the Employment Development Department to adopt necessary regulations and rules to administer and enforce the bill's provisions. The bill would provide that waiver of its provisions is contrary to public policy, void, and unenforceable. The bill would prohibit its provisions from being interpreted to impose liability in specified circumstances. Last Amended on 8/22/2014</p>	
<p>AB 2021 Gordon D</p> <p>San Mateo County Transit District.</p>	<p>SENATE DEAD 8/15/14 Failed Deadline pursuant to Rule 61 (b) (14). (Last location was S. APPR. on 6/17/2014)</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. Last Amended on 6/17/2014</p>	Sponsor

San Mateo County Transit District State Legislative Matrix 8/25/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2126 Bonta D</p> <p>Meyers-Milias-Brown Act: mediation.</p>	<p>SENATE THIRD READING 8/18/2014 - Read second time. Ordered to third reading.</p> <p>8/25/2014 #147 SENATE ASSEMBLY BILLS-THIRD READING FILE</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. Last Amended on 5/23/2014</p>	
<p>AB 2170 Mullin D</p> <p>Joint powers authorities: common powers.</p>	<p>ASSEMBLY ENROLLED 8/21/2014 - Enrolled and presented to the Governor at 3 p.m.</p>	<p>Existing law provides that 2 or more public agencies, by agreement, may form a joint powers authority to exercise any power common to the contracting parties, as specified.</p> <p>This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee, assessment, or tax, as specified. Last Amended on 6/17/2014</p>	
<p>AB 2198 Levine D</p> <p>Mental health professionals: suicide prevention training.</p>	<p>ASSEMBLY ENROLLMENT 8/19/2014 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 57. Noes 13.).</p>	<p>Existing law provides for the licensure and regulation of various professionals who provide mental health-related services, including psychologists, marriage and family therapists, educational psychologists, professional clinical counselors, and clinical social workers. Under existing law, an applicant for licensure in these professions is required to complete certain coursework or training in order to be eligible for a license. Existing law also requires these professionals to participate in continuing education as a prerequisite for renewing their license.</p> <p>This bill would require a psychologist, marriage and family therapist, educational psychologist, professional clinical counselor, and clinical social worker who began graduate study on or after January 1, 2016, to complete a minimum of 15 contact hours of coursework in suicide assessment, treatment, and management before he or she may be issued a license. The bill would also require, commencing January 1, 2016, a person licensed in these professions or any applicant for licensure who began graduate study prior to January 1, 2016, to take a six-hour continuing education course in suicide assessment, treatment, and management in order to renew his or her license. Last Amended on 8/4/2014</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p>AB 2250 Daly D</p> <p>Toll facilities: revenues.</p>	<p>ASSEMBLY ENROLLMENT 8/21/2014 - Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Existing law, in certain cases, provides for the toll facilities to be administered by local agencies.</p> <p>This bill would require any toll revenues generated from a managed lane on the state highway system that is administered by a local agency to be expended only within the respective corridor in which the managed lane is located. The bill would define "managed lane" for these purposes. Last Amended on 6/26/2014</p>	
<p>AB 2445 Chau D</p> <p>Community colleges: transportation fees.</p>	<p>ASSEMBLY CHAPTERED 6/25/2014 - Chaptered by Secretary of State - Chapter 63, Statutes of 2014.</p>	<p>Existing law establishes the California Community Colleges under the administration of the Board of Governors of the California Community Colleges. Existing law authorizes the establishment of community college districts under the administration of community college governing boards, and authorizes these districts to provide instruction at community college campuses throughout the state. Existing law also authorizes the governing board of each district to impose various fees, including fees for parking and transportation services that are subject to specified limits. Existing law provides that a district is prohibited from entering into a contract for transportation services provided by a common carrier or a municipally owned transit system and funded by a fee for transportation services, unless a majority of the students of that district approve payment of the fee for that purpose within a specified time period.</p> <p>This bill would specify that a community college district is authorized to enter into a contract for the transportation services described above if a majority of the students of that district, or campus of that district, as appropriate, approve the payment of the fee within the same time period.</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p>AB 2471 Frazier D</p> <p>Public contracts: change orders.</p>	<p>SENATE DEAD 8/15/14 Failed Deadline pursuant to Rule 61 (b) (14). (Last location was S. APPR. on 8/4/2014)</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 documentation has been submitted, as specified. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the completed extra work. The bill would require prejudgment interest to accrue on any amount that this bill would require to be paid that the public entity fails to pay. The bill would also authorize an original contractor to present to the public entity a request for a change order for extra work performed by a subcontractor, including a lower tier subcontractor. It would also authorize a subcontractor to request that an original contractor present a change order request for extra work directed by the public entity that was performed by the subcontractor or lower tier subcontractor. The bill would require the original contractor to notify the subcontractor as to whether the original contractor presented the request to the public entity, as specified. Last Amended on 8/4/2014</p>	<p>Oppose</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2650 Conway 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>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2652 Linder R</p> <p>Increased revenues: appropriation.</p>	<p>ASSEMBLY BUDGET 4/1/2014 - Re-referred to Com. on BUDGET.</p>	<p>The California Constitution requires the Governor, within the first 10 days of each calendar year, to submit to the Legislature a budget for the ensuing fiscal year containing itemized statements for recommended state expenditures and estimated state revenues. Existing law requires the Director of Finance to provide to the Legislature, on or before May 14 of each year, specified information, including an estimate of General Fund revenues for the current fiscal year and for the ensuing fiscal year.</p> <p>This bill would require the Director of Finance to calculate any increase between the General Fund revenue estimate for the 2013-14 fiscal year in the Governor's Budget Summary 2014-15 and the estimate of General Fund revenue for the 2013-14 fiscal year submitted by the Director of Finance on or before May 14, 2014. The bill would require the Director of Finance to calculate any increase between the General Fund revenue estimate in the budget for the 2014-15 fiscal year submitted by the Governor and the estimate of General Fund revenues for the 2014-15 fiscal year submitted by the Director of Finance on or before May 14, 2014. The bill would prohibit General Fund appropriations other than those made by this bill for the 2013-14 and 2014-15 fiscal years from exceeding the amount of General Fund revenues in the budget approved for the 2013-14 fiscal year and, for the 2014-15 fiscal year, in the budget submitted by the Governor. The bill would appropriate the amount of any increase in General Fund revenues calculated by the Director of Finance necessary to meet the states minimum funding obligation pursuant to Section 8 of Article XVI of the California Constitution to the Controller for apportionment to school districts and community college districts. If any funds remain after this appropriation, the bill would appropriate 50% of the remaining funds to the Budget Stabilization Account and would appropriate 50% of the funds, up to \$2.534 billion, to specified transportation funds and accounts for immediate repayment of outstanding loans made from those transportation funds and accounts to the General Fund. The bill would appropriate certain amounts repaid to specified transportation funds and accounts for local street and road purposes, to be apportioned by the controller according to a specified formula. The bill would appropriate any funds remaining after these appropriations to the Budget Stabilization Account. Last Amended on 3/28/2014</p>	
<p>AB 2707 Chau D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>ASSEMBLY ENROLLMENT 8/19/2014 - Assembly Rule 77 suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 78. Noes 0.).</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, as defined, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, that device does not materially affect efficiency or visibility of vehicle safety equipment, and the length of the bus, exclusive of that device, does not exceed 40 feet in length. In addition, existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus.</p> <p>This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches. Last Amended on 5/22/2014</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2720 Ting D</p> <p>State agencies: meetings: record of action taken.</p>	<p>ASSEMBLY CONCURRENCE 8/14/2014 - In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 16 pursuant to Assembly Rule 77.</p> <p>8/25/2014 #1 ASSEMBLY UNFINISHED BUSINESS CONCURRENCE IN SENATE AMENDMENTS</p>	<p>The Bagley-Keene Open Meeting Act requires, with specified exceptions, that all meetings of a state body, as defined, be open and public and all persons be permitted to attend any meeting of a state body. The act defines various terms for its purposes, including "action taken," which means a collective decision made by the members of a state body, a collective commitment or promise by the members of the state body to make a positive or negative decision, or an actual vote by the members of a state body when sitting as a body or entity upon a motion, proposal, resolution, order, or similar action.</p> <p>This bill would require a state body to publicly report any action taken and the vote or abstention on that action of each member present for the action. Last Amended on 8/7/2014</p>	
<p>HR 29 Gomez D</p> <p>Relative to outsourcing public services.</p>	<p>ASSEMBLY ADOPTED 4/3/2014 - Read. Amended. Adopted. (Ayes 44. Noes 22. Page 4332.)</p>	<p>The Assembly opposes outsourcing of public services and assets, which harms transparency, accountability, shared prosperity, and competition, and supports processes that give public service workers the opportunity to develop their own plan on how to deliver cost-effective, high-quality services. The Assembly urges local officials to become familiar with the provisions of the Taxpayer Empowerment Agenda. The Assembly intends to introduce and advocate for responsible outsourcing legislation. Last Amended on 4/3/2014</p>	
<p>SB 33 Wolk D</p> <p>Local taxation: County of Sonoma: transactions and use tax.</p>	<p>ASSEMBLY RLS. 8/22/2014 - From inactive file. Ordered to third reading. Assembly Rule 78 suspended. Assembly Rule 63 suspended. Read third time and amended. Ordered to third reading. Re-referred to Com. on RLS. pursuant to Assembly Rule 97.</p>	<p>Existing law authorizes various local government entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for specific purposes in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, which conforms to the Sales and Use Tax Law, including the requirement that the combined rate of all taxes that may be imposed under that law in the county not exceed 2%.</p> <p>This bill would authorize the County of Sonoma or any city within the county to impose a transactions and use tax for general purposes, and the county, any city within the county, or the Sonoma County Transportation Authority to impose a transactions and use tax for a specific purpose or purposes, which may include the support of transportation and road maintenance programs and library services, that would, in combination with other specified taxes, exceed the combined rate limit by 0.5%, if certain requirements are met. This bill contains other related provisions and other existing laws. Last Amended on 8/22/2014</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 556 Padilla D</p> <p>Providers of health and safety labor or services: identification.</p>	<p>ASSEMBLY THIRD READING 8/21/2014 - Read third time and amended. Ordered to third reading.</p> <p>8/25/2014 #59 ASSEMBLY SENATE THIRD READING FILE</p>	<p>Existing law specifies the authority of agents in dealing with 3rd persons. The Consumers Legal Remedies Act prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer, as defined, and authorizes specified remedies for a consumer who suffers damages as a result of the use of these methods, acts, or practices.</p> <p>This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform, on or after January 1, 2015, public health and safety labor or services for a public agency from displaying on a vehicle or uniform a logo, as defined, that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays specific disclosures. The bill would prohibit a public agency from requiring a person or employee of a nongovernmental entity providing public health and safety labor or services under contract with the public agency to wear a badge containing the logo of the public agency. The bill would also prohibit a nongovernmental entity providing public health and safety labor or services under contract with a public agency from requiring a person or its employee to wear a badge containing the logo of the public agency. This bill would define the term "public health and safety labor or services" to mean fire protection services, rescue services, emergency medical services, hazardous material emergency response services, and ambulance services. This bill would authorize that these provisions may be enforced by the Consumers Legal Remedies Act. Last Amended on 8/21/2014</p>	<p>Watch</p>
<p>SB 674 Corbett D</p> <p>California Environmental Quality Act: exemption: residential infill projects.</p>	<p>SENATE ENROLLED 8/20/2014 - Enrolled and presented to the Governor at 3:30 p.m.</p>	<p>The California Environmental Quality Act, commonly referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would instead exempt as "residential" a use consisting of residential units and primarily neighborhood-serving goods, services, or retail uses that do not exceed 25% of the total building square footage of the project. This bill contains other related provisions and other existing laws. Last Amended on 1/6/2014</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 785 Wolk D</p> <p>Design-build.</p>	<p>ASSEMBLY THIRD READING 8/22/2014 - Read third time and amended. Ordered to third reading.</p> <p>8/25/2014 #73 ASSEMBLY SEN ATE THIRD READING FILE</p>	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws. Existing law also authorizes the formation of special districts, including the Marin Healthcare District and the San Diego Unified Port District.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize, until January 1, 2025, the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would authorize, until January 1, 2025, the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital, and would authorize the San Diego Unified Port District to use the design-build procurement process for the construction of a building or buildings and improvements directly related to the construction of a building or buildings that exceed \$1,000,000. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 8/22/2014</p>	<p>Support</p>
<p>SB 792 DeSaulnier D</p> <p>State highway system: naming or designation of state highway segments or structures.</p>	<p>ASSEMBLY RLS. 8/22/2014 - Read third time and amended. Ordered to third reading. Re-referred to Com. on RLS. pursuant to Assembly Rule 97.</p>	<p>Existing law authorizes the Department of Transportation to expend reasonable sums for the placement of name plaques at the boundaries of certain districts or on state highway bridges if the Legislature, by concurrent resolution, so requests. Existing law designates names for certain state highway segments. This bill would delete the above-referenced provisions relating to placement of name plaques by the department pursuant to a concurrent resolution of the Legislature.</p> <p>This bill would enact new provisions requiring the department to erect appropriate signs, plaques, or markers naming or designating a specified state highway segment or structure in honor of a person or entity if a member of the Legislature, as specified, requests the naming or designation in writing, the department receives sufficient funds from nonstate sources to cover the costs of reviewing the request and erecting the appropriate signs, plaques, or markers, as determined by the department, and other conditions are satisfied. Last Amended on 8/22/2014</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 901 Vidak R</p> <p>High-speed rail: funding.</p>	<p>SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. (Ayes 1. Noes 6. Page 3236.) Reconsideration granted.</p>	<p>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes.</p> <p>This bill, subject to voter approval, would amend the bond act to provide that no further bonds shall be sold for high-speed rail and related rail purposes, and would also explicitly authorize the net proceeds received from outstanding bonds issued and sold prior to the effective date of these provisions, upon appropriation, to be redirected from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill would direct the Secretary of State to submit these provisions to the voters on the ballot of the November 4, 2014, statewide general election. This bill contains other related provisions. Last Amended on 4/7/2014</p>	<p>Oppose</p>
<p>SB 902 Vidak R</p> <p>High-speed rail: eminent domain.</p>	<p>SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. (Ayes 1. Noes 7. Page 3236.) Reconsideration granted.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law authorizes the authority to acquire rights-of-way through purchase or eminent domain. Existing law sets forth the process for acquisition of property by eminent domain, including a requirement for adoption of a resolution of necessity. Before adopting a resolution of necessity, existing law requires a public entity to determine the fair market value of the property to be acquired and to offer that amount to the owner of the property.</p> <p>This bill would prohibit the authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the property, and the anticipated time of receipt of those funds, and declares that the authority, or the board, has offered to purchase the property at not less than the fair market value or the amount necessary to discharge the liens against the property, as described, whichever is greater. The bill would require the authority or the board to be responsible for compliance with any environmental protection laws or regulations that are applicable to the property if acquires pursuant to eminent domain. This bill contains other related provisions. Last Amended on 4/7/2014</p>	<p>Oppose</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 903 Vidak R</p> <p>High-speed rail: property tax revenues.</p>	<p>SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. (Ayes 1. Noes 7. Page 3236.) Reconsideration granted.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system, including the power to acquire rights-of-way through purchase or eminent domain. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, authorizes \$9.95 billion in general obligation bonds for high-speed rail development and other purposes, creates the High-Speed Passenger Train Bond Fund, and requires that moneys in the fund be made available to the authority for expenditures, among other things, related to the acquisition of interests in real property and rights-of-way and the development and construction of the high-speed rail system.</p> <p>This bill would require the authority, with regard to real property acquired by it and from moneys available for expenditure by it from the fund, to annually pay to the county in which the real property is located an amount equal to the property tax equivalent, as defined. This bill contains other related provisions. Last Amended on 4/7/2014</p>	<p>Oppose</p>
<p>SB 904 Vidak R</p> <p>High-speed rail: private property: owner consent.</p>	<p>SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. (Ayes 1. Noes 7. Page 3236.) Reconsideration granted.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law, for any project along the high-speed rail network, authorizes the authority to contract with the Department of Transportation to perform specified project design services, including construction inspection services.</p> <p>This bill would require the authority to require that any employee of the authority or any employee working for a public or private entity that has contracted with the authority, prior to entering onto any privately owned property, identify himself or herself to the property owner and obtain the consent of the property owner, as specified. This bill contains other related provisions. Last Amended on 4/7/2014</p>	<p>Oppose</p>

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Bill ID/Topic	Location	Summary	Position
SB 962 Leno D Smartphones.	SENATE ENROLLED 8/13/2014 - Enrolled and presented to the Governor at 2 p.m.	<p>Existing law regulates various business activities and practices, including the sale of telephones.</p> <p>This bill would require that any smartphone, as defined, that is manufactured on or after July 1, 2015, and sold in California after that date, include a technological solution at the time of sale, which may consist of software, hardware, or both software and hardware, that, once initiated and successfully communicated to the smartphone, can render inoperable the essential features, as defined, of the smartphone to an unauthorized user when the smartphone is not in the possession of an authorized user. The bill would require that the technological solution, when enabled, be able to withstand a hard reset, as defined, and prevent reactivation of the smartphone on a wireless network except by an authorized user. The bill would make these requirements inapplicable when the smartphone is resold in California on the secondhand market or is consigned and held as collateral on a loan. The bill would additionally except from these requirements a smartphone model that was first introduced prior to January 1, 2015, that cannot reasonably be reengineered to support the manufacturer's or operating system provider's technological solution, including if the hardware or software cannot support a retroactive update. The bill would authorize an authorized user to affirmatively elect to disable or opt-out of the technological solution at any time. The bill would make the knowing retail sale in violation of the bill's requirements subject to a civil penalty of not less than \$500, or more than \$2,500, for each violation. The bill would limit an enforcement action to collect the civil penalty to being brought by the Attorney General, a district attorney, or city attorney, and would prohibit any private right of action to collect the civil penalty. This bill contains other related provisions. Last Amended on 8/4/2014</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p>SB 969 DeSaulnier D</p> <p>Public works.</p>	<p>SENATE ENROLLMENT 8/22/2014 - Assembly amendments concurred in. (Ayes 33. Noes 0.) Ordered to engrossing and enrolling.</p>	<p>Existing law generally defines "public work" as construction, alteration, demolition, installation, or repair work done under contract and paid for in whole or in part out of public funds; work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type; street, sewer, or other improvement work done under the direction and supervision or by the authority of any officer or public body of the state or of any political subdivision or district thereof, and public transportation demonstration projects, as specified. Existing law, the Public Works Project Peer Review Act of 2013, authorizes a public agency principally tasked with administering, planning, developing, and operating a public works project to establish a peer review group, as defined. If a peer review group is established, existing law requires the administering agency to draft a charter, published on the agency's Internet Web site, related to the duties of the peer review group.</p> <p>This bill would authorize these provisions, instead, to be known and cited as the Public Works Project Oversight Improvement Act. The bill would define a "megaproject" as a transportation project with total estimated development and construction costs exceeding \$2,500,000,000. The bill would require the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves for potential claims and unknown risks. The bill would require the agency administering a megaproject to make available to the public via its Internet Web site a list of all engineers in responsible charge of work related to the megaproject. Because this bill would require local agencies to perform additional duties, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 8/19/2014</p>	<p>Watch</p>
<p>SB 990 Vidak R</p> <p>Transportation funds: disadvantaged small communities.</p>	<p>SENATE T. & 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. Last Amended on 4/21/2014</p>	

San Mateo County Transit District State Legislative Matrix 8/25/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1077 DeSaulnier D</p> <p>Vehicles: road usage charge pilot program.</p>	<p>ASSEMBLY THIRD READING 8/21/2014 - Read third time and amended. Ordered to third reading.</p> <p>8/25/2014 #100 ASSEMBLY SENATE THIRD READING FILE</p>	<p>Existing law establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun.</p> <p>This bill would require the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. The bill would require the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. The bill would also authorize the technical advisory committee to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require the technical advisory committee to consult with specified entities and to consider certain factors in carrying out its duties. The bill would require the Transportation Agency, based on the recommendations of the technical advisory committee, to implement a pilot program to identify and evaluate issues related to the potential implementation of an RUC program in California by January 1, 2017. The bill would require the agency to prepare and submit a report of its findings to the technical advisory committee, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than June 30, 2018, as specified. The bill would also require the commission to include its recommendations regarding the pilot program in its annual report to the Legislature, as specified. The bill would repeal these provisions on January 1, 2019. Last Amended on 8/21/2014</p>	
<p>SB 1151 Cannella R</p> <p>Vehicles: school zone fines.</p>	<p>SENATE ENROLLED 8/20/2014 - Enrolled and presented to the Governor at 3:30 p.m.</p>	<p>Existing law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone.</p> <p>This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. The bill would require that these additional fines be deposited in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. Last Amended on 6/23/2014</p>	Support

San Mateo County Transit District State Legislative Matrix 8/25/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1156 Steinberg D</p> <p>California Carbon Tax Law of 2014.</p>	<p>SENATE G. & F. 4/2/2014 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, effective January 1, 2015, would impose a carbon tax of an unspecified amount per ton of carbon-dioxide-equivalent emissions on suppliers of fossil fuels. The bill would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board. The bill would state the intent of the Legislature that revenues from the carbon tax be rebated to taxpayers, particularly low- and medium-income taxpayers, of other taxes, and for implementation of the carbon tax to be revenue neutral. This bill contains other related provisions.</p>	
<p>SB 1183 DeSaulnier D</p> <p>Vehicle registration fees: surcharge for bicycle infrastructure.</p>	<p>SENATE ENROLLMENT 8/21/2014 - Assembly amendments concurred in. (Ayes 24. Noes 9.) Ordered to engrossing and enrolling.</p>	<p>Existing law provides for the imposition of registration fees on motor vehicles, including additional, specified fees imposed by local agencies for transportation-related purposes.</p> <p>This bill would authorize a city, county, or regional park district to impose and collect, as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes until January 1, 2025. The bill would require the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill would require the local agency to use these revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails and bikeways and other bicycle facilities, and for associated maintenance purposes. The bill would limit to 5% the amount of net revenues that may be used by the local agency for its administrative expenses in implementing these provisions. This bill contains other related provisions. Last Amended on 6/25/2014</p>	Support

San Mateo County Transit District State Legislative Matrix 8/25/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1204 Lara D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>ASSEMBLY THIRD READING 8/22/2014 - Read third time and amended. Ordered to third reading.</p> <p>8/25/2014 #168 ASSEMBLY SENATE THIRD READING FILE</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, commonly known as cap and trade revenues, to be deposited in the Greenhouse Gas Reduction Fund, and to be used, upon appropriation by the Legislature, for specified purposes.</p> <p>This bill would create the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be funded from cap and trade revenues, to fund zero- and near-zero emission truck, bus, and off-road vehicle and equipment technologies and related projects, as specified, with priority to be given to certain projects, including projects that benefit disadvantaged communities. The program would be administered by the state board, in conjunction with the State Energy Resources Conservation and Development Commission. The bill would require the state board, in consultation with the commission, to create an annual framework and plan, and to develop guidance through the existing Air Quality Improvement Program funding plan process for implementation of the program. Last Amended on 8/22/2014</p>	
<p>SB 1298 Hernandez D</p> <p>High-occupancy toll lanes.</p>	<p>SENATE ENROLLMENT 8/22/2014 - Assembly amendments concurred in. (Ayes 33. Noes 0.) Ordered to engrossing and enrolling.</p>	<p>Existing law, until January 15, 2015, specifically authorizes a value-pricing and transit development demonstration program involving high-occupancy toll (HOT) lanes to be conducted, administered, developed, and operated on State Highway Routes 10 and 110 in the County of Los Angeles by the Los Angeles County Metropolitan Transportation Authority (LACMTA) under certain conditions.</p> <p>This bill would revise and recast these provisions and would extend the program indefinitely. The bill would specify additional requirements for agreements between LACMTA, the Department of Transportation, and the Department of the California Highway Patrol that identify the respective obligations and liabilities of each party relating to the program and clear and concise procedures for law This bill contains other related provisions and other existing laws. Last Amended on 8/19/2014</p>	

San Mateo County Transit District State Legislative Matrix 8/25/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1350 Lara D</p> <p>Baby diaper changing accommodations.</p>	<p>ASSEMBLY THIRD READING 8/11/2014 - Read second time. Ordered to third reading.</p> <p>8/25/2014 #68 ASSEMBLY SENATE THIRD READING FILE</p>	<p>Existing law requires publicly and privately owned facilities where the public congregates to be equipped with sufficient restrooms to meet the needs of the public at peak hours.</p> <p>This bill would require the California Building Standards Commission to develop and adopt standards governing the installation of baby diaper changing accommodations for restroom facilities in a place of public accommodation, as specified. The bill would require the commission to require, when developing the building standards that any place of public accommodation that installs a baby diaper changing accommodation ensures that the accommodation is equally available or provided regardless of the gender for which the restroom facilities are designed. This requirement would only apply under specified circumstances, including when there is construction of a new restroom or substantial renovation of a restroom, as specified. The bill would authorize the commission, in adopting this standard, to consult with the State Architect, the State Department of Housing and Community Development, the Office of Statewide Health Planning and Development, and other interested parties. The bill would also authorize the commission to expend funds from the Building Standards Administration Special Revolving Fund, upon appropriation as specified, for the development and adoption of these standards. This bill contains other existing laws. Last Amended on 5/5/2014</p>	
<p>SB 1368 Wolk D</p> <p>State highways: relinquishment.</p>	<p>SENATE ENROLLED 8/20/2014 - Enrolled and presented to the Governor at 3:30 p.m.</p>	<p>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law provides for the relinquishment of state highways or portions of state highways to any county or city by the California Transportation Commission in accordance with specified criteria and procedures. Existing law, in addition, authorizes the commission to relinquish to a county transportation commission or regional transportation planning agency a park-and-ride lot within their respective jurisdictions, if the department enters into an agreement with the county transportation commission or regional transportation planning agency providing for that relinquishment and other conditions are satisfied.</p> <p>This bill would also authorize the commission to relinquish a park-and-ride lot to a transit district or a joint powers authority formed for purposes of providing transportation services, in the manner described above. Last Amended on 6/16/2014</p>	Support

San Mateo County Transit District State Legislative Matrix 8/25/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1418 DeSaulnier D</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>SENATE APPR. SUSPENSE FILE 5/23/2014 - Held in committee and under submission.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill would repeal these provisions, thereby retaining the weight fee revenues in the State Highway Account. The bill would make other conforming changes in that regard. Last Amended on 5/1/2014</p>	
<p>SB 1433 Hill D</p> <p>Local Agency Public Construction Act: transit design-build contracts.</p>	<p>ASSEMBLY THIRD READING 8/22/2014 - Read third time and amended. Ordered to third reading. 8/25/2014 #165 ASSEMBLY SENATE THIRD READING</p>	<p>The Local Agency Public Construction Act until January 1, 2015, authorizes a transit operator, as defined, to enter into a design-build contract, as specified. Existing law requires certain information submitted in this regard to be provided under penalty of perjury.</p> <p>This bill would extend the authorization for a transit operator to enter into a design-build contract until January 1, 2017. Because the bill would expand the crime of perjury, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. Last Amended on 8/22/2014</p>	Support
<p>SCA 4 Liu 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.</p> <p>This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, non-substantive changes.</p>	Support
<p>SCA 8 Corbett 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.</p> <p>The measure would also make conforming and technical, nonsubstantive changes.</p>	Support



BOARD OF DIRECTORS 2014

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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

AGENDA

PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, SEPTEMBER 3, 2014 – 3:00 p.m.
or immediately following previous Committee meeting

ACTION

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

INFORMATIONAL

2. Presentation on Active Transportation
3. SamTrans Service Plan Progress Update
4. Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2014

Committee Members: Carole Groom, Rose Guilbault

NOTE:

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

**SAN MATEO COUNTY TRANSIT DISTRICT
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA
MINUTES OF PLANNING, DEVELOPMENT AND SUSTAINABILITY
COMMITTEE MEETING
COMMITTEE OF THE WHOLE
JULY 2, 2014**

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

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

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

Committee Chair Carole Groom called the meeting to order at 2:40 p.m.

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

Motion/Second: Kersteen-Tucker/Harris

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

Sustainability Program Update

Michelle Senatore, Principal Planner, Sustainability, reported:

- Sustainability is the development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- Transportation has the largest impact on Greenhouse Gas (GHG) emissions in California with most GHG coming from private cars and freight cars.
- Public transit promotes sustainability by:
 - Providing mobility options for sustainable communities
 - Reducing traffic congestion
 - Saving fuel
 - Improving regional air quality
 - Reducing GHGs
- The American Public Transportation Association (APTA) has its own sustainability definition of employing practices in design and capital construction to make facilities as green as possible, employ green practices in operations and maintenance, and encourage community-based strategies for transit-oriented developments.
- Why sustainability is important to the San Mateo County Transit District (District):
 - Reduces operational expenses by reusing and conserving resources
 - Understands climate change impacts on District assets and manages risks
 - Engages employees creatively in a worthwhile effort
 - Attracts and retains talent

- Expands leadership profile
- Continues to help improve Bay Area's air quality
- Helps achieve State and regional GHG reduction goals
- Sustainability is a key in the 2008 Strategic Plan and will be continued in the pending 2014 Strategic Plan.
- Sustainability is part of Standard Operating Procedures:
 - Bus maintenance recycles refrigerants, anti-freeze, motor oil, wash water, scrap metals, plastics, and customer recyclables
 - Green cleaning products
 - Energy-efficient lighting
 - Office paper reduction
 - Environmental Procurement Policy
- Major milestones:
 - Developed a 2005-2009 GHG Emissions Inventory to help baseline resource consumption
 - In 2010 the District was one of the founding signatories to the APTA Sustainability Commitment
 - In 2011 the District was awarded APTA's Sustainability Commitment Bronze-level recognition
- Recent activities include:
 - Internal sustainability assessment
 - Working with utility partners to gain electronic access to the District's data so usage can be tracked and managed
 - Updating the District's GHG inventory
 - Exploring potential upgrades to waste management and collection system at Central
 - Looking into energy efficient lighting and water conserving fixtures
 - During Earth Week staff went on a tour of the Shoreway Environmental Center
- Next steps:
 - Reconvene internal sustainability committee
 - Begin developing a five-year District Sustainability Report

Director Zoe Kersteen-Tucker asked what is being done to help customers understand what the District's sustainability efforts look like. Ms. Senatore said the District's website will be updated with information and staff will engage in public outreach efforts.

Director Kersteen-Tucker asked if something could be done on social media such as fun facts.

Chair Jeff Gee asked if LED lighting or solar power is being considered. Ms. Senatore said there have been studies on LED retrofit opportunities and those opportunities are under consideration.

Adjourned: 2:56 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: **ACTIVE TRANSPORTATION**

ACTION

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

SIGNIFICANCE

Active transportation is a term generally referring to programs that promote non-motorized travel, including biking and walking. In addition to reducing traffic congestion, it promotes increased mobility, public health, and safety. Both the State and the Metropolitan Transportation Commission (MTC) administer grant programs that promote active transportation.

SamTrans promotes active transportation in a number of ways, including:

- Equipping SamTrans buses with bike racks that fit two bicycles. In addition, up to two bikes are allowed inside the bus, depending on passenger loads;
- Participating as a partner in the Bay Area Bike Share program that includes bike share stations throughout cities of San Francisco, Redwood City, Palo Alto, Mountain View and San Jose. Seven bike share stations, located in downtown Redwood City, provide last-mile options for local travel. Three more Redwood City stations are planned within the next year as part of the region's bike share program expansion;
- Managing the "Connect Redwood City!" program that promotes "last-mile" travel options for the public, including walking and bicycling;
- Coordinating with the city of San Mateo on its pursuit of grant funds to locate bike share stations in San Mateo;
- Contributing \$25,000 to San Mateo County's funding of an Active Transportation Coordinator.

Ellen Barton, Active Transportation Coordinator for the county, will provide an update at the September 3 Board meeting on the county's initiatives.

SamTrans will continue to participate in the synergistic development and continuation of these programs that benefit public transportation and overall quality of life.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

In September 2013, the governor signed Senate Bill 99 and Assembly Bill 101 into law, creating the Active Transportation Program (ATP). The ATP is to consolidate a number of funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into one program. State and federal law allocates ATP funding into three components:

- Fifty percent to the State for a Statewide Competitive Program
- Ten percent to the Small Urban and Rural Area Competitive Program to be managed by the State
- Forty percent to the Large Urbanized Area Competitive Program, with funding distributed by population and managed by metropolitan planning organizations such as MTC. This program is also known as the Regional Competitive ATP.

The California Transportation Commission approved guidelines for the ATP in March 2014. These guidelines set forth the programming policies, procedures, and project selection criteria for not only the statewide competitive program, but also for MTC's regional competitive programs.

Prepared By: Douglas Kim, Director, Planning

650-508-6278

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development, and Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **SAMTRANS SERVICE PLAN PROGRESS UPDATE**

ACTION

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

SIGNIFICANCE

Staff will provide an update on the status of SamTrans service since SamTrans Service Plan (SSP) implementation on January 26, 2014. This update will focus on the performance of the system across the second three-month period under the new service structure. Critical components of this new service structure include increased frequency along key corridors, as well as the introduction of new pilot services in Pacifica and San Carlos.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

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

Prepared by: Michael Eshleman, Planner

650-508-6227

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development, and Sustainability Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –
4th QUARTER FISCAL YEAR 2014**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Kelvin Yu, Manager, Project Controls

650-622-7853



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

MICHAEL J. SCANLON
GENERAL MANAGER/CEO

AGENDA

BOARD OF DIRECTORS

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

WEDNESDAY, SEPTEMBER 3, 2014 – 3:00 p.m.
or immediately following Committee meetings

1. ROLL CALL

2. CONSENT CALENDAR

MOTION

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

3. PUBLIC COMMENT

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

4. REPORT OF THE CHAIR

- a. Resolution of Appreciation to Outgoing Director Jerry Deal

5. REPORT OF THE GENERAL MANAGER/CEO

- a. Jaime A. Gonzales, 30-Year Safe Worker
- b. Gary Cox, 20-Year Safe Worker
- c. Einar Nakapaahu, 20-Year Safe Worker
- d. Tara Singh, 20-Year Safe Worker

6. COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

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

7. FINANCE COMMITTEE

MOTION

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

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

8. LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

9. PLANNING, DEVELOPMENT & SUSTANABILITY

INFORMATIONAL

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

10. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

11. BOARD MEMBER REQUESTS/COMMENTS

12. DATE, TIME AND PLACE OF NEXT MEETING – October 1, 2014 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

13. GENERAL COUNSEL PROPOSAL

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

14. ADJOURNMENT

INFORMATION FOR THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

The San Mateo County Transit District Administrative Building is located at 1250 San Carlos Avenue, San Carlos, one block west of the San Carlos Caltrain Station on El Camino Real, accessible by SamTrans bus Routes ECR, FLX, 260, 295 and 398. [Map link](#) Additional transit information can be obtained by calling 1-800-660-4287 or 511.

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING
AUGUST 6, 2014**

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

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

Chair Jeff Gee called the meeting to order at 3:06 p.m.

CONSENT CALENDAR

- a. Approval of Minutes of Board of Directors Meeting of July 2, 2014
- b. Approval of Minutes of Special Board of Directors Meeting of July 17, 2014
- c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2014

Motion/Second: Tissier/Guilbault

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

PUBLIC COMMENT

None

REPORT OF CHAIR

Chair Gee reported:

- Thanked directors and staff for meeting over the summer and making time for special meetings.
- Director Jerry Deal will be stepping down from the Burlingame City Council and the SamTrans and Peninsula Corridor Joint Powers boards in September.

REPORT OF THE GENERAL MANAGER/CEO

Michael Scanlon, General Manager/CEO, reported:

- Thanked the Board for convening in special session in July and approving the Amalgamated Transit Union contract.
- Fixed-route service averaged 24,000 miles and Redi-Wheels averaged 30,000 miles between service calls in June.
- Five part-time bus operators were temporarily shifted to MV Transportation to help fill runs.
- Staff is beginning to analyze operational and ridership data for possible changes and improvements for the next runbook in January.
- Staff is working with San Francisco as they do streetscape improvements along Folsom Street.

- Accessible Services staff completed the Lifeline fare assistance annual recertification process. There are 1,138 customers who were certified for this fare. This is 15 percent of the 7,628 customers who are certified eligible for Redi-Wheels and RediCoast service and accounts for nearly 50 percent of the total transit trips provided.
- The District is in receipt of two proposals for the Redi-Wheels (paratransit) contract which will be awarded in October.
- The District is in receipt of two shuttle proposals for the contract, which will be awarded in July 2015.
- Ana Rivas, Superintendent, Bus Transportation, will be hosting the local chapter of the Women's Transportation Seminar at North Base on August 28.
- The reading file contains the new issue of *Rider's Digest*, system map, and quarterly list of bus and shelter ads.

COMMUNITY RELATIONS COMMITTEE – J. Deal

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council (PCC) Update
- c. Citizens Advisory Committee Liaison Report
- d. Mobility Management Report – Fixed-Route Bus Service
- e. Multimodal Ridership Report – June 2014

FINANCE COMMITTEE – Z. Kersteen-Tucker

RESOLUTIONS

- a. Authorize Approval and Ratification of the Fiscal Year 2015 District Insurance Program at a Total Premium Cost of \$1,774,325
- b. Authorize Amending the Fiscal Year 2015 Operating Budget by \$1.5 Million for a New Total of \$133,090,358
- c. Authorize Award of Contract to Alcohol and Drug Testing Services, LLC to Provide Specimen Collection Services for Drug and Alcohol Analysis for an Estimated Amount of \$208,638 for a Five-Year Term
- d. Authorize Award of Contract to Peterson Hydraulics, Inc. (dba Ferris Hoist and Repair) to Overhaul In-Ground Hydraulic Bus Lifts at a Total Cost of \$669,342

Motion/Second: Kersteen-Tucker/Tissier

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

INFORMATIONAL

- e. Information on the Statement of Revenues and Expenses for June 2014
- f. Update on the Execution of the Fiscal Year 2015 Fuel Hedge Program

LEGISLATIVE COMMITTEE – S. Harris

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

None

DATE AND TIME OF NEXT MEETING – September 3, 2014 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL PROPOSAL

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

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

Adjourned to closed session at 3:19 p.m.

Reconvened at 3:44 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 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 at 3:46 p.m.

Resolution 2014-41

Resolution of Appreciation

Presented to

JERRY DEAL

WHEREAS, having served five years on the San Mateo County Transit District Board of Directors during a 20-year career in public service, including a year as chair, **JERRY DEAL** is stepping down from the Burlingame City Council to pursue personal interests and fish in Oregon, an action that requires he resign from the SamTrans Board; and

WHEREAS, as a representative to the Board on behalf of the cities of San Mateo County, **DIRECTOR DEAL** has been a leading advocate for expanded and improved mobility options for the residents of the county and the needs of SamTrans passengers, consistently highlighting the fact that many customers have limited transportation options and rely on the bus system to get them to their jobs, schools, hospitals and other vital destinations; and,

WHEREAS, DIRECTOR DEAL helped to oversee the implementation of the SamTrans Service Plan, the most comprehensive retooling of bus operations on the Peninsula in a decade, which has helped grow ridership after years of declining passenger numbers while also increasing on-time performance; and,

WHEREAS, DIRECTOR DEAL has embraced the objectives of the SamTrans Service Plan to try new and different things by backing pilot programs and innovative policies aimed at reaching new customers and delivering alternative service options; and,

WHEREAS, through his support of programs like the SamTrans Service Plan and the Transit Sustainability Plan, **DIRECTOR DEAL** helped steer SamTrans to more solid financial standing, helping to turn around a dire fiscal situation during his tenure; and,

WHEREAS, DIRECTOR DEAL'S steady insights were integral to successful union contract negotiations this year with the SamTrans employees, reaching a successfully adopted contract while avoiding any disruptions to service; and,

WHEREAS, DIRECTOR DEAL'S involvement in programs such as Art Takes a Bus Ride brought happiness to children along the Peninsula, helping to establish the next generation of public transportation users in San Mateo County; and,

WHEREAS, during his tenure on the Board, **DIRECTOR DEAL** brought to the Board good humor and dedication to common-sense public service and an unstinting willingness to serve on committees and devote his personal time to District affairs.

THEREFORE, BE IT RESOLVED that the San Mateo County Transit District Board of Directors thank and commend **JERRY DEAL** for his service to the District, to the men and women who deliver critical transit service and to the taxpayers of San Mateo County, and does wish him well in the next adventure in his life.

UNANIMOUSLY ADOPTED by the San Mateo County Transit District this 3rd day of September 2014.



Chair, San Mateo County Transit District