



BOARD OF DIRECTORS 2014

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GENERAL MANAGER/CEO

## AGENDA

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

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

**WEDNESDAY, AUGUST 6, 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 July 2, 2014

#### **INFORMATIONAL**

4. Accessibility Update – Tina Dubost
5. PCC Update - Mike Levinson
6. Citizens Advisory Committee Liaison Report - Peter Ratto
7. Mobility Management Report – Fixed-Route Bus Service
8. Multimodal Ridership Report – June 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  
JULY 2, 2014**

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

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

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

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

**Approval of Minutes of Community Relations Committee (CRC) Meeting of June 4, 2014**

Motion/Second: Guilbault/Matsumoto

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

Absent: Tissier

**Accessibility Update – Tina Dubost**

Tina Dubost, Manager, Accessible Transit Services, said tether straps are provided to customers free of charge to make wheelchair securement easier, faster, and safer.

Director Karyl Matsumoto said she enjoys reading the minutes of the Paratransit Coordinating Council (PCC).

**PCC Update – Mike Levinson**

Mike Levinson, PCC Chair, said the Education Committee has given six presentations this year. In August, the PCC will be participating in a roundtable with various transit organizations throughout the county.

**Citizens Advisory Committee (CAC) Liaison Report - Peter Ratto**

Peter Ratto, CAC Chair, said at the June 25 meeting the CAC received a presentation on the Brown Act. Newly appointed member Holly Osborne has resigned from the CAC as she will be relocating out of the area for a new job.

General Manager/CEO Michael Scanlon congratulated Mr. Ratto on his 43 years with Recology Golden Gate.

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

### **Mobility Management Report – Paratransit**

Chester Patton, Director, Bus Transportation, reported:

- Average weekday ridership (AWR) is 1,140, a 2.7 percent increase over May 2013.
- Trip denials are zero.
- On-time performance (OTP) is above the 90 percent goal.
- Productivity for Redi-Wheels is 1.7 passengers per hour and Redi-Coast is 1.4 passengers per hour.
- Complaints remain low at two complaints per 2,000.
- Average trip cost is \$44.45.
- Paratransit funding sources include Transportation Development Act, State Transit Assistance, San Mateo County Transit District sales tax, San Mateo County Transportation Authority, and San Mateo County Measure A. No Federal operating assistance is offered.
- Current inventory includes cutaway buses, minivans, sedans, and taxis. In Fiscal Year (FY) 2015, new cutaways and minivans will be purchased to replace older vehicles.
- The Senior Mobility Program is being moved to the Accessible Transit Services department as it transitions from a pilot to an operational function and to assure sustainability of the program. The program includes the Mobility Ambassador Program and a partnership with the California Highway Patrol for the "Age Well Drive Smart" Program. A few new programs in the future include outreach to Coastside seniors and veteran-to-veteran transportation training.
- The Redi-Wheels contract expires in December 2014. Staff will bring a Board action for award of contract to the September meeting. The new contract would start in January 2015.

Director Matsumoto asked about the new Vets-to-Vets Program. Mr. Patton said there is no program description yet, but the idea is that veterans will assist other veterans to use the fixed-route service.

Director Tissier said the cost to run paratransit is \$13.7 million, but under funding sources the number is \$15.4 million. She asked if the extra funds are being put into reserves. Mr. Patton clarified that the \$15.4 million is for the Fiscal Year (FY) 2015 budget and the \$13.7 million was the FY2013 operating costs.

Chuck Harvey, Deputy CEO, said paratransit is anticipated to rise 2 percent in FY2015 and that is why the cost is \$15.4 million for FY2015.

Chair Jeff Gee asked if ridership is seasonal as May seems to have high ridership in the last few years.

Director Zoe Kersteen-Tucker asked what the rules are for service animals on Redi-Wheels. Mr. Patton said service animals are allowed but they must be under the owner's control, on a leash, and remain off the seats.

### **Multimodal Ridership Report – May 2014 Compared to May 2013**

Mr. Harvey, Deputy CEO, reported:

- Bus AWR was 44,560, an increase of 3.2 percent.

- Paratransit AWR was 1,140, an increase of 2.7 percent.
- Caltrain AWR was 57,170, an increase of 7.9 percent.
- Caltrain shuttle AWR was 12,310, an increase of 23 percent.
- Total bus ridership was 1,138,750, an increase of 1.9 percent. Mr. Harvey said there has been an increase in ridership on routes with 15-minute frequency and on routes that have undergone significant service improvements. For the month of May, Route ECR ridership is up 13.3 percent, Routes 270 and 276 are up 12.6 percent, Routes 130 and 131 are up 26.4 percent, Route 296 is up 16.7 percent, Route 281 is up 26.9 percent, and Route 17 is up 74.8 percent.
- Year-to-date total ridership was 11,781,070, an increase of 2.6 percent.

Director Kersteen-Tucker asked if bikes are allowed on shuttles. Mr. Harvey said the Marguerite shuttles have bike racks, but many of the employer shuttles do not have racks. Mr. Harvey said bike racks are being added to the FLX shuttles.

Adjourned: 2:25 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 10 PCC meeting are attached. Minutes from the most recent SAAC meeting are not yet available.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

No additional information.

Prepared by: Tina Dubost, Manager, Accessible Transit Services

650-508-6247

**SAN MATEO COUNTY  
PARATRANSIT COORDINATING COUNCIL**

**MEETING MINUTES  
June 10, 2014**

**ATTENDANCE:** Members Present: Mike Levinson, Chair; Dale Edwards, Consumer; Aki Eejima, Consumer; Dinae Cruise, Consumer; Barbara Kalt, Rosener House; Maureen Dunn, Senior Focus; Tina Dubost, SamTrans; Sandra Lang, COA; Judy Garcia, Consumer; Susan Capeloto, DOR; Dan Mensing, Consumer; Jim Engvall, COD; Marie Violet, Sequoia Hospital.

**ABSENTEES:** Nancy Keegan, San Carlos Adult Day Services; Michal Settles, Vice-Chair; Vincent Merola, CiD; Sammi (Wilhelmina) Riley, Consumer.

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

(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 June PCC meeting.

**APPROVAL OF MAY PCC MINUTES**

Barbara motioned and Dinae seconded approval of the May minutes, with Dan and Marie abstaining.

**COMMITTEE REPORTS**

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

The next Al-Com meeting will be July 1, 2014 The Al-Com Chair for next fiscal year will be appointed by the PCC Chair later in July. In the meantime, Mike will Chair the Al-Com meeting scheduled for July 1.

**B. GRANT/BUDGET REVIEW**

Barbara said that there are no updates to report. Financials will be available after June 30, but may not be reported until September as there is not an August PCC meeting.

**C. EDUCATION COMMITTEE**

Maureen reported since the Education Committee last met in May, the members have already given another presentation. Mike gave the presentation to the Commission on Aging (COA) on June 9. Mike reported that he spoke to a representative from a Filipino newspaper who expressed interest in knowing more about Redi-Wheels and the PCC.

Sandra reported that the evaluation forms were distributed and collected. She commended Mike on his presentation to the COA. Feedback from the audience focused on Redi-Wheels Comment Cards and the work done by the PCC. Audience members were curious about Redi-Wheels eligibility and paratransit services for dialysis

patients. Sandra added that there was great value to have people share their experiences, rather than simply giving a Power Point presentation. Maureen noted that since the presenters are also Redi-Wheels riders, it is especially meaningful. Mike noted that he received several positive comments about the PCC and Redi-Wheels handouts.

Maureen noted that there are many more opportunities for outreach available and have exceeded the number expected. She emphasized that the presentations have been done by PCC members who use Redi-Wheels, making their presentations very personal. Linda reported that the next outreach opportunity will be a round-table discussion of senior paratransit resources at the San Carlos Senior Center, where Dinae Cruise from the PCC and Jean Conger from SamTrans will attend.

The next Education Committee meeting is scheduled for July 8, 2014 at noon.

#### **D. EXECUTIVE COMMITTEE**

Mike reported that the updated PCC application is in today's meeting packet. The updated application now includes language about additional time that members can contribute once they have served on the PCC for one year.

The Executive Committee also discussed eligibility renewal by mail. The Executive Committee has decided to work through this issue with the Efficiency Review Committee (ERC). Mike thanked Linda and Richard Weiner for their report summarizing how other transit agencies process eligibility renewals.

Mike noted that Maria Kozak had applied to the PCC, but that she has withdrawn her application due to a change in her present circumstances.

Mike also discussed the issue of reciting the Pledge of Allegiance. At the last Executive Committee meeting, five members were present, who recalled that recitation of the pledge was implemented at the request of Merrill Cohn, a U.S. Military Veteran and former member of the PCC. Three members voted in favor of continuing the practice and two members abstained from voting on the issue.

Mike also reported on the International Paratransit Conference taking place Oct. 29-31 in Monterey. He was interested in attending the conference and submitted two abstracts on two topics in order to be considered for the discussion panels. The Executive Committee authorized funding to help Mike attend the conference, with Mike agreeing to contribute money for half of the expenses. Tina reported that the conference organizers told her that the agenda for the conference should be out by the end of June. Tina did not know what the timeline was for responses to the abstracts submitted.

The Executive Committee also approved a letter of support for MV Transportation. Mike recused himself from this discussion because he is on the review panel. Michal Settles, Vice Chair, signed the letter of support.

Barbara reported on the Nominating Committee. Barbara and Dale asked Mike and Michal if they were willing to serve again on the PCC as Chair and Vice-Chair,

respectively. Both said they were willing. The PCC will vote in July on the nominations. Barbara encouraged people to submit other nominees before the July PCC meeting.

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

### **A. Operational Report**

Tina reminded eligible Redi-Wheels riders that it is time to complete Lifeline Fare Assistance Renewals.

Tina 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 also reported 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 FLX Route will be extended to include Sequoia Station. People can call the SamTrans Customer Service Center at 1-800-660-4287 for more information.

Tina thanked Linda for reformatting the Operations Report and Linda welcomed comments or suggestions to improve the format. Aki noted that the SamTrans Board will appreciate the graphs, which reflect service and ridership trends over the past year.

### **B. Performance Summary**

Total Trips Requested increased from March to April 2014. Total Redi-Wheels riders were 2,162 in April, another increase from March. On time performance exceeded the standard at 91.5%. Productivity was 1.74 pass/hr, which is better than the standard of 1.70 pass/hr. Average phone wait time was 1.5 minutes, meeting the standard. In the newly reported report, Tina noted that the graph shows the total number of trips served fluctuates up and down with each season. The chart that shows percentages of taxi trips shows totals between 17 and 22%. In the third graph Tina pointed out that on-time Performance has been at or above the standard since December 2013. Productivity (Passengers/Revenue Vehicle Hour), in the new report format, also shows productivity at or above the standard in every month except December 2013.

### **C. Customer Comments**

Tina reported on the Redi-Wheels Monthly Comment Statistics. Policy related comments were much higher in April than those reported on in March. Service related comments rose slightly from March to April. Total comments were higher in April. Tina noted that there weren't any trends evident in the monthly comment statistics, but received several comments from customers who wanted to be dropped off first on a shared ride. Tina described details about using a shared ride service.

Aki asked Tina about the telephone hold messages for reservations. Tina confirmed that appointment times are scheduled differently than rides needed for other purposes. However, Tina emphasized that trip purposes are not prioritized. She added that any kind of appointment gets special attention when scheduling. The appointment pick up times may be early, in order to get riders to their appointments before the time



requested. Judy commented that she was picked up today at 11:15 a.m. for the PCC meeting that started at 1:30 p.m. Linda provided background on the ADA regulations that apply to trip prioritization for paratransit services. Ashish noted that when riders tell reservationists that they are scheduling a ride for an appointment, it also helps with dispatching vehicles at the appropriate time for people who need to be picked up. Barbara suggested adding a note about the ADA compliance on the reservation hold message. Jim suggested that the PCC members listen to the Redi-Wheels message recordings to be 100% certain what the message states. Judy shared an experience using medical transport van service. She spent \$62.00 for transport from Sequoia Hospital to her apartment in Redwood City, when Redi-Wheels was not available. Judy expressed her gratitude for having access to affordable transportation.

#### **D. Safety Report**

Lynn reported that there were two RediCoast incidents in the past month. One incident was a non-preventable, and one incident was a minor accident and preventable. Eight incidents took place on Redi-Wheels, with one of the incidents being preventable. Dinae confirmed with Lynn that Redi-Wheels vehicles are not supposed to back up, unless the driver contacts dispatch first.

#### **LIAISON REPORTS**

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

In Michal's absence, Mike reported that the new center on Main Street is now open. He noted that the building integrates a lot of technology and open space.

The next Coastside meeting is scheduled for July 16, 2014.

##### **B. AGENCY**

Barbara reported that the agency representatives will bring the issue of eligibility renewal by mail and extended renewals for certain health conditions to the ERC because it applies to all Redi-Wheels and RediCoast riders, not just agency clients.

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

Aki reported that the ERC meeting focused on the eligibility renewal process and IVR updates. Tina clarified that the issue of renewal by mail centers on the criteria for riders whose condition will not improve. Aki also shared that some riders he has spoken to are still not receiving Night Before Calls. Tina clarified that the consultant is managing the Trapeze update, but is not the person completing the testing process. The next ERC meeting is tentatively set for 2:30 p.m. on July 1, following the AI-Com meeting. Aki asked about the criteria for joining the ERC. Tina suggested that interested people contact her for the next ERC meeting date.

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

Sandra reported that the COA met yesterday. She shared an update on the PCC for the COA, which also included an outreach presentation given by Mike. Following the presentation, people in the audience wanted more information about how to submit feedback on their Redi-Wheels experiences. Sandra asked Tina for Redi-Wheels Comment Cards that she could distribute to interested people at the next COA

meeting. Sandra also reported that the Adult Abuse Prevention Committee now has two performances scheduled for Thursday, June 26, from 1-2:30 p.m. at Senior Coastsiders in Half Moon Bay and on Friday, June 27 in Daly City from 1-2:30 p.m. Linda thanked Sandra for all of her help in coordinating the Education Committee's presentation for the COA. Sandra discussed the link between loneliness and isolation and the importance of being able to travel.

Sandra also shared her experience using hand-held microphones during COA meetings, as a means of increasing accessibility for individuals who want to share comments during meetings. Tina asked if the PCC members would like to try using the podium. The PCC members discussed the pros and cons of using the podium at meetings.

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

Jim Engvall reported that he has no updates to share.

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

Vincent absent, no report available. Linda noted that Vincent is chairing a CiD booth at the San Mateo County Fair today.

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

Susan reported that the DOR has had some staff leave, but that they are able to hire replacements. Linda confirmed that the DOR is mostly federally funded and has a number of compliance areas to be eligible for continued funding.

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

No report or representative available.

#### **OTHER BUSINESS**

Aki reflected on Stephanie Hill's Celebration of Life and how impressed those who attended were with Stephanie's personal and professional accomplishments. Linda shared that she learned Stephanie was the valedictorian at Galileo High School in San Francisco. Linda, Aki, and Mike noted the large number of people who attended and spoke about their relationships with Stephanie.

The next AI-Com meeting is scheduled for July 1, with ERC taking place at 2:30 p.m. that same day. The next PCC meeting is scheduled for July 8 from 1:30-3:30 p.m., with the Education Committee meeting prior to the PCC from 12:00-1:00 p.m.

**MEETING ADJOURNED:** Mike adjourned the meeting at 3:00 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

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

SUBJECT: **MOBILITY MANAGEMENT REPORT: FIXED-ROUTE BUS SERVICE**

**ACTION**

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

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff will report on ridership, on-time performance, token usage, and other developments.

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 – JUNE 2014**

**ACTION**

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

**SIGNIFICANCE**

Table "A" summarizes the average weekday ridership (AWR) statistics for all modes of transportation for which SamTrans is responsible and Table "B" summarizes the total ridership figures for all SamTrans transportation modes. Chart "A" features year-to-date comparisons of AWR for Fiscal Year (FY) 2012, FY2013, and FY2014. Chart "B" has figures for total ridership year-to-date for FY2012, FY2013, and FY2014.

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

**AVERAGE WEEKDAY RIDERSHIP – JUNE 2014 COMPARED TO JUNE 2013**

**Total District Modes** – 112,540, an increase of 11.1 percent.

**Bus** – 39,220, an increase of 4.5 percent.

**Paratransit** – 1,080, an increase of 0.9 percent.

**Caltrain** – 59,920, an increase of 13 percent.

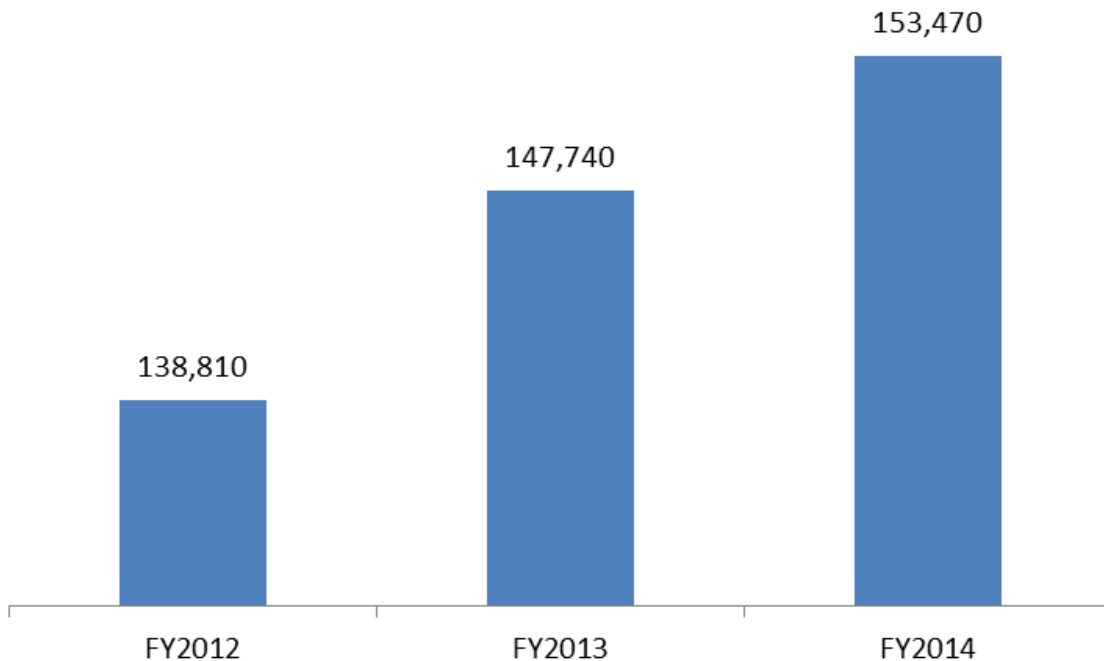
**Shuttles** – 12,330, an increase of 27.6 percent.

**Table A  
Average Weekday Ridership**

June 2014 Average Weekday Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	36,930	37,520	39,220	4.5%
Paratransit	1,040	1,070	1,080	0.9%
Caltrain	50,390	53,040	59,920	13.0%
Shuttles	9,460	9,660	12,330	27.6%
<b>Total</b>	97,820	101,300	112,540	11.1%
BART Extension (No Daly City)	47,860	47,510	49,160	3.5%
<b>Grand Total</b>	145,670	148,810	161,700	8.7%
<b>Weekdays</b>	21	20	21	5.0%

June 2014 Year-to-date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	41,860	40,970	41,840	2.1%
Paratransit	1,050	1,060	1,080	1.9%
Caltrain	44,210	49,030	53,470	9.1%
Shuttles	9,120	10,590	11,400	7.6%
<b>Total</b>	96,240	101,650	107,790	6.0%
BART Extension (No Daly City)	42,570	46,090	45,680	-0.9%
<b>Grand Total</b>	138,810	147,740	153,470	3.9%

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



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

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

**All District Modes** – 2,860,080, an increase of 13.3 percent.

**Bus** – 1,003,320, an increase of 6.8 percent.

**Paratransit** – 26,200, an increase of 5 percent.

**Caltrain** – 1,567,200, an increase of 14.6 percent.

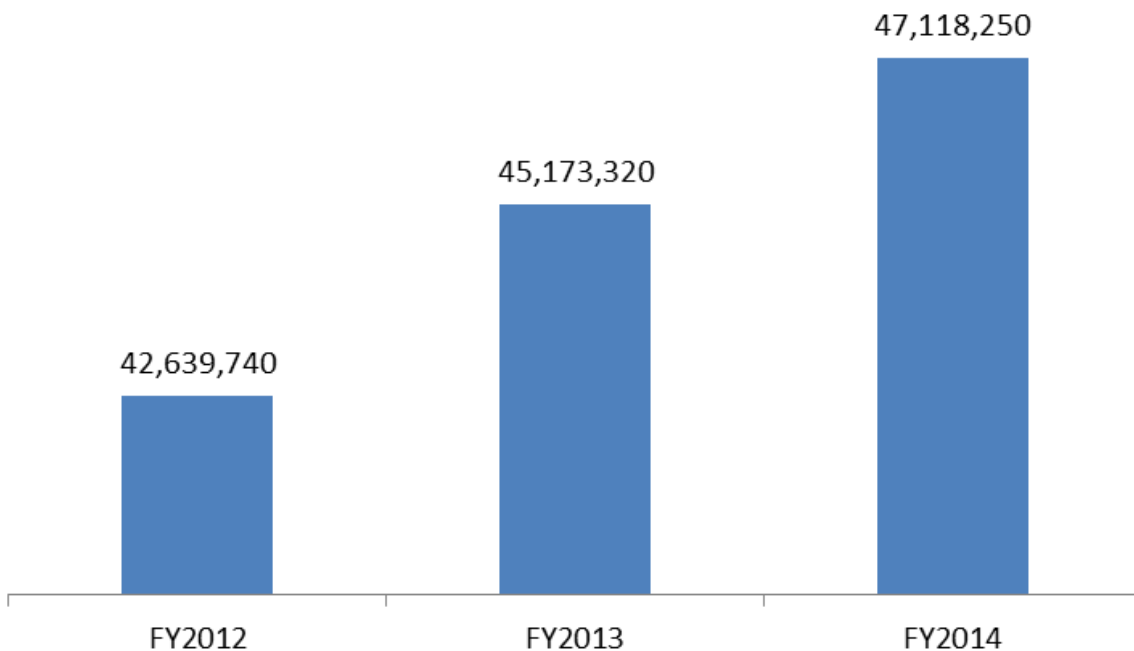
**Shuttles** – 263,360, an increase of 35.8 percent.

**Table B  
Total Ridership**

June 2014 Total Monthly Ridership				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	955,320	939,380	1,003,320	6.8%
Paratransit	24,900	24,960	26,200	5.0%
Caltrain	1,319,400	1,366,990	1,567,200	14.6%
Shuttles	206,860	193,930	263,360	35.8%
<b>Total</b>	2,506,480	2,525,260	2,860,080	13.3%
BART Extension (No Daly City)	1,254,250	1,201,240	1,258,600	4.8%
<b>Grand Total</b>	3,760,730	3,726,500	4,118,680	10.5%
<b>Weekdays</b>	21	20	21	5.0%

June 2014 Year-to-date				Percent Change FY2013/FY2014
Mode	FY2012	FY2013	FY2014	
Bus	12,690,970	12,417,090	12,784,390	3.0%
Paratransit	304,470	306,590	314,010	2.4%
Caltrain	14,134,120	15,595,560	17,029,450	9.2%
Shuttles	2,344,410	2,749,970	2,959,850	7.6%
<b>Total</b>	29,473,970	31,069,200	33,087,690	6.5%
BART Extension (No Daly City)	13,165,770	14,104,120	14,030,560	-0.5%
<b>Grand Total</b>	42,639,740	45,173,320	47,118,250	4.3%

**Chart B  
Total Ridership (FYTD)**



## **SamTrans Promotions – June 2014**

**Dump the Pump** – SamTrans Marketing staff encouraged commuters to “dump the pump” and ride the bus with ads on Pandora, social media and a message on the electronic billboard adjacent to Highway 101 in Redwood City. Public Affairs staff live-tweeted as board members rode public transportation to their appointments. *Dump the Pump* is an annual awareness program organized by the American Public Transportation Association and embraced by transit agencies throughout the country.

**San Mateo County Fair** – SamTrans hosted a booth at the fair on Kids Day. Staff encouraged those walking by the booth to step up and play a Plinko game, where they were able to win a SamTrans bus ticket or memento. SamTrans collaborated with the fair in a joint promotion; SamTrans ran an ad in *The Examiner*, posted a fair web button, included details about the event in the *Transit Fun Guide* and *Track the Fun*, ran visual and audio messages on the buses, and issued a news release. The fair provided a complimentary one-day booth, posted SamTrans information on its web page and social media, recognized SamTrans on the San Mateo County Event Center's electronic reader board, and hung a corporate banner at two entrance gates. SamTrans also promoted its presence via social media. Staff tweeted from the booth and posted photos of participants next to the mini SamTrans bus to Facebook.

**Seniors on the Square** – SamTrans participated in the Family Resource Fair sponsored by the Health Plan of San Mateo County and *The Daily Journal*. The fair, held at Courthouse Square in Redwood City, provided an opportunity for senior citizens to learn about resources offered by agencies throughout the county. SamTrans staffed a table and provided information regarding getting around the county via bus. An ad ran in *The Daily Journal* eight times, and the newspaper also included a SamTrans web banner on its site.

**Way2Go Pass** – Market Research & Development staff reached out to 48 employers to inform them about the annual Way2Go Pass. Staff emphasized the benefits of the program – unlimited rides on 70-plus routes for one low price – and tied in the need for Bay Area employers of 50-plus employees to provide transit benefits to their employees by September 30, under a recent law by the Bay Area Air Quality Management District. Staff also reached out to 25 developers targeting 44 residential complexes, municipalities, chambers of commerce, school districts and universities about the annual pass program.

**Summer Youth Pass** – The promotion for the annual Summer Youth Pass concluded in June. Staff reached out to target markets through multiple ways. 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.

**Partnership** – SamTrans partnered with **Sunset Magazine** to promote taking transit to its annual Celebration Weekend in Menlo Park. Events are generally promoted on the SamTrans website, through social media and news releases. The promoters also include SamTrans in their promotional materials and often will offer a discount on the entry fee to SamTrans customers.





**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, AUGUST 6, 2014 – 2:20 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Finance Committee Meeting of July 2, 2014
2. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2014
3. Authorize Approval and Ratification of the Fiscal Year 2015 District Insurance Program at a Total Premium Cost of \$1,774,325
4. Authorize Amending the Fiscal Year 2015 Operating Budget by \$1.5 Million for a New Total of \$133,090,358

**CONTRACTS**

5. Authorize Award of Contract to Alcohol & 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
6. 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

**INFORMATIONAL**

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

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

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
JULY 2, 2014**

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

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

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

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 2:25 p.m.

**Approval of Minutes of Finance Committee Meeting of June 4, 2014**

Motion/Second: Harris/Tissier

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

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

Gigi Harrington, Deputy CEO, said year to date revenues are over budget by \$6.7 million. Expenses are under budget by \$8 million. Last week, fuel was \$3.09 per gallon and year to date is \$3.04 per gallon. The San Mateo County Transit District (District) received \$7,000 from the fuel hedge in June and year to date has received \$112,000.

Ms. Harrington said she successfully hedged 65 percent of the fuel portfolio for SamTrans at \$2.95 per gallon last week.

Motion/Second: Deal/Gee

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

**Declaring the Uncertainty of Compensation of District Administrative Employees as of July 1, 2014**

Joan Cassman, Legal Counsel, said this serves as a placeholder and provides the legal predicate for raises for administrative employees.

Motion/Second: Tissier/Harris

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

**Authorize Annual Claim with the Metropolitan Transportation Commission (MTC) for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds for Fiscal Year (FY) 2015**

Ladi Bhuller, Director, Budgets, said the District requested three years of Lifeline Transportation Program funding in the FY2013 claim; however, only one year of funds are included in the operating budget. The claim is based on MTC's latest estimates and all are included in the FY2015 Operating Budget adopted in June.

Motion/Second: Matsumoto/Harris

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

**Authorize Disposition of Six Surplus Vehicles**

Cheryl Cavitt, Director, Contracts and Procurement, said there are three Ford vans and three cutaways that have reached the end of their useful lives and will be put on auction.

Motion/Second: Tissier/Deal

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

**Authorize Award of Contracts to Public Financial Management, Inc., Ross Financial, Nancy Whelan Consulting, LLC, Ernst & Young Infrastructure, Macias Consulting Group, Inc., KPMG LLP, and Williams Adley & Company-CA, LLP to Provide On-Call Financial Consulting Services in an Aggregate Not-to-Exceed Amount of \$3,050,000 for a Five-Year Term**

Ms. Cavitt said this pool will be shared among all the firms on an on-call basis. These contracts will be providing audit advice analysis services for all of the District's very complex financial requirements. The Disadvantaged Business Enterprise/Small Business Enterprise participation was strong.

Motion/Second: Groom/Harris

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

**Authorize Rejection of the Single Bid Received from Cummins Pacific, LLC for Provision of Allison Factory-Remanufactured WBTEC III Transmissions**

Ms. Cavitt said the problem with the bid was that it could not adhere to Buy America provisions included in the Invitation for Bids (IFB). Since that time staff has clarified they will not seek Federal participation in this contract so there will not be an issue when the IFB is reissued.

Motion/Second: Tissier/Gee

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

Adjourned: 2:33 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

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

**ACTION**

Staff proposes the Finance Committee recommend the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2014.

**SIGNIFICANCE**

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on July 28, 2014 in order to meet the 30-day requirement.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

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

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

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

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

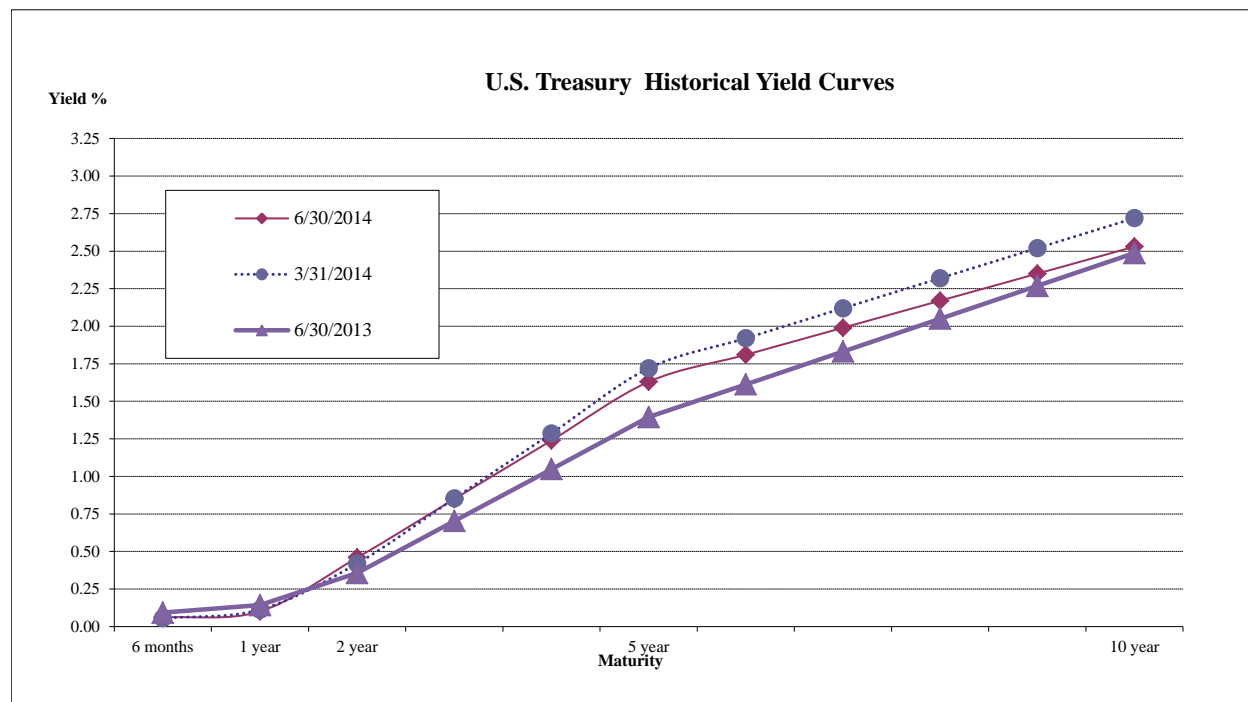
The Liquidity funds managed by District staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value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

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

## DISCUSSION

### Fixed Income Market Review and Outlook

Interest rates were unchanged to modestly lower over the second quarter as the U.S. economy showed clear signs of rebounding from the weather induced slowdown earlier in the year. For the quarter as a whole, interest rates fell between 0 and 20 basis points with all of the declines concentrated in longer maturity securities.



Data Source: Bloomberg

Interest rates didn't rise as expected despite the improvement in the labor markets, the apparent rebound in the economy, and the continued reduction in the pace of long-term bond buying by the Federal Reserve. CSI believes that in the long run the fundamental drivers of interest rates will take precedence over the short run influence of money flows. While the quarter witnessed strong money flows into the fixed income markets, resulting in lower interest rates, the fundamentals of a stronger economy and improved labor markets were moving in the opposite direction.

CSI remains quite positive on the outlook for the economy. There are several reasons for this including high profit margins, dwindling spare capacity, increased global competitiveness, the desire to upgrade equipment, modest inventory levels, loosening lending standards, excess cash on balance sheets, low interest rates and a lack of political obstructions. CSI believes strong economic growth will soon lead to a lower unemployment rate, higher interest rates and quite possibly rising inflation.

Fortunately, a fair amount of the increases in interest rates has already been anticipated by the market. Nevertheless, as long as the fundamentals point to the potential for rising rates, CSI recommends that the District continue to maintain a defensive portfolio.

### **Strategy**

Over the foreseeable future interest rates are expected to move gradually higher. Currently the portfolio's sensitivity to a change in interest rates is below that of the benchmark. The current low rate environment leaves the bond market without much of a yield cushion to avoid negative rates of returns should interest rates begin to rise more than already anticipated by the market.

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

As of the end of the quarter, the District's consolidated portfolios consisted of approximately 62.5 percent Agency Securities and 37.5 percent US Treasury Securities; see Exhibit 5.

### **Budget Impact**

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending June 30, the *General Fund portfolio* returned 0.24 percent. This compares to the benchmark return of 0.66 percent. Over this same time period, the *Paratransit Fund portfolio* returned 0.35 percent. This compares to the benchmark return of 1.44 percent.

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

The consolidated portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity, is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's yield to maturity or call was 0.46 percent. The General Fund benchmark's yield to maturity was 0.91 percent.

Another method of measuring the consolidated portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the consolidated portfolio's rate of return on investments, at cost, was 0.65 percent.

Prepared by: Shannon Gaffney, Interim Manager Treasury

650-508-6425

**SAN MATEO COUNTY TRANSIT DISTRICT  
REPORT OF INVESTMENTS  
FOR QUARTER ENDED JUNE 30, 2014**

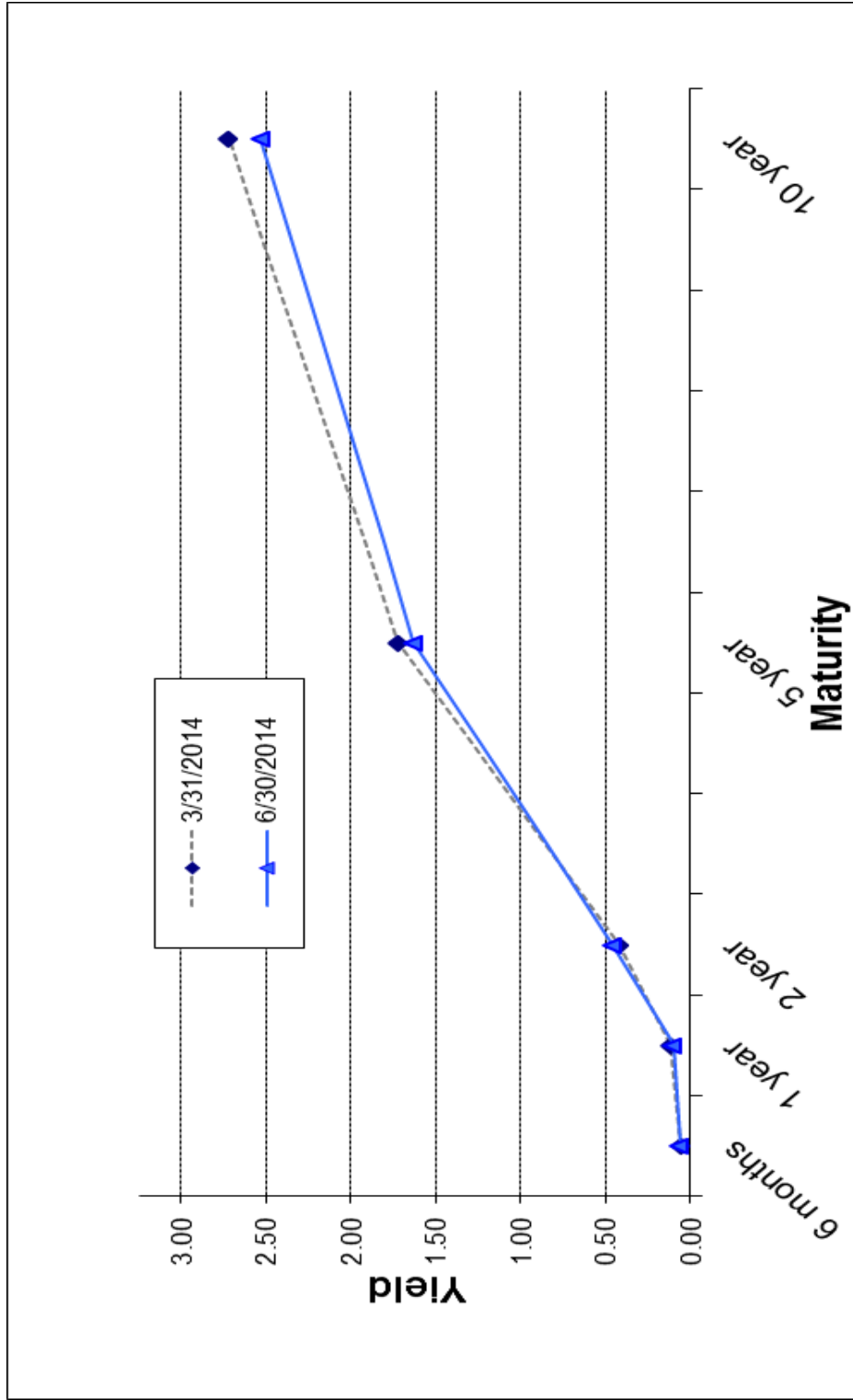
TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE	
						VALUE	+ACCR. INT.
<b><u>FUNDS MANAGED BY SUNTRUST BANK/CSI GROUP</u></b>							
<b><u>INVESTMENT PORTFOLIO:</u></b>							
<b>GOVERNMENT BONDS</b>							
FHLMC	09-22-14	9,615,000	9,686,632	9,629,519	19,831	9,649,350	
FHLMC	10-28-15	5,000,000	4,999,750	5,004,550	4,375	5,008,925	
FHLMC	11-24-15	8,500,000	8,502,380	8,514,535	3,931	8,518,466	
FFCB	12-29-15	950,000	1,020,405	1,032,327	323	1,032,650	
FNMA	02-26-16	4,000,000	3,999,600	4,002,840	7,222	4,010,062	
FNMA	03-04-16	6,000,000	6,031,500	6,017,280	14,625	6,031,905	
FNMA	03-30-16	15,000,000	15,026,145	15,025,500	18,958	15,044,458	
FNMA	05-20-16	8,000,000	7,962,000	7,996,240	4,556	8,000,796	
FNMA	07-05-16	5,000,000	4,979,900	4,976,450	9,167	4,985,617	
FNMA	08-26-16	5,000,000	5,009,800	5,003,000	10,851	5,013,851	
HUD	08-01-17	150,000	155,582	150,761	4,943	155,703	
<b>UNITED STATES TREASURY NOTES</b>							
USTN	06-15-16	7,900,000	7,889,816	7,909,875	1,727	7,911,602	
USTN	07-15-16	2,000,000	2,005,781	2,006,100	5,767	2,011,867	
USTN	10-15-16	8,500,000	8,480,410	8,508,670	11,177	8,519,847	
USTN	11-15-16	10,000,000	9,971,094	10,002,300	7,982	10,010,282	
<b>CASH AND CASH EQUIVALENTS</b>							
US TREASURY MM FUND	-	29,094	29,094	29,094	0	29,094	
<b>TOTAL INVESTMENT FUNDS PORTFOLIO</b>				<b>95,644,094</b>	<b>95,749,888</b>	<b>95,809,040</b>	<b>125,434</b>
<b>MANAGED BY SUNTRUST BANK/CSI GROUP</b>				<b>95,644,094</b>	<b>95,749,888</b>	<b>95,809,040</b>	<b>95,934,474</b>



SAN MATEO COUNTY TRANSIT DISTRICT  
 REPORT OF INVESTMENTS (Cont'd)  
 FOR QUARTER ENDED JUNE 30, 2014

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<b><u>PARATRANSIT TRUST FUND PORTFOLIO:</u></b>						
<b>GOVERNMENT BONDS</b>						
FNMA Step Up	07-28-15	5,000,000	5,299,150	5,117,150	50,469	5,167,619
<b>UNITED STATES TREASURY NOTES</b>						
USTN	10-15-16	5,500,000	5,487,324	5,505,610	7,232	5,512,842
USTN	11-15-16	5,000,000	4,985,547	5,001,150	3,991	5,005,141
USTN	01-31-17	4,600,000	4,619,961	4,620,470	16,789	4,637,259
<b>TOTAL PARATRANSIT PORTFOLIO MANAGED BY SUNTRUST BANK/CSI GROUP</b>						
		<b>20,100,000</b>	<b>20,391,982</b>	<b>20,244,380</b>	<b>78,481</b>	<b>20,322,861</b>
<b>TOTAL DISTRICT PORTFOLIO MANAGED BY SUNTRUSTBANK/CSI GROUP</b>						
		<b>115,744,094</b>	<b>116,141,870</b>	<b>116,053,420</b>	<b>203,915</b>	<b>116,257,335</b>
<b><u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u></b>						
BANK OF AMERICA CHECKING			13,962,670	13,962,670	0	13,962,670
LAIF			35,490,164	35,490,164	22,853	35,513,017
<b>TOTAL FUNDS MANAGED BY DISTRICT STAFF</b>						
			<b>49,452,834</b>	<b>49,452,834</b>	<b>22,853</b>	<b>49,475,687</b>
<b><u>TRUST FUNDS MANAGED BY THIRD PARTY TRUSTEE:</u></b>						
First American Gov't. Oblig. Cl D		2,046,342	2,046,342	2,046,342	0	2,046,342
FNMA	03-16-2015	2,277,000	2,258,546	2,280,894	2,210	2,283,104
<b>TOTAL FUNDS MANAGED BY THIRD PARTY TRUSTEE</b>						
		<b>4,323,342</b>	<b>4,304,887</b>	<b>4,327,235</b>	<b>2,210</b>	<b>4,329,446</b>
<b>TOTAL AS OF JUNE 30, 2014</b>						
			<b>169,899,591</b>	<b>169,833,489</b>	<b>228,978</b>	<b>170,062,467</b>

**SamTrans  
Historical Yield Curve**



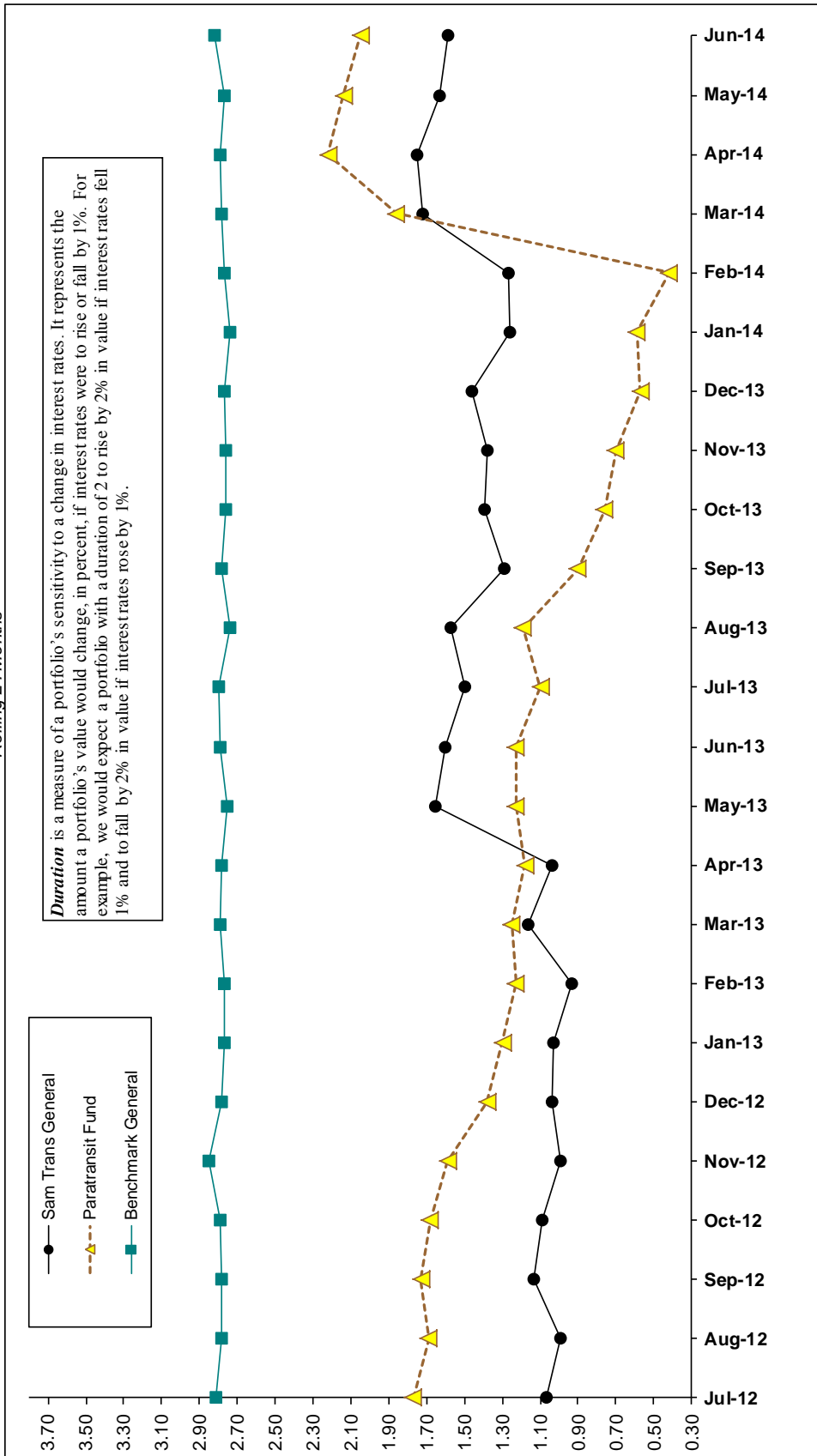
Data Source: Bloomberg

**EXHIBIT 1**

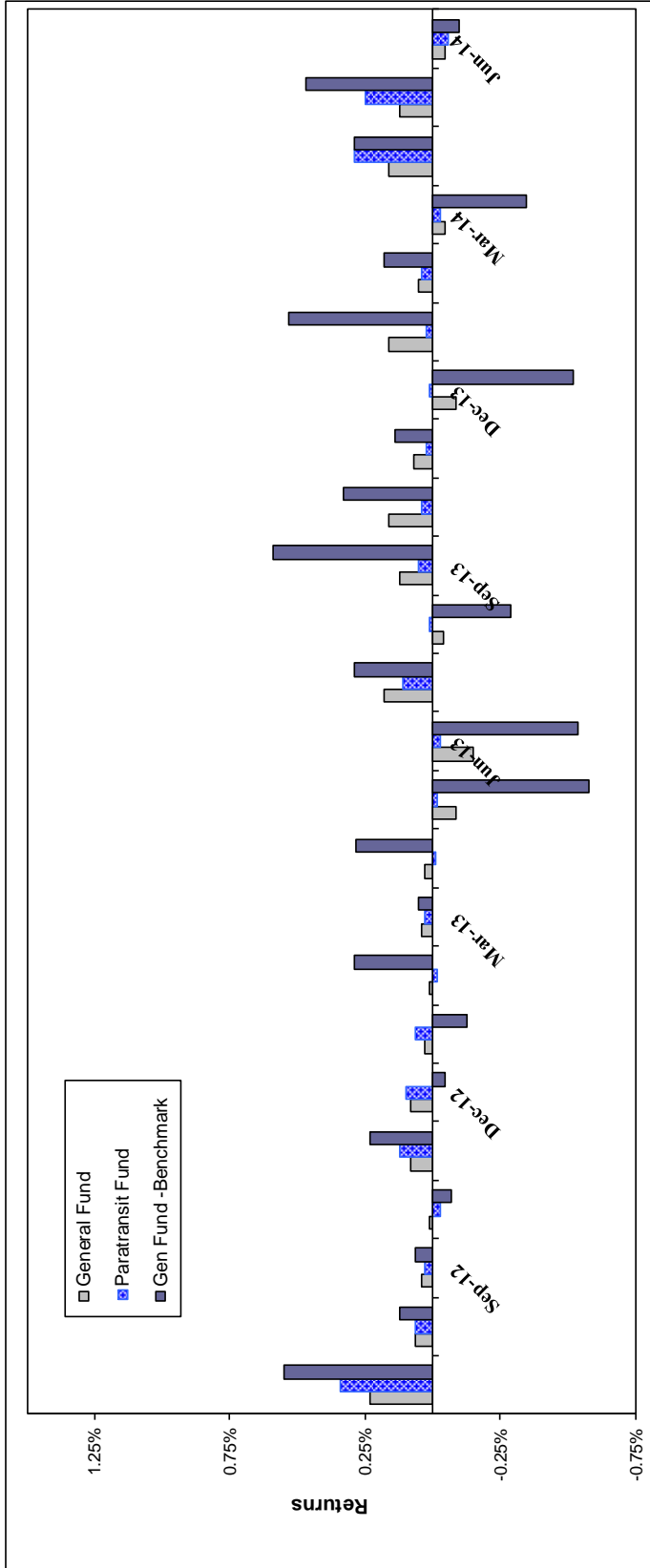
CSI Capital Management, Inc.

# SamTrans Duration vs. Benchmark

Rolling 24 Months



**SamTrans**  
**Monthly Review – Account vs. Benchmark**  
 Rolling 24 Months



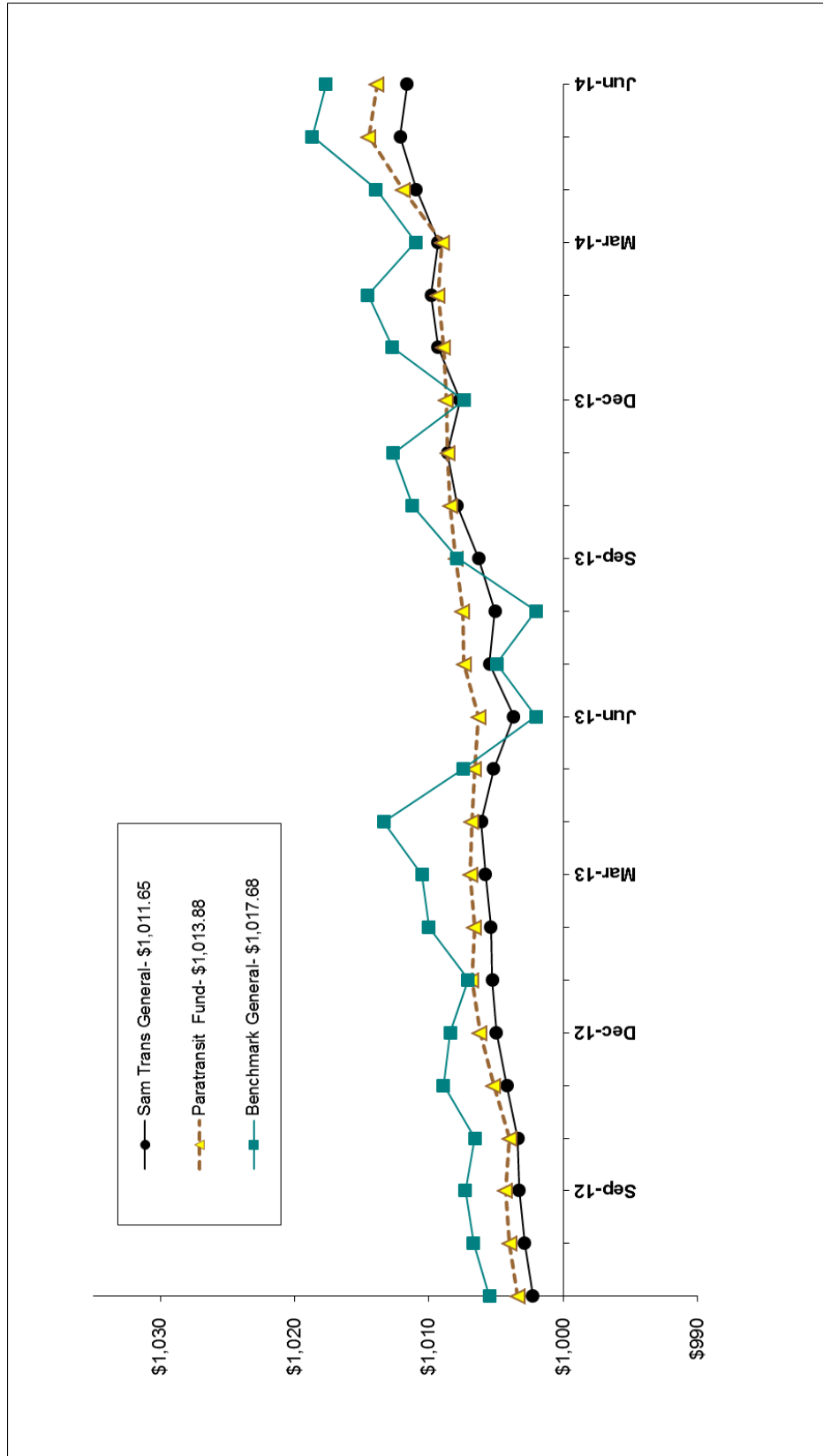
Trailing 12 Months	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Trailing 12
<b>MONTHLY PERFORMANCE DATA</b>													
SamTrans - Gen Funds	0.18%	-0.04%	0.12%	0.16%	0.07%	-0.09%	0.16%	0.05%	-0.05%	0.16%	0.12%	-0.05%	0.79%
SamTrans - Paratran	0.11%	0.01%	0.05%	0.04%	0.02%	0.01%	0.02%	0.04%	-0.03%	0.29%	0.25%	-0.06%	0.75%
Benchmark - Gen Fund	0.29%	-0.29%	0.59%	0.33%	0.14%	-0.52%	0.53%	0.18%	-0.35%	0.29%	0.47%	-0.10%	1.56%
Benchmark - Paratran	0.09%	-0.75%	1.19%	0.60%	-0.17%	-1.34%	1.43%	0.29%	-0.66%	0.55%	1.10%	-0.21%	2.10%

**EXHIBIT 3**

CSI Capital Management, Inc.

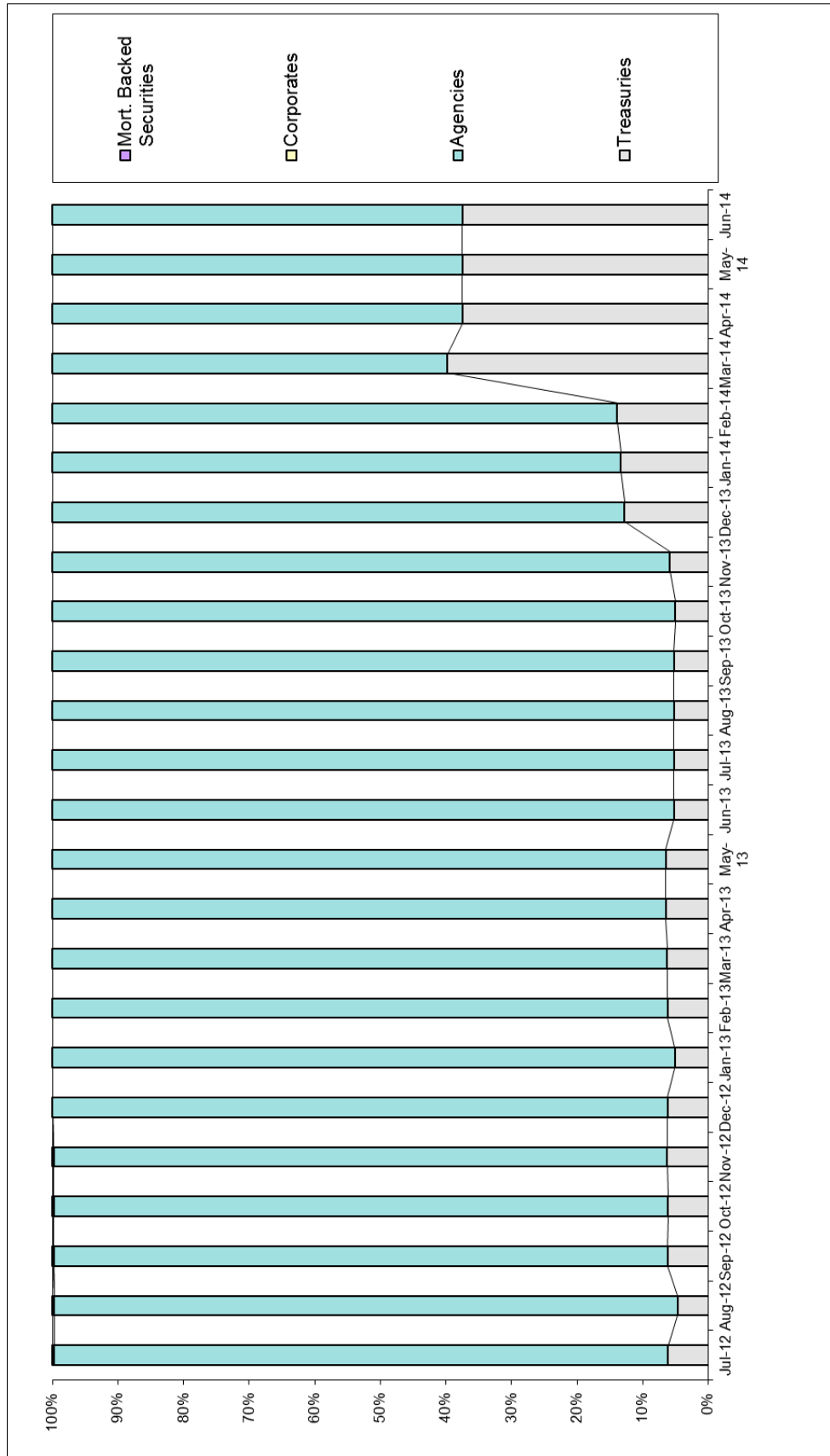
# SamTrans Growth of a Thousand Dollars

Rolling 24 Months



CSI Capital Management, Inc.

# SamTrans Percent of Assets Held by Type



**EXHIBIT 5**

CSI Capital Management, Inc.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **APPROVAL AND RATIFICATION OF THE FISCAL YEAR 2015 DISTRICT INSURANCE PROGRAM**

**ACTION**

Staff proposes the Committee recommend the Board approve and ratify the San Mateo County Transit District (District) Insurance Program obtained through the District's insurance broker, Wells Fargo Insurance Services, for Fiscal Year (FY) 2015, at a total premium cost of \$1,774,325 inclusive of the following:

- Continue the current \$1 million self-insured retention on the liability program.
- Purchase \$99 million of coverage for Commercial General and Business Automobile Liability.
- Renew the District's Employment Practices Liability and Non-liability insurance program.

**SIGNIFICANCE**

Driven by hardening of the liability insurance marketplace, increased losses, and higher property values, the District's FY2015 total insurance premium for comparable insurance coverage has increased 7.4 percent over last year's premium while the District's non-liability program premium increased only slightly. Despite market pressure to increase retentions, the District was able to maintain a \$1 million retention per occurrence. This retention is a key factor in the District's risk management program and is integrated into contract insurance requirements for vendors and other District activities. Public Officials Liability limits remain at \$50 million. Below is an overview of the District's FY2014 and FY2015 premiums:

<u>Program</u>	<u>Conditions</u>	<u>FY2014 Premium</u>	<u>FY2015 Premium</u>
Liability, including: -Excess Liability -Public Officials Liability	\$100 million excess liability \$1 million self-insured retention	\$ 961,428	\$ 1,026,772
Employment Practices	\$5 million limit \$150,000 retention	\$ 66,000	\$ 79,200
Non-Liability	Various	\$ <u>625,312</u>	\$ <u>668,353</u>
<b>TOTALS</b>		<b>\$1,652,740</b>	<b>\$1,774,325</b>

### **BUDGET IMPACT**

Funds to underwrite the recommended program are included in the FY2015 Operating Budget.

### **BACKGROUND**

#### **Liability Program**

The District's \$100 million limit of liability contains a \$1 million self-insured retention and excess limits of \$100 million. Coverage for the Terrorism Recovery Insurance Extension Act is included in the full \$100 million limits and Public Officials Liability is included to \$50 million.

The liability insurance program covers all of the District's services, including District operated revenue and non-revenue vehicles, contracted urban bus service, Redi-Wheels, and the taxi and lift-van programs. The San Mateo County Transportation Authority (TA) is a named insured and afforded coverage under the District's insurance program, excess of the TA's dedicated insurance policies.

As the liability insurance marketplace has hardened, any increases in exposures or losses has an impact on premiums. In particular, progressively higher liability settlements in California and the transit industry over the past 10 years is making the maintenance of the District's \$1 million retention more challenging with an accompanying premium impact. However, if the District were to carry a higher retention, any premium savings would very likely be exceeded by the increased cost of paying claims up to the higher retention.

#### **Employment Practices**

Employment Practices Liability coverage has a \$5 million limit with a \$150,000 self-insured retention. General Counsel reports the claims service provided by the District's incumbent insurer has been excellent, so the recommendation is to renew with the same insurer.



## **Non-Liability Program**

The District's Non-liability Program includes coverage for bus physical damage, property, boiler and machinery, public employees blanket bond and excess bond, business auto, environmental, cyber liability, peace officers liability, fiduciary liability, and kidnap & ransom.

### *Bus Physical Damage*

The bus physical damage policy is written on a full replacement cost basis for active buses and actual cash value basis for non-revenue, inactive and retired buses. Coverage also includes a step-deductible feature so that deductibles are proportional to the value of the vehicle. The program is designed with tiered rates so that inactive and retired buses are insured at lower insurance premiums than active vehicles. Terrorism coverage is included for all vehicles. Total fleet values and premiums have increased, and the limits have been raised to cover these higher fleet values.

### *Property*

The District's total insurable values and property premium increased slightly for FY2015. The policy contains Boiler and Machinery coverage. While the District switched insurance carriers at this renewal, the program still contains flood insurance coverage.

### *Business Auto Insurance*

The District insures 11 vehicles that are issued to employees on a 24-hour basis.

### *Crime Insurance*

Crime coverage applies to the District, the TA, and the Peninsula Corridor Joint Powers Board. This is the first year of a new three-year program and premiums have decreased.

### *Dumbarton Rail Bridge*

The Dumbarton Rail Bridge continues to be insured on an actual cash value basis (not replacement cost) with a \$5 million limit, including coverage for debris removal and collisions with ships.

### *Environmental*

The District's environmental liability coverage is in the third year of a three-year pre-paid program with a \$5 million limit and a \$50,000 deductible. The premiums for this three-year program were paid in FY2013.

### *Peace Officers Liability*

Some peace officers liability coverage is included in the District's general liability program but is subject to the District's \$1 million self-insured retention. For a premium of less than \$9,000, the District was able to secure broader, more specialized coverage with a \$5,000 deductible and a \$5 million limit.

### *Cyber Liability*

The increasing use of the Internet by all organizations to gather, store, and disseminate information has created new liability exposures for the vast majority of public entities and businesses. With new Federal and State legislation imposing liability, strict fines, penalties and notification requirements, many entities are adding Cyber Liability coverage to their

insurance portfolios. For a premium of \$39,322, and a limit of \$5 million, the District has been able to secure a broad Cyber Liability policy. Although the District's website does not allow online credit card transactions, information on vendors, employees, and other confidential data resides on the District's servers.

#### *Fiduciary Liability*

Fiduciary liability coverage in the amount of \$2 million for liabilities that the District could incur as a result of the administration and management of employee benefit plans is being renewed for a slightly higher premium this year.

#### *Kidnap & Ransom*

The District has \$1 million of kidnap & ransom insurance that indemnifies the District for ransom payments and expenses for actual or alleged kidnappings.

#### **Summary**

Despite increased premiums, the District enjoys below-market pricing even though public transit is a challenging risk with a limited number of insurers. All coverage is written by insurers that meet the District's financial stability requirement of a Best's Rating of AX or better.

Prepared by: Gigi Harrington, Deputy CEO

650-508-7950

**RESOLUTION NO. 2014-**

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

\* \* \*

**APPROVING AND RATIFYING THE INSURANCE PROGRAM FOR FISCAL YEAR 2015**

**WHEREAS**, the General Manager/CEO of the San Mateo County Transit District (District) has approved an insurance program for Fiscal Year (FY) 2015 with premiums totaling \$1,774,325, the costs for which are included in the FY2015 budget; and

**WHEREAS**, in conjunction with the expiration of the District's existing insurance program on June 30, 2014, District staff renewed its insurance program for FY2015 based on the plan approved by the General Manager/CEO, with the following significant elements:

1. Maintain self-insured retention for the District in the amount of \$1 million;
2. Purchase Excess Liability insurance program with a total limit of \$100 million that includes Public Official's Liability coverage with a \$50 million limit at an annual premium of \$1,026,772;
3. Purchase an Employment Practices Legal Liability Policy with a total limit of \$5 million and an annual premium of \$79,200; and
4. Purchase non-liability policies covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Business Auto, Environmental, Peace Officers Liability, Cyber Liability with Privacy Coverage, Fiduciary Liability and Kidnap & Ransom insurance with an annual premium of \$668,353.

**WHEREAS**, the Finance Committee recommends the Board of Directors approve and ratify the renewal of the District's insurance program for FY2015, as delineated above.

**NOW, THEREFORE, BE IT RESOLVED**, the Board of Directors of the San Mateo County Transit District hereby approves and ratifies the renewal of the District's insurance program for FY2015, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 6<sup>th</sup> day of August, 2014 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **AUTHORIZE AMENDMENT OF FISCAL YEAR 2015 OPERATING BUDGET**

**ACTION**

Staff proposes the Finance Committee recommend the Board authorize an amendment to increase the Fiscal Year (FY) 2015 Operating budget by \$1.5 million, for a new total of \$133,090,358. This amendment reflects the first year of the three-year negotiated contract with the Amalgamated Transit Union Local 1574.

See Attachment A.

**SIGNIFICANCE**

On July 17, 2014, The San Mateo County Transit District (District) Board of Directors, in a special session, unanimously approved a new three-year contract with Amalgamated Transit Union Local 1574, representing the District bus operators, maintenance workers, and Customer Service Center representatives.

The new contract calls for a 3 percent raise in each of the three years of the contract, a total of 9 percent over the life of the agreement, effective July 13, 2014.

In the third year, union members also will increase by 1 percent the amount they pay into their California Public Employee Retirement System (CalPERS) pensions, following a practice that was begun with all employees three years ago.

Also in the third year, to ease the transition to the pension share increase, union employees will receive a lump sum payment of \$300.

Over the past several years, numerous efforts have been undertaken to enhance budget stability through cost reductions and efficiencies, service and revenue improvements and the identification of additional one-time and long-term funding sources. These efforts, combined with a recovering economy that is generating sales tax revenues above projections have enabled the agency to make significant progress toward addressing, but not fully resolving the longer term structural deficit, which the District continues to face.

**BUDGET IMPACT**

**OPERATING EXPENSES:**

**DISTRICT MOTOR BUS: Increase of \$1,500.00.**

The budget increase for District Motor Bus reflects the 3 percent increase for District bus operators, maintenance workers, and Customer Service Center representatives.

**BACKGROUND**

The District annually adopts an operating budget. On June 4, 2014, the Board adopted the FY2015 budget in the amount of \$131,590,358 as per Board Resolution No. 2014-27. Since then, there is a new agreement with represented employees requiring the District to update the FY2015 Operating Budget to reflect these changes.

Note that the format of the budget differs slightly from the monthly financial statement.

**Lines that have been changed in the revised budget are highlighted in bold, blue font as presented in Attachment A.**

Prepared By: Ladi Millard, Director, Budgets

650-508-7755

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

Attachment A

	FY2013 <u>ACTUAL</u> A	FY2014 <u>REVISED</u> B	FY2015 <u>ADOPTED</u> C	FY2015 <u>REVISED</u> D	FY15 ADOPTED Compared to FY15 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C			
<b><u>SOURCES OF FUNDS:</u></b>									
<b>Operating Revenues</b>									
1	Passenger Fares	17,808,366	17,965,000	18,368,300	18,368,300	0	0.0%	1	
2	Local TDA and STA Funds	38,153,079	42,542,322	40,323,614	40,323,614	0	0.0%	2	
3	Pass through to Other Agencies	467,959	379,169	383,948	383,948	0	0.0%	3	
4	Operating Grants	11,012,564	9,274,579	6,892,643	6,892,643	0	0.0%	4	
5	SMCTA Measure A	8,394,311	8,160,000	9,140,000	9,140,000	0	0.0%	5	
6	SM County Measure A	0	5,000,000	5,000,000	5,000,000	0	0.0%	6	
7	AB434 Funds	554,400	566,000	582,000	582,000	0	0.0%	7	
8	<b>Subtotal - Operating Revenues</b>	<b>76,390,680</b>	<b>83,887,070</b>	<b>80,690,505</b>	<b>80,690,505</b>	<b>0</b>	<b>0.0%</b>	8	
9	<b>Other Revenue Sources</b>								
10	District 1/2 Cent Sales Tax	73,859,183	70,000,000	72,000,000	72,000,000	0	0.0%	10	
11	Investment Interest	1,624,772	1,056,160	948,840	948,840	0	0.0%	11	
12	Other Interest, Rent & Other Income	6,364,912	6,438,107	6,921,784	6,921,784	0	0.0%	12	
13	Other Sources	6,460,000	0	0	0	0	0.0%	13	
14	<b>Subtotal - Other Revenues</b>	<b>88,308,867</b>	<b>77,494,267</b>	<b>79,870,624</b>	<b>79,870,624</b>	<b>0</b>	<b>0.0%</b>	14	
15									
16	<b>Total Sources of Funds</b>	<b>164,699,547</b>	<b>161,381,337</b>	<b>160,561,129</b>	<b>160,561,129</b>	<b>0</b>	<b>0.0%</b>	16	
17									
18	<b><u>USES OF FUNDS:</u></b>								
19	Motor Bus	93,453,085	102,219,993	106,595,744	108,095,744	1,500,000	1.5%	19	
20	A.D.A. Programs	13,767,333	14,780,900	15,386,631	15,386,631	0	0.0%	20	
21	Caltrain	14,000,000	5,440,000	6,260,000	6,260,000	0	0.0%	21	
22	Other Multi-Modal Programs	2,624,227	2,719,603	2,913,140	2,913,140	0	0.0%	22	
23	Pass through to Other Agencies	467,959	383,742	388,948	388,948	0	0.0%	23	
24	Land Transfer Interest Expense	59,379	59,379	45,895	45,895	0	0.0%	24	
25	<b>Total Uses of Funds</b>	<b>124,371,982</b>	<b>125,603,617</b>	<b>131,590,358</b>	<b>133,090,358</b>	<b>1,500,000</b>	<b>1.2%</b>	25	
26									
27	<b>TOTAL OPERATING SURPLUS/(DEFICIT)</b>	<b>40,327,565</b>	<b>35,777,720</b>	<b>28,970,771</b>	<b>27,470,771</b>	<b>(1,500,000)</b>	<b>-4.2%</b>	27	
28									
29	<b>Sales Tax Allocation - Capital Programs</b>	<b>980,800</b>	<b>5,345,625</b>	<b>5,857,268</b>	<b>5,857,268</b>	<b>0</b>	<b>0.0%</b>	29	
30									
31	<b>SURPLUS/(DEFICIT)</b>	<b>39,346,765</b>	<b>30,432,095</b>	<b>23,113,503</b>	<b>21,613,503</b>	<b>(1,500,000)</b>	<b>-4.9%</b>	31	
32									
33	<b><u>DEBT SERVICE</u></b>								
34	Debt Service	24,453,463	24,453,287	24,449,078	24,449,078	0	0.0%	34	
35	Fiscal Agent Fees	26,493	26,410	27,635	27,635	0	0.0%	35	
36	<b>Total Debt Service</b>	<b>24,479,956</b>	<b>24,479,697</b>	<b>24,476,713</b>	<b>24,476,713</b>	<b>0</b>	<b>0.0%</b>	36	
37	* Debt Service - BART - \$12.7M								37
38									
39	<b>USE OF RESERVES FOR DEBT SERVICE</b>	<b>(24,479,956)</b>	<b>(24,479,697)</b>	<b>(24,476,713)</b>	<b>(24,476,713)</b>	<b>0</b>	<b>0.0%</b>	39	
40									
41	<b>TOTAL USES OF RESERVES</b>	<b>14,866,809</b>	<b>5,952,398</b>	<b>(1,363,210)</b>	<b>(2,863,210)</b>	<b>(1,500,000)</b>		41	

	FY2013 ACTUAL A	FY2014 REVISED B	FY2015 ADOPTED C	FY2016 ADOPTED C	FY15 ADOPTED Compared to FY15 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C		
<b>OPERATING REVENUES - MOTOR BUS:</b>								
1	<b>TOTAL MOTOR BUS FARES</b>	16,985,825	17,156,000	17,536,000	17,536,000	0	0.0%	1
2								2
3	<b>LOCAL (TDA) TRANSIT FUND:</b>							3
4	General Operating Assistance	31,871,276	34,505,186	34,458,615	34,458,615	0	0.0%	4
5								5
6	<b>STATE TRANSIT ASSISTANCE:</b>							6
7	STA Base	4,411,706	5,633,670	3,694,119	3,694,119	0	0.0%	7
8	<b>STA TOTAL</b>	<b>4,411,706</b>	<b>5,633,670</b>	<b>3,694,119</b>	<b>3,694,119</b>	<b>0</b>	<b>0.0%</b>	8
9								9
10	<b>OPERATING GRANTS:</b>							10
11	Operating Grants	10,150,976	8,275,236	6,504,231	6,504,231	0	0.0%	11
12								12
13	<b>DISTRICT 1/2 CENT SALES TAX:</b>							13
14	General Operating Assistance	24,554,829	31,493,796	38,991,765	38,991,765	0	0.0%	14
15	Accessibility Fixed Route	1,009,438	1,035,143	1,018,540	1,018,540	0	0.0%	15
16	<b>TOTAL 1/2 CENT SALES TAX</b>	<b>25,564,267</b>	<b>32,528,939</b>	<b>40,010,305</b>	<b>40,010,305</b>	<b>0</b>	<b>0.0%</b>	16
17								17
18	<b>INVESTMENT INTEREST INCOME</b>							18
19	Investment Interest Income	1,123,502	697,450	620,090	620,090	0	0.0%	19
20								20
21	<b>OTHER REVENUE SOURCES:</b>							21
22	Overnight Deposit Interest Income	42	0	0	0	0	0.0%	22
23	Rental Income	1,071,710	1,087,440	1,293,600	1,293,600	0	0.0%	23
24	Advertising Income	936,232	930,000	1,035,000	1,035,000	0	0.0%	24
25	Other Income	1,337,548	1,406,072	1,443,784	1,443,784	0	0.0%	25
26	<b>TOTAL OTHER REVENUES</b>	<b>3,345,533</b>	<b>3,423,512</b>	<b>3,772,384</b>	<b>3,772,384</b>	<b>0</b>	<b>0.0%</b>	26
27								27
28	<b>TOTAL MOTOR BUS</b>	<b>93,453,085</b>	<b>102,219,993</b>	<b>106,595,744</b>	<b>106,595,744</b>	<b>0</b>	<b>0.0%</b>	28
29								29
30	<b>AMERICAN DISABILITIES ACT:</b>							30
31	Passenger Fares-Redi Wheels	822,542	809,000	832,300	832,300	0	0.0%	31
32	Local TDA 4.5 Redi Wheels	1,378,216	1,839,741	1,733,614	1,733,614	0	0.0%	32
33	Local STA - Paratransit	491,881	563,725	437,266	437,266	0	0.0%	33
34	Operating Grants	861,588	999,343	388,412	388,412	0	0.0%	34
35	Sales Tax - Paratransit District	4,141,998	0	1,050,989	1,050,989	0	0.0%	35
36	Sales Tax - Paratransit Suppl. Coastside	1,248,275	1,090,381	1,335,300	1,335,300	0	0.0%	36
37	Interest Income-Paratransit Fund	468,521	358,710	328,750	328,750	0	0.0%	37
38	SMCTA Measure A Redi-Wheels	2,954,311	2,720,000	2,880,000	2,880,000	0	0.0%	38
39	SM County Measure A	0	5,000,000	5,000,000	5,000,000	0	0.0%	39
40	Measure M Paratransit	1,400,000	1,400,000	1,400,000	1,400,000	0	0.0%	40
41	<b>TOTAL ADA PROGRAMS</b>	<b>13,767,332</b>	<b>14,780,900</b>	<b>15,386,631</b>	<b>15,386,631</b>	<b>0</b>	<b>0.0%</b>	41
42								42
43	<b>MULTI-MODAL TRANSIT PROGRAMS:</b>							43
44	Sales Tax - Caltrain	2,100,000	0	0	0	0	0.0%	44
45	Other Sources - Caltrain	6,460,000	0	0	0	0	0.0%	45
46	Transfer from SMCTA for Caltrain	5,440,000	5,440,000	6,260,000	6,260,000	0	0.0%	46
47	AB434 Funds - SamTrans Shuttle	554,400	566,000	582,000	582,000	0	0.0%	47
48	Employer SamTrans Shuttle Funds	1,619,379	1,614,595	1,749,400	1,749,400	0	0.0%	48
49	Sales Tax - SamTrans Shuttle Program	346,517	356,218	377,640	377,640	0	0.0%	49
50	Operating Grants	0	0	0	0	0	0.0%	50
51	Sales Tax - Gen. Operating Asst.	103,931	182,790	204,100	204,100	0	0.0%	51
52	<b>TOTAL MULTI-MODAL</b>	<b>16,624,227</b>	<b>8,159,603</b>	<b>9,173,140</b>	<b>9,173,140</b>	<b>0</b>	<b>0.0%</b>	52
53								53
54	<b>TOTAL REVENUES</b>	<b>123,844,644</b>	<b>125,160,496</b>	<b>131,155,515</b>	<b>131,155,515</b>	<b>0</b>	<b>0.0%</b>	54



					FY15 ADOPTED Compared to FY15 REVISED	BUDGET PERCENT CHANGE	
	FY2013 ACTUAL	FY2014 REVISED	FY2015 ADOPTED	FY2015 REVISED	Increase (Decrease) E = D-C	F = E/C	
	A	B	C	D			
<b>DISTRICT OPERATED BUSES</b>							
1 Wages and Benefits	47,696,860	50,777,535	52,325,457	53,825,457	1,500,000	3.0%	1
2 Services:							2
3 Board of Directors	47,923	51,800	51,750	51,750	0	0.0%	3
4 Contracted Vehicle Maintenance	542,852	696,080	1,625,280	1,625,280	0	0.0%	4
5 Property Maintenance	1,107,710	1,273,500	1,242,000	1,242,000	0	0.0%	5
6 Professional Services	3,412,859	5,195,847	4,720,740	4,720,740	0	0.0%	6
7 Technical Services	4,740,556	5,280,779	5,704,354	5,704,354	0	0.0%	7
8 Other Services	1,271,395	1,507,128	2,447,741	2,447,741	0	0.0%	8
9							9
10 Materials & Supply:							10
11 Fuel and Lubricants	5,351,161	6,491,659	6,333,750	6,333,750	0	0.0%	11
12 Bus Parts and Materials	2,347,757	2,358,769	1,911,257	1,911,257	0	0.0%	12
13 Uniform and Drivers Expense	305,339	443,122	444,235	444,235	0	0.0%	13
14 Timetables and Tickets	151,640	172,000	201,900	201,900	0	0.0%	14
15 Office Supplies/Printing	260,551	369,267	339,062	339,062	0	0.0%	15
16 Other Materials and Supply	129,524	156,500	159,500	159,500	0	0.0%	16
17							17
18 Utilities:							18
19 Telecommunications	381,263	602,470	666,174	666,174	0	0.0%	19
20 Other Utilities	1,012,799	989,000	1,084,000	1,084,000	0	0.0%	20
21 Insurance Costs	2,610,004	2,640,150	2,681,400	2,681,400	0	0.0%	21
22 Workers' Compensation	2,994,923	3,231,060	3,443,160	3,443,160	0	0.0%	22
23 Taxes and License Fees	489,079	569,109	552,894	552,894	0	0.0%	23
24 Fixed Route Accessibility	1,009,438	1,035,143	1,018,540	1,018,540	0	0.0%	24
25 Leases and Rentals	109,841	124,483	134,631	134,631	0	0.0%	25
26 Prmtnl and Legal Advertising	200,257	275,200	289,400	289,400	0	0.0%	26
27 Training & Business Travel	147,784	207,765	292,075	292,075	0	0.0%	27
28 Dues and Membership	84,596	91,652	87,624	87,624	0	0.0%	28
29 Postage and other	57,578	200,049	102,180	102,180	0	0.0%	29
30							30
31 <b>Total District Operated Buses</b>	<b>76,463,689</b>	<b>84,740,067</b>	<b>87,859,104</b>	<b>89,359,104</b>	<b>1,500,000</b>	<b>1.8%</b>	31
32							32
33 <b>CONTRACTED BUS SERVICES</b>							33
34 Contracted Urban Bus Service	14,780,548	15,041,393	15,365,530	15,365,530	0	0.0%	34
35 Other Related Costs	360,426	347,720	380,030	380,030	0	0.0%	35
36 Insurance Costs	651,828	655,000	655,000	655,000	0	0.0%	36
37 Coastside Services	703,283	857,553	1,857,450	1,857,450	0	0.0%	37
38 Redi Coast Non-ADA	230,120	254,209	222,220	222,220	0	0.0%	38
39 Other Related Costs	47,102	101,400	76,470	76,470	0	0.0%	39
40 La Honda Pescadero	52,500	55,125	55,130	55,130	0	0.0%	40
41 Southcoast - Pescadero	137,068	160,896	118,150	118,150	0	0.0%	41
42 Other Related Costs-SamCoast	26,522	6,630	6,660	6,660	0	0.0%	42
43 <b>Total Contracted Bus Service</b>	<b>16,989,396</b>	<b>17,479,926</b>	<b>18,736,640</b>	<b>18,736,640</b>	<b>0</b>	<b>0.0%</b>	43
44							44
45 <b>TOTAL MOTOR BUS</b>	<b>93,453,085</b>	<b>102,219,993</b>	<b>106,595,744</b>	<b>108,095,744</b>	<b>1,500,000</b>	<b>1.5%</b>	45

					FY15 ADOPTED Compared to FY15 REVISED	BUDGET PERCENT CHANGE		
	FY2013 ACTUAL	FY2014 REVISED	FY2015 ADOPTED	FY2015 REVISED	Increase (Decrease) E = D-C	F = E/C		
	A	B	C	D				
<b>AMERICAN DISABILITY ACT PROGRAMS</b>								
46	Elderly & Disabled/Redi-Wheels	5,627,520	6,359,982	6,294,660	6,294,660	0	0.0%	46
47	Other Related Costs	2,575,080	2,937,197	3,060,554	3,060,554	0	0.0%	47
48	ADA Sedan/Taxi Service	3,012,025	2,534,802	3,133,720	3,133,720	0	0.0%	48
49	ADA Accessibility Support	791,132	1,189,580	1,047,397	1,047,397	0	0.0%	49
50	Coastside ADA Support	1,248,275	1,244,339	1,335,300	1,335,300	0	0.0%	50
51	Insurance Costs	513,301	515,000	515,000	515,000	0	0.0%	51
52	<b>TOTAL ADA PROGRAMS</b>	<b>13,767,333</b>	<b>14,780,900</b>	<b>15,386,631</b>	<b>15,386,631</b>	<b>0</b>	<b>0.0%</b>	52
53								53
54	<b>MULTI-MODAL TRANSIT PROGRAMS</b>							54
55								55
56	<b>CALTRAIN SERVICE</b>							56
57	Peninsula Rail Service	14,000,000	5,440,000	6,260,000	6,260,000	0	0.0%	57
58	<b>Total Caltrain Service</b>	<b>14,000,000</b>	<b>5,440,000</b>	<b>6,260,000</b>	<b>6,260,000</b>	<b>0</b>	<b>0.0%</b>	58
59								59
60	<b>OTHER SUPPORT</b>							60
61	Dumbarton Express Service	3,567	0	0	0	0	0.0%	61
62	SamTrans Shuttle	2,520,296	2,536,813	2,709,040	2,709,040	0	0.0%	62
63	Bicycle Coordinating Activities	0	0	25,000	25,000	0	0.0%	63
64	Maintenance Multimodal Fac	100,363	182,790	179,100	179,100	0	0.0%	64
65	<b>Total Other Support</b>	<b>2,624,227</b>	<b>2,719,603</b>	<b>2,913,140</b>	<b>2,913,140</b>	<b>0</b>	<b>0.0%</b>	65
66								66
67	<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>16,624,227</b>	<b>8,159,603</b>	<b>9,173,140</b>	<b>9,173,140</b>	<b>0</b>	<b>0.0%</b>	67
68								68
69	<b>TOTAL OPERATING EXPENSES</b>	<b>123,844,644</b>	<b>125,160,496</b>	<b>131,155,515</b>	<b>132,655,515</b>	<b>1,500,000</b>	<b>1%</b>	69

**RESOLUTION NO. 2014-**

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

\* \* \*

**AUTHORIZING AN AMENDMENT TO INCREASE THE FISCAL YEAR 2015 OPERATING  
BUDGET IN THE AMOUNT OF \$1.5 MILLION FOR A TOTAL BUDGET OF \$133,090,358**

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

**WHEREAS**, on June 4, 2014 and pursuant to Resolution No. 2014-27, the Board of Directors of the District approved the Fiscal Year (FY) 2015 Operating Budget in the amount of \$131,590,358; and

**WHEREAS**, since the adoption of the FY2015 Operating Budget, the District has negotiated a new three-year collective bargaining agreement with the Amalgamated Transit Union (ATU) 1574, representing the District bus operators, maintenance workers and Customer Service Center representatives; and

**WHEREAS**, the General Manager/CEO recommends and the Finance Committee concurs, that the FY2015 Operating Budget be amended in the amount of \$1.5 million for a total amended budget in the amount of \$133,090,358 to incorporate the costs associated with the first year of the aforementioned agreement.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors of the San Mateo County Transit District hereby approves an amendment increasing the FY2015 Operating Budget by \$1.5 million, for a total amended FY2015 Operating Budget of \$133,090,358.

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

Regularly passed and adopted this 6<sup>th</sup> day of August 2014 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

C. H. (Chuck) Harvey  
Deputy CEO

SUBJECT: **AUTHORIZE AWARD OF CONTRACT TO PROVIDE SPECIMEN COLLECTION SERVICES FOR DRUG AND ALCOHOL ANALYSIS**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award a contract to Alcohol & Drug Testing Services, LLC (ADTS) to provide specimen collection services for drug and alcohol analysis for an estimated amount of \$208,638 for a five-year term.
2. Authorize the General Manager/CEO or his designee to execute a contract with ADTS in full conformity with the terms and conditions of the solicitation documents.

**SIGNIFICANCE**

Award of the contract will provide the San Mateo County Transit District (District) with a long-term, dedicated provider for random breath and urine specimen collection services in support of the District's mandatory drug and alcohol testing program. Random specimen collection and testing is required of all safety sensitive employees as mandated by the U.S. Department of Transportation (DOT) and the Federal Transit Administration (FTA). Specimen collection and testing services provided under this contract will comply with all DOT, FTA, and District regulations and guidelines governing this service.

**BUDGET IMPACT**

Funds to support the service are available under the approved and projected operating budgets.

**BACKGROUND**

A Request for Proposals (RFP) was issued detailing the District's scope of services to solicit proposals from firms interested in providing specimen collection services for drugs and alcohol. The solicitation was posted to the District's website and advertised in a local newspaper.

Two proposals were received as follows:

1. Alcohol & Drug Testing Services, LLC, Hot Springs, AR
2. Examination Management Services, Inc. (EMSI), Irving, TX

Proposals were reviewed and scored by an evaluation committee (Committee). The Committee scored the proposals in accordance with the following weighted criteria as stated in the RFP:

- |   |               |
|---|---------------|
| 1. Proposer's experience in providing urine specimen collection and breath specimen collection/testing in accordance with all applicable Federal, State and local rules and regulations, including DOT/FTA regulations as set forth in 49 CFR Parts 40 and 655. | 0 – 20 points |
| 2. Qualifications and Experience of Management Team and Key Personnel.  | 0 – 15 points |
| 3. Ability to provide dedicated Breath Alcohol Technicians urine collection personnel.  | 0 – 20 points |
| 4. Ability to meet the District's timelines for urine specimen collection and breath collection/testing.  | 0 – 15 points |
| 5. Financial Qualifications.  | 0 – 5 points  |
| 6. Cost Proposal Evaluation.  | 0 – 25 points |

After review, evaluation and initial ranking of all proposals, only one firm was found to be within the competitive range. The Committee determined that ADTS (a woman-owned business) was the highest-ranked firm, met all of the solicitation requirements and is fully capable of providing the specified services. Staff therefore recommends award of a contract to this firm.

The District's previous contract was with U.S. Healthworks for total estimated amount of \$121,600 for the five-year contract. Staff noted that the rates offered by ADTS and EMSI are significantly higher than those included in the previous contract with the incumbent, U.S. Healthworks from five years ago. Staff determined that the higher rates are consistent with current market rates for such services, and therefore are deemed to be fair and reasonable.

Contract Officer:	Brian Geiger	650-508-7973
Project Manager:	Christopher Childress, Employee Relations Officer	650-508-7917

**RESOLUTION NO. 2014-**

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

**\* \* \***

**AUTHORIZING AWARD OF A CONTRACT TO  
ALCOHOL & DRUG TESTING SERVICES, LLC TO PROVIDE SPECIMEN COLLECTION  
SERVICES FOR DRUG AND ALCOHOL ANALYSIS AT AN ESTIMATED COST OF  
\$208,638 FOR A FIVE-YEAR BASE TERM**

**WHEREAS**, the San Mateo County Transit District (District) solicited for competitive proposals from qualified firms to provide specimen collection services for drug and alcohol for a five-year term; and

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

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

**WHEREAS**, the Committee found the proposal submitted by Alcohol & Drug Testing Services, LLC (ADTS), of Hot Springs, AR, was the highest-ranked proposal; and

**WHEREAS**, it was further determined that ADTS meets all solicitation requirements and is fully capable of providing the specified services; and

**WHEREAS**, staff and general counsel have reviewed the ADTS proposal and have determined it is responsive to the RFP; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to ADTS for a five-year term at an estimated cost to the District of \$208,638.

**NOW, THEREFORE, BE IT RESOLVED** the Board award a contract to Alcohol & Drug Testing Services, LLC for drug and alcohol specimen collection service for a five-year term at an estimated cost of \$208,638; and

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

Regularly passed and adopted this 6<sup>th</sup> day of August, 2014 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

C. H. (Chuck) Harvey  
Deputy CEO

SUBJECT: **AUTHORIZE AWARD OF A CONTRACT FOR THE OVERHAUL OF  
IN-GROUND BUS LIFTS**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award a contract to the lowest, responsive and responsible bidder, Peterson Hydraulics, Inc., dba Ferris Hoist and Repair (Ferris), at the total cost of \$669,342.
2. Authorize the General Manager/CEO or designee to execute a contract in full conformity with the terms and conditions of the solicitation documents.

**SIGNIFICANCE**

Approval of the above actions will provide the San Mateo County Transit District (District) with a qualified and experienced contractor to overhaul the in-ground hydraulic bus lifts located at the District's North and South Base maintenance facilities. This project will improve safety and reliability and extend the operating life of the equipment used to raise and lower buses for inspection and maintenance.

**BUDGET IMPACT**

Funding for this contract will come from a mix of Federal and State grant funds as approved in prior years' capital budgets.

**BACKGROUND**

An Invitation for Bids (IFB) was issued to obtain bids for furnishing an overhaul in-ground bus lifts project. Staff advertised this IFB on the District's website and in a local newspaper of general circulation. Solicitation notification was sent to interested bidders including Small Business Enterprise (SBE) and Disadvantaged Business Enterprise that were registered in the vendor database.



**RESOLUTION NO. 2014-**

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

**\* \* \***

**AUTHORIZING AWARD OF CONTRACT TO PETERSON HYDRAULICS, INC., DBA FERRIS  
HOIST AND REPAIR TO PROVIDE OVERHAUL SERVICES FOR  
IN-GROUND BUS LIFTS AT A TOTAL COST OF \$669,342**

**WHEREAS**, the San Mateo County Transit District (District) solicited competitive bids for an overhaul of in-ground bus lifts project; and

**WHEREAS**, in response to the District's Invitation for Bids (IFB), two firms submitted bids; and

**WHEREAS**, staff and general counsel have reviewed the lower priced bid and determined that Peterson Hydraulics, Inc., dba Ferris Hoist and Repair (Ferris) of Hayward, CA is the lowest, responsive and responsible bidder; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to Ferris, whose bid meets all the requirements of the solicitation documents.

**NOW, THEREFORE, BE IT RESOLVED** the Board awards a contract to Peterson Hydraulics, Inc., dba Ferris Hoist and Repair for an overhaul of in-ground bus lifts project for a total cost of \$669,342.00; and

**BE IT FURTHER RESOLVED** the Board authorizes the General Manager/CEO, or designee, to execute a contract on behalf of the District to Ferris in full conformity with the terms and conditions of the solicitation documents.

Regularly passed and adopted this 6<sup>th</sup> day of August, 2014 by the following vote:

AYES:

NOES:

ABSENT:

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

ATTEST:

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

**FINANCE ITEM # 7  
AUGUST 6, 2014**

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD  
ENDING JUNE 30, 2014**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the November 5 meeting of the Board of Directors.

Prepared by: Sheila Tioyao, Manager, General Ledger

650-508-7752

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Michael J. Scanlon  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

SUBJECT: **UPDATE ON THE EXECUTION OF THE FUEL HEDGING PROGRAM**

**ACTION**

This item is presented for informational purpose only.

**SIGNIFICANCE**

On May 7, 2014, the Board approved the form of Request for Bids for the Fiscal Year (FY) 2015 Fuel Hedging Program (the Request for Bids) and the forms of documents to be executed and authorized the General Manager/CEO or Deputy CEO, Finance and Administration, to execute the documents required with the commodity price cap provider selected.

Based on expressions of interest in bidding, forms of documents were prepared and approved for Barclays Bank PLC (Barclays), Royal Bank of Canada (RBC) and Wells Fargo Bank, N.A. (Wells Fargo) at the May 7, 2014 meeting. Subsequently, RBC was unable to make certain internal changes needed to comply with the Fuel Hedging Policy, which was adopted in March 2010 and most recently revised in April 2014 (Fuel Hedging Policy), in time to bid on the price cap for the fiscal year beginning July 1, 2014. In addition, Wells Fargo required changes in the forms of documents which were not consistent with the Fuel Hedging Policy. As a result, at the time the bids were taken, Barclays was the only bidder who met all the requirements detailed in the Fuel Hedging Policy.

On June 27, 2014, pursuant to the Request for Bids sent out by the financial advisors to the San Mateo County Transit District (District) and Peninsula Corridor Joint Powers Board (JPB), Barclays submitted a bid. Based upon its bid, Barclays was selected as the provider of the commodity price cap, with a price cap of \$2.95 per gallon and a cost of cap at \$0.1425 per gallon. Based upon a market analysis of similar transactions, the District's financial advisors have confirmed that the sole bid received from Barclays was fair and reasonable. All documents required to be executed were reviewed and approved by Orrick, Herrington & Sutcliffe, LLP, special counsel to the JPB in connection with the fuel hedging program.

The primary goal for the Fuel Hedging Program is to reduce volatility and uncertainty in the fuel budget for FY2015. Consistent with the Fuel Hedging Policy, the District has hedged 1.2 million gallons, approximately 70 percent of the District's expected annual fuel consumption. To maximize the Fuel Hedging Program's potential economic efficiency, the District partnered with the JPB, which hedged 2.3 million gallons, approximately 50 percent of the JPB's expected annual fuel consumption.

Staff expects to return the Board next year with an assessment of the FY2015 Fuel Hedging Program.

### **BUDGET IMPACT**

The District's FY2015 adopted budget for fuel expenses is \$6.3 million, a decrease of \$157,909, or 2.4 percent below the revised FY2014 budget. The purchase of the price cap from Barclays at \$2.95 per gallon helps keep the increase in the fuel budget to a minimal level as the fuel prices rise. The Fuel Hedging Program also gives the District a measure of budgetary certainty and allows for more effective utilization of budget resources. The fees for the FY2014 Fuel Hedging Program include about \$13,000 for the financial advisor, \$45,000 for outside legal counsel and \$171,000 for the price cap premium.

### **BACKGROUND**

The District currently purchases fuel from Pinnacle Petroleum based on the average weekly spot price of Oil Price Information Service Index, exposing the District to market price fluctuation.

In order to meet the primary goal of the Fuel Hedging Program of reducing volatility and uncertainty in the fuel budget for FY2015, staff purchased a commodity price cap consistent with the Fuel Hedging Policy. Staff notes the price cap will not include taxes on the fuel price, however the price commonly reported to the Board includes taxes. A price cap allows the District to limit its exposure if fuel prices rise, while continuing to receive the benefit of lower costs if prices fall.

Prepared By: Aandy Ly, Senior Financial Analyst

650-508-6376



BOARD OF DIRECTORS 2014

JEFF GEE, CHAIR  
SHIRLEY HARRIS, VICE CHAIR  
JERRY DEAL  
CAROLE GROOM  
ROSE GUILBAULT  
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MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

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

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

**WEDNESDAY, AUGUST 6, 2014 – 2:40 p.m.**  
or immediately following previous Committee meeting

**ACTION**

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

**INFORMATIONAL**

2. State and Federal Legislative Update

Committee Members: Shirley Harris, Zoe Kersteen-Tucker

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
JULY 2, 2014**

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

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

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

Committee Chair Shirley Harris called the meeting to order at 2:33 p.m.

**Approval of Minutes of Legislative Committee Meeting of June 4, 2014**

Motion/Second: Kersteen-Tucker/Matsumoto

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

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

State Update

Seamus Murphy, Director, Government and Community Affairs, said as of June 15 there is a State budget. The highlight of the proposal for transportation was the Cap and Trade framework and the Fiscal Year (FY) 2015 allocations of revenues associated with that program. Details associated with the framework still need to be finalized, but the framework provides an ongoing source of operating and capital funding for public transit, including the implementation of regional sustainable communities strategies. The framework also provides ongoing funding for the creation of transit-oriented developments associated with sustainable communities strategies.

Federal Update

Mr. Murphy said the appropriations bill has made its way through the House. The Senate is getting closer to an appropriations measure, but there is no reauthorization of the existing surface transportation programs and the Highway Trust Fund doesn't have funding to fulfill its needs beyond August. There are currently multiple proposals in the Senate that would help correct the situation. One proposal is a short-term fix through the end of the fiscal year called the Preserving America's Transit and Highways Act. Mr. Murphy said mark-up of the Act was delayed because some members had problems with the funding sources. The Act is now scheduled for mark-up the week of July 7 and there is an amendment from Senator Tom Carper (D-DE) that would increase the gas tax by 12 cents over the next three years.

Mr. Murphy said there is an encouraging development in different proposal for a separate 12 cent increase to the gas tax that would be accomplished over two years. This proposal has not been incorporated into any specific bill yet, but it is encouraging



because it is a bipartisan effort. Senators Chris Murphy (D-CT) and Bob Corker (R-TN) have proposed increasing the gas tax and offsetting it with tax cuts that are non-transportation related. Mr. Murphy said if this doesn't occur, General Fund transfers will have to occur quickly because the Highway Trust Fund is projected to run out of funding in August, the transportation programs will not be reauthorized at the end of September, and the Mass Transit Account runs out of money in October. The U.S. Department of Transportation (DOT) recognizes the situation and has started to inform States that DOT will be implementing cash management plans to address the situation if the Highway Trust Fund falls short without congressional action in August.

Director Carole Groom asked if Congressman Kevin McCarthy (R-CA) would be any help. Mr. Murphy said probably not as Congressman McCarthy has he has come out opposed to any gas tax increase.

**Adjourned:** 2:40 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**

Strategic Growth Council

On July 10 the Strategic Growth Council provided an overview of the Affordable Housing and Sustainable Communities (AHSC) Program which will receive \$130 million in the Fiscal Year (FY) 2014-15 budget cycle and will annually receive 20 percent of cap and trade revenues beginning in FY2015-16. Half of the 20 percent needs to go towards affordable housing

Projects eligible for funding under the AHSC program include intermodal affordable housing projects that support infill and compact development, transit-oriented developments, complete streets and active transportation projects, agriculture land protection strategies, and sustainable communities strategies implementation plans.

The program development timeline is as follows:

- August 2014 – Three public workshops on guideline development
- Early October 2014 – Draft guidelines presented to the Council
- October 2014 – Three public workshops on draft guidelines
- December 2014 – Final guidelines presented to Council for Approval
- January 2015 – Funding solicitation released
- April 2015 – Applications due
- June 2015 – Awards announced

Citing limited expertise in administering grant programs and staff constraints, the Council delegated the housing, transportation and infrastructure components of the program to the Department of Housing and Community Development and the agricultural land preservation component to the Natural Resources Agency. These two agencies will work in

collaboration with the Council in creating program guidelines, evaluating applications, preparing agreements, monitoring agreement implementation, and reporting, while ensuring decision-making authority remains with the Council.

## **FEDERAL ISSUES**

### Highway Trust Fund

The House of Representatives passed a short-term funding measure for the Highway Trust Fund (HTF), providing \$10.8 billion to support current spending levels of both the Highway Account and Mass Transit Accounts through May 2015. Additionally, the legislation extends the authorization for the Federal Highway and Transit Program through the end of May 2015.

The bill creates funds through pension tax changes – specifically allowing employers to defer payments to their employee pension plans, customs user fees and a transfer of money from a fund to repair leaking underground fuel storage tanks.

The Senate will consider four amendments before Senators vote on the bill. The amendments proposed include scaling back on the pension tax changes included in the House bill, and limiting the duration of the bill from May 2015 to December 2014, requiring Congress to take up a long-term highway bill in the lame duck session following the November elections.

Should the bill pass out of the Senate with any amendments, the bill will have to return to the House of Representatives for an additional vote. If no amendments are adopted and the bill is passed, it will proceed to the president for his signature.

Prepared By: Seamus Murphy, Government and Community  
Affairs Director

650-508-6388

## San Mateo County Transit District State Legislative Matrix 7/24/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 26</a> <a href="#">Bonilla</a> D  Construction: prevailing wage.	SENATE THIRD READING 7/1/2014 - Read second time. Ordered to third reading.	<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 postconstruction phases of construction, including, but not limited to, all cleanup work at the jobsite. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/16/2014</b></p>	
<a href="#">AB 37</a> <a href="#">Perea</a> D  Unemployment insurance: reporting requirements: status of funds.	SENATE APPR. 6/25/2014 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 25). Re-referred to Com. on APPR.  <span style="color: red;">8/4/2014 10 a.m. - John L.            Burton Hearing Room            (4203) SENATE APPROPRIATI            ONS, DE LEÓN, Chair</span>	<p>Existing unemployment insurance law requires the Employment Development Department to submit to the Legislature in May and October of each year a report on the status of the Unemployment Fund and the Unemployment Compensation Disability Fund, containing actual and forecasted information on each fund, as specified.</p> <p>This bill would additionally require the department, whenever the Unemployment Fund indicates a negative balance, to include in the status report on the Unemployment Fund the estimated cost impact on employers from the changes in a specified federal tax credit and the estimated amount the state is expected to pay in interest charges on any outstanding loan to the federal government. <b>Last Amended on 8/12/2013</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 194</a> <a href="#">Campos D</a></p> <p>Open meetings: public criticism and comment.</p>	<p>SENATE THIRD READING 7/1/2014 - Read second time and amended. Ordered to third reading.</p>	<p>The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act requires an agenda for a regular meeting to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. The act excepts from this requirement an agenda item that has already been considered by a committee, composed exclusively of members of the legislative body, at a public meeting wherein all interested members of the public were afforded the opportunity to address the committee on the item, before or during the committee's consideration of the item, unless the item has been substantially changed, as specified. The act requires a notice for a special meeting to provide an opportunity for members of the public to directly address the legislative body concerning any item that has been described in the notice before or during consideration of that item. The act authorizes the legislative body to adopt reasonable regulations to ensure that the intent of these provisions 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. This bill would instead require the 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 and during the legislative body's consideration of the item, 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.</p> <p>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. <b>Last Amended on 7/1/2014</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 380</a> <a href="#">Dickinson</a> D</p> <p>Spill response for railroads.</p>	<p>SENATE APPR. 6/16/2014 - In committee: Hearing postponed by committee. From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.</p> <p>8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</p>	<p>Existing law requires the Office of Emergency Services to implement regulations establishing minimum standards for business plans and area plans relating to the handling and release or threatened release of hazardous materials. Existing law requires the establishment of a statewide environmental reporting system for these plans.</p> <p>This bill would require a rail carrier, as defined, to report specified information regarding the transportation of hazardous materials, beginning no later than January 31, 2015, to the office on a quarterly basis. The bill would require each rail carrier to maintain a response management communications center, as specified. The bill would require the office to disseminate information necessary for developing emergency response plans from the quarterly reports it receives pursuant to this act to each unified program agency, as defined, when the office determines a unified program agency area of responsibility may be impacted by a hazardous material or oil cargo spill. The bill would require each rail carrier to provide the office with a summary of the rail carrier's hazardous materials emergency response plan, as specified. The bill would require the office to provide a copy of each summary report of a rail carrier's hazardous materials emergency response plan to each unified program agency when the office determines a unified program agency area of responsibility may be impacted by a rail carrier spill of hazardous material or oil cargo and that unified program agency has been identified by the rail carrier, in consultation with the office, as able to receive security sensitive information, as specified, on a need-to-know basis. The bill would prohibit a recipient of the reports and hazardous materials emergency response plan from divulging or making known that information to unauthorized recipients, as specified. The bill would deem the reports and hazardous materials emergency response plan to be proprietary information and would limit the dissemination of that information to those government personnel with emergency response, planning, or security-related responsibilities on a need-to-know basis, as provided for pursuant to federal law, except as specified . This bill contains other related provisions and other existing laws. <b>Last Amended on 6/16/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 7/24/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 418</a> <a href="#">Mullin</a> D  Local government: special tax, assessment, or property-related fee.	ASSEMBLY INACTIVE FILE 5/15/2014 - Ordered to inactive file at the request of Assembly Member Mullin.	<p>Existing law, until January 1, 2013, authorized the City/County Association of Governments of San Mateo County to impose a fee of up to \$4 on motor vehicles registered within San Mateo County for a program for the management of traffic congestion and storm water pollution within that county.</p> <p>This bill would authorize the City/County Association of Governments of San Mateo County, in accordance with specified provisions of the California Constitution, to impose a parcel tax or a property-related fee for the purpose of implementing storm water management programs, as prescribed. This bill contains other related provisions. <b>Last Amended on 2/10/2014</b></p>	
<a href="#">AB 543</a> <a href="#">Campos</a> D  California Environmental Quality Act: translation.	SENATE APPR. 6/24/2014 - Read second time and amended. Re-referred to Com. on APPR.  <span style="color: red;">8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</span>	<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. <b>Last Amended on 6/24/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 7/24/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1194</a> <a href="#">Ammiano</a> D  Crime victims.	SENATE APPR. 7/1/2014 - Read second time and amended. Re-referred to Com. on APPR.  8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair	<p>Existing law provides for the compensation of victims and derivative victims of specified types of crimes by the California Victim Compensation and Government Claims Board from the Restitution Fund, a continuously appropriated fund, for specified losses suffered as a result of those crimes. Existing law sets forth eligibility requirements and specified limits on the amount of compensation the board may award.</p> <p>This bill would, notwithstanding those provisions, prohibit an application for compensation from being denied based upon the applicant's involvement in events leading up to the crime if the applicant was the victim of sexual assault or domestic violence, as described in specified provisions. This bill contains other related provisions and other existing laws. <b>Last Amended on 7/1/2014</b></p>	
<a href="#">AB 1556</a> <a href="#">Perea</a> D  Unemployment insurance.	SENATE THIRD READING 6/24/2014 - Read second time. Ordered to third reading.	<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. <b>Last Amended on 6/17/2014</b></p>	
<a href="#">AB 1720</a> <a href="#">Bloom</a> D  Vehicles: bus gross weight.	ASSEMBLY CONCURRENCE 7/3/2014 - In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 1 pursuant to Assembly Rule 77.	<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. <b>Last</b></p>	Support



**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
		<b>Amended on 6/10/2014</b>	
<p><a href="#">AB 1897</a> <a href="#">Hernández,</a> <a href="#">Roger D</a></p> <p>Labor contracting: client liability.</p>	<p>SENATE APPR. 7/1/2014 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATI ONS, DE LEÓN, Chair</p>	<p>Existing law regulates the terms and conditions of employment and establishes specified obligations of employers to employees. Existing law prohibits a person or entity from entering into a contract for labor or services with a construction, farm labor, garment, janitorial, security guard, or warehouse contractor, if the person or entity knows or should know that the contract or agreement does not include sufficient funds for the contractor to comply with laws or regulations governing the labor or services to be provided.</p> <p>This bill would require a client employer to share with a labor contractor all civil legal responsibility and civil liability for the payment of wages, the obligation to provide a safe work environment, as specified, and the failure to obtain valid workers' compensation coverage. The bill would define a client employer as a business entity that obtains or is provided workers to perform labor or services within the usual course of business from a labor contractor, except as specified. The bill would define a labor contractor as an individual or entity that supplies workers, either with or without a contract, to a client employer to perform labor or services within the client employer's usual course of business and would except from this definition specified nonprofit, labor, and motion picture payroll services organizations. The bill would specify that it does not prohibit client employers and labor contractors from mutually contracting for otherwise lawful remedies for violations of its provisions by the other party. The bill would require a client employer or labor contractor to provide to a requesting enforcement agency or department, and make available for copying, information within its possession, custody, or control required to verify compliance with applicable state laws. The bill would authorize the Labor Commissioner, the Division of Occupational Safety and Health, and the Employment Development Department to adopt necessary regulations and rules to administer and enforce the bill's provisions. The bill would provide that waiver of its provisions is contrary to public policy, void, and unenforceable. <b>Last Amended on 7/1/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 7/24/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2021</a> <a href="#">Gordon</a> D</p> <p>San Mateo County Transit District.</p>	<p>SENATE APPR. 6/30/2014 - In committee: Hearing postponed by committee.</p>	<p>Existing law creates the San Mateo County Transit District with various powers and duties relative to transportation projects and services in the County of San Mateo. Existing law authorizes the district to utilize the Construction Manager/General Contractor project delivery contract method for transit projects within its jurisdiction, subject to certain conditions and requirements. Existing law requires the district to comply with certain prevailing wage requirements with respect to that contract method, which requirements are monitored and enforced by the Department of Industrial Relations, or alternatively to elect to enter into a collective bargaining agreement that binds all of the contractors performing work on the project and that includes a mechanism for resolving disputes about the payment of wages.</p> <p>This bill would additionally authorize the district to meet its obligations under this provision by continuing to operate an existing previously approved labor compliance program if it has not contracted with a 3rd party to conduct its labor compliance program and requests and receives approval from the Department of Industrial Relations to continue the existing program. <b>Last Amended on 6/17/2014</b></p>	<p>Sponsor</p>
<p><a href="#">AB 2046</a> <a href="#">Gomez</a> D</p> <p>Joint exercise of powers: financing.</p>	<p>SENATE APPR. 7/1/2014 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</p>	<p>The Joint Exercise of Powers Act authorizes the legislative or other governing bodies of 2 or more public agencies to jointly exercise by agreement any power common to the contracting parties, as specified, and authorizes a joint powers authority to exercise various powers, including, among others, the power to issue bonds, including bonds bearing interest, to pay the cost of any public capital improvement, working capital, or liability or other insurance program, as specified.</p> <p>This bill would, until January 1, 2021, authorize a joint powers authority to issue or cause to be issued bonds and enter into a loan agreement for the financing or refinancing of a project that is situated in another state, including working capital related to that project, if the project and its financing meets certain conditions. This bill would require the Legislative Analyst, on or before January 1, 2020, to prepare and submit to the Legislature a report on the issuance of those bonds and the financing of those projects. This bill would require, no later than July 1, 2019, authorities that issue those bonds to provide information concerning the bonds, the projects financed, the public benefits accruing to this state and such other information requested by the Legislative Analyst's Office for the purpose of preparing the report. This bill contains other related</p>	

## San Mateo County Transit District State Legislative Matrix 7/24/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2126</a> <a href="#">Bonta</a> D  Meyers-Milias-Brown Act: mediation.	SENATE APPR. 6/24/2014 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 3. Noes 2.) (June 23). Re-referred to Com. on APPR.  8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair	provisions. <b>Last Amended on 7/1/2014</b>  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.  This bill instead would permit either party to request mediation and would require the parties to agree upon a mediator, if either party has provided the other with a written notice of declaration of impasse. If the parties cannot agree upon a mediator, the bill would authorize either party to request the board to appoint a mediator. The bill would require the board to appoint a mediator within 5 days after receipt of the party's request, as prescribed. A public agency would not be required to proceed to mediation in its negotiations with respect to a bargaining unit under the above-described circumstances if the public agency has an impasse procedure that includes, at a minimum, a process for binding arbitration. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/23/2014</b>	
<a href="#">AB 2170</a> <a href="#">Mullin</a> D  Joint powers authorities: common powers.	SENATE THIRD READING 6/17/2014 - Read second time and amended. Ordered to third reading.	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.  This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee, assessment, or tax, as specified. <b>Last Amended on 6/17/2014</b>	

## San Mateo County Transit District State Legislative Matrix 7/24/2014

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2198</a> <a href="#">Levine</a> D</p> <p>Mental health professionals: suicide prevention training.</p>	<p>SENATE APPR. 6/24/2014 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 23). Re-referred to Com. on APPR.</p> <p>8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</p>	<p>Existing law provides for the licensure and regulation of various professionals who provide mental health-related services, including psychologists, marriage and family therapists, educational psychologists, professional clinical counselors, and clinical social workers. Under existing law, an applicant for licensure in these professions is required to complete certain coursework or training in order to be eligible for a license. Existing law also requires these professionals to participate in continuing education as a prerequisite for renewing their license.</p> <p>This bill would require a psychologist, marriage and family therapist, educational psychologist, professional clinical counselor, and clinical social worker who began graduate study on or after January 1, 2016, to complete a minimum of 15 contact hours of coursework in suicide assessment, treatment, and management before he or she may be issued a license. The bill would also require, commencing January 1, 2016, a person licensed in these professions who began graduate study prior to January 1, 2016, to take a six-hour continuing education course in suicide assessment, treatment, and management in order to renew his or her license. <b>Last Amended on 4/21/2014</b></p>	<p>Support</p>
<p><a href="#">AB 2250</a> <a href="#">Daly</a> D</p> <p>Toll facilities: revenues.</p>	<p>SENATE APPR. 6/26/2014 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Existing law, in certain cases, provides for the toll facilities to be administered by local agencies.</p> <p>This bill would require 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. <b>Last Amended on 6/26/2014</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2445</a> <a href="#">Chau D</a>  Community colleges: transportation fees.	ASSEMBLY CHAPTERED  6/25/14 Chaptered by Secretary of State Chapter 63, Statutes of 2014.	<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>	

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2471</a> <a href="#">Frazier</a> D</p> <p>Public contracts: change orders.</p>	<p>SENATE APPR. 6/30/2014 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATI ONS, DE LEÓN, Chair</p>	<p>Existing law contains various provisions relating to contracts by a public entity for the performance of public works of improvement, including provisions for the payment of progress payments and the disbursing and withholding of retention proceeds. Existing law, until January 1, 2016, prohibits progress payments upon state contracts from being made in excess of 100% of the percentage of actual work completed, and authorizes the Department of General Services to withhold not more than 5% of the contract price until final completion and acceptance of the project, except as specified.</p> <p>This bill would require a public entity, as defined, when authorized to order changes or additions to the work in a public works contract awarded to the lowest bidder, to issue a change order promptly and no later than 60 days after the extra work is complete and a specified agreement is reached. The bill would, if this requirement is not met, make the public entity liable to the original contractor for the completed extra working accordance with any provisions for change order work that may be contained in the public works contract. The bill would require prejudgment interest to accrue on any amount for which the public entity fails to issue a change order promptly or make a payment due pursuant to this bill. The bill would also authorize an original contractor to present to the public entity a request for a change order for extra work performed by a subcontractor, including a lower tier subcontractor. It would also authorize a subcontractor to request that an original contractor present a change order request for extra work directed by the public entity that was performed by the subcontractor or lower tier subcontractor. The bill would require the original contractor to notify the subcontractor as to whether the original contractor presented the request to the public entity, as specified. <b>Last Amended on 6/30/2014</b></p>	<p>Oppose</p>

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

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

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2652</a> <a href="#">Linder</a> R</p> <p>Increased revenues: appropriation.</p>	<p>ASSEMBLY BUDGET 4/1/2014 - Re-referred to Com. on BUDGET.</p>	<p>The California Constitution requires the Governor, within the first 10 days of each calendar year, to submit to the Legislature a budget for the ensuing fiscal year containing itemized statements for recommended state expenditures and estimated state revenues. Existing law requires the Director of Finance to provide to the Legislature, on or before May 14 of each year, specified information, including an estimate of General Fund revenues for the current fiscal year and for the ensuing fiscal year.</p> <p>This bill would require the Director of Finance to calculate any increase between the General Fund revenue estimate for the 2013-14 fiscal year in the Governor's Budget Summary 2014-15 and the estimate of General Fund revenue for the 2013-14 fiscal year submitted by the Director of Finance on or before May 14, 2014. The bill would require the Director of Finance to calculate any increase between the General Fund revenue estimate in the budget for the 2014-15 fiscal year submitted by the Governor and the estimate of General Fund revenues for the 2014-15 fiscal year submitted by the Director of Finance on or before May 14, 2014. The bill would prohibit General Fund appropriations other than those made by this bill for the 2013-14 and 2014-15 fiscal years from exceeding the amount of General Fund revenues in the budget approved for the 2013-14 fiscal year and, for the 2014-15 fiscal year, in the budget submitted by the Governor. The bill would appropriate the amount of any increase in General Fund revenues calculated by the Director of Finance necessary to meet the state's minimum funding obligation pursuant to Section 8 of Article XVI of the California Constitution to the Controller for apportionment to school districts and community college districts. If any funds remain after this appropriation, the bill would appropriate 50% of the remaining funds to the Budget Stabilization Account and would appropriate 50% of the funds, up to \$2.534 billion, to specified transportation funds and accounts for immediate repayment of outstanding loans made from those transportation funds and accounts to the General Fund. The bill would appropriate certain amounts repaid to specified transportation funds and accounts for local street and road purposes, to be apportioned by the controller according to a specified formula. The bill would appropriate any funds remaining after these appropriations to the Budget Stabilization Account. <b>Last Amended on 3/28/2014</b></p>	



## San Mateo County Transit District State Legislative Matrix 7/24/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2707</a> <a href="#">Chau D</a>  Vehicles: length limitations: buses: bicycle transportation devices.	SENATE DESK 7/3/2014 - In Senate. Held at Desk.	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, as defined, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, that device does not materially affect efficiency or visibility of vehicle safety equipment, and the length of the bus, exclusive of that device, does not exceed 40 feet in length. In addition, existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus.</p> <p>This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches. <b>Last Amended on 5/22/2014</b></p>	
<a href="#">AB 2720</a> <a href="#">Ting D</a>  State agencies: meetings: record of action taken.	SENATE DESK 6/23/2014 - In Senate. Held at Desk.	<p>The Bagley-Keene Open Meeting Act requires, with specified exceptions, that all meetings of a state body, as defined, be open and public and all persons be permitted to attend any meeting of a state body. The act defines various terms for its purposes, including "action taken," which means a collective decision made by the members of a state body, a collective commitment or promise by the members of the state body to make a positive or negative decision, or an actual vote by the members of a state body when sitting as a body or entity upon a motion, proposal, resolution, order, or similar action.</p> <p>This bill would require a state body to publicly report any action taken and the vote or abstention on that action of each member present for the action. <b>Last Amended on 4/2/2014</b></p>	
<a href="#">HR 29</a> <a href="#">Gomez D</a>  Relative to outsourcing public services.	ASSEMBLY ADOPTED 4/3/2014 - Read. Amended. Adopted. (Ayes 44. Noes 22. Page 4332.)	<p>The Assembly opposes outsourcing of public services and assets, which harms transparency, accountability, shared prosperity, and competition, and supports processes that give public service workers the opportunity to develop their own plan on how to deliver cost-effective, high-quality services. The Assembly urges local officials to become familiar with the provisions of the Taxpayer Empowerment Agenda. The Assembly intends to introduce and advocate for responsible outsourcing legislation. <b>Last Amended on 4/3/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 7/24/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 648</a> <a href="#">Corbett</a> D  Electronic cigarettes: restriction of use and advertising.	ASSEMBLY APPR. 7/2/2014 - Read second time and amended. Re-referred to Com. on APPR.	<p>Existing law defines an electronic cigarette as a device that can provide an inhalable dose of nicotine by delivering a vaporized solution. Existing law, to the extent not preempted by federal law, makes it unlawful for a person to sell or otherwise furnish an electronic cigarette to a person under 18 years of age.</p> <p>This bill would make the provision of the STAKE Act restricting the sale of cigarette and tobacco products from vending machines applicable to electronic cigarettes, as defined. This bill contains other existing laws. <b>Last Amended on 7/2/2014</b></p>	
<a href="#">SB 674</a> <a href="#">Corbett</a> D  California Environmental Quality Act: exemption: residential infill projects.	ASSEMBLY APPR. 6/26/2014 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (June 25). Re-referred to Com. on APPR.	<p>The California Environmental Quality Act, commonly referred to as CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would instead exempt as "residential" a use consisting of residential units and primarily neighborhood-serving goods, services, or retail uses that do not exceed 25% of the total building square footage of the project. This bill contains other related provisions and other existing laws. <b>Last Amended on 1/6/2014</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 785</a> <a href="#">Wolk D</a>  Design-build.	ASSEMBLY APPR. 6/26/2014 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (June 25). Re-referred to Com. on APPR.	<p>Existing law authorizes the Department of General Services, the Department of Corrections and Rehabilitation, and various local agencies to use the design-build procurement process for specified public works under different laws.</p> <p>This bill would repeal those authorizations, and enact provisions that would authorize the Department of General Services, the Department of Corrections and Rehabilitation, and those local agencies, as defined, to use the design-build procurement process for specified public works. The bill would authorize the Marin Healthcare District to use the design-build process when contracting for the construction of a building and improvements directly related to a hospital or health facility building at the Marin General Hospital. The bill would require moneys that are collected under these provisions to be deposited into the State Public Works Enforcement Fund, subject to appropriation by the Legislature. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/17/2014</b></p>	Support

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 792</a> <a href="#">DeSaulnier</a> D</p> <p>Regional entities: San Francisco Bay Area.</p>	<p>ASSEMBLY APPR. 6/30/2014 - Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law creates the Metropolitan Transportation Commission, the Bay Area Toll Authority, the Bay Area Air Quality Management District, and the San Francisco Bay Conservation and Development Commission, with various powers and duties relative to all or a portion of the 9-county San Francisco Bay Area region with respect to transportation, air quality, and environmental planning, as specified. Another regional entity, the Association of Bay Area Governments, is created under existing law as a joint powers agency comprised of cities and counties with regional planning responsibilities. Existing law provides for a joint policy committee of certain member agencies in this 9-county area to collaborate on regional coordination. Existing law requires regional transportation planning agencies, as part of the regional transportation plan adopted in urban areas, to develop a sustainable communities strategy, coordinating transportation, land use, and air quality planning, with specified objectives.</p> <p>This bill would require the member agencies of the joint policy committee to complete an analysis of common functions and identify opportunities to save costs, reduce redundancies, and further the goals of the member agencies. The bill would require the analysis to also include a statement relative to the expected reduction of overhead, operation, and management costs. The bill would also require the joint policy committee to maintain an Internet Web site containing information relevant to the committee's activities and to appoint an advisory committee on economic competitiveness with specified members from the business community and other organizations to adopt goals and policies related to economic development, including social equity issues. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/30/2014</b></p>	

## San Mateo County Transit District State Legislative Matrix 7/24/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 901</a> <a href="#">Vidak</a> R  High-speed rail: funding.	SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. (Ayes 1. Noes 6. Page 3236.) Reconsideration granted.	<p>Article XVI of the California Constitution requires a general obligation bond act to specify the single object or work to be funded by the bonds, and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and by a majority of the voters. Article XVI authorizes the Legislature, at any time after the approval of a general obligation bond act by the voters, to reduce the amount of the indebtedness authorized by the act to an amount not less than the amount contracted at the time of the reduction. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes.</p> <p>This bill, subject to voter approval, would amend the bond act to provide that no further bonds shall be sold for high-speed rail and related rail purposes, and would also explicitly authorize the net proceeds received from outstanding bonds issued and sold prior to the effective date of these provisions, upon appropriation, to be redirected from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill would direct the Secretary of State to submit these provisions to the voters on the ballot of the November 4, 2014, statewide general election. This bill contains other related provisions. <b>Last Amended on 4/7/2014</b></p>	Oppose

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 902</a> <a href="#">Vidak</a> R  High-speed rail: eminent domain.	SENATE T. & H. 4/22/2014 - Set, first hearing. Failed passage in committee. (Ayes 1. Noes 7. Page 3236.) Reconsideration granted.	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed train system. Existing law authorizes the authority to acquire rights-of-way through purchase or eminent domain. Existing law sets forth the process for acquisition of property by eminent domain, including a requirement for adoption of a resolution of necessity. Before adopting a resolution of necessity, existing law requires a public entity to determine the fair market value of the property to be acquired and to offer that amount to the owner of the property.</p> <p>This bill would prohibit the authority, or the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the property, and the anticipated time of receipt of those funds, and declares that the authority, or the board, has offered to purchase the property at not less than the fair market value or the amount necessary to discharge the liens against the property, as described, whichever is greater. The bill would require the authority or the board to be responsible for compliance with any environmental protection laws or regulations that are applicable to the property it acquires pursuant to eminent domain. This bill contains other related provisions. <b>Last Amended on 4/7/2014</b></p>	Oppose

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 903</a> <a href="#">Vidak</a> R</p> <p>High-speed rail: property tax revenues.</p>	<p>SENATE T. &amp; 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. <b>Last Amended on 4/7/2014</b></p>	<p>Oppose</p>
<p><a href="#">SB 904</a> <a href="#">Vidak</a> R</p> <p>High-speed rail: private property: owner consent.</p>	<p>SENATE T. &amp; 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. <b>Last Amended on 4/7/2014</b></p>	<p>Oppose</p>

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 962</a> <a href="#">Leno D</a>  Smartphones.	ASSEMBLY THIRD READING 7/2/2014 - Read second time. Ordered to third reading.	<p>Existing law regulates various business activities and practices, including the sale of telephones.</p> <p>This bill would require that any smartphone, as defined, that is manufactured on or after July 1, 2015, and sold in California after that date, include a technological solution at the time of sale, which may consist of software, hardware, or both software and hardware, that, once initiated and successfully communicated to the smartphone, can render inoperable the essential features, as defined, of the smartphone to an unauthorized user when the smartphone is not in the possession of an authorized user. The bill would require that the technological solution, when enabled, be able to withstand a hard reset, as defined, and prevent reactivation of the smartphone on a wireless network except by an authorized user. The bill would make these requirements inapplicable when the smartphone is resold in California on the secondhand market or is consigned and held as collateral on a loan. The bill would authorize an authorized user to affirmatively elect to disable or opt-out of the technological solution at any time. The bill would make the knowing retail sale in violation of the bill's requirements subject to a civil penalty of not less than \$500, nor more than \$2,500, for each violation. The bill would limit an enforcement action to collect the civil penalty to being brought by the Attorney General, a district attorney, or city attorney, and would prohibit any private right of action to collect the civil penalty. <b>Last Amended on 7/1/2014</b></p>	Support



**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 969</a> <a href="#">DeSaulnier</a> D</p> <p>Public works.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 7/2/2014 - Set, first hearing. Referred to APPR. suspense file.</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, and their qualifications. Because this bill would require local agencies to perform additional duties, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. <b>Last Amended on 6/11/2014</b></p>	<p>Oppose</p>

## San Mateo County Transit District State Legislative Matrix 7/24/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 990</a> <a href="#">Vidak</a> R  Transportation funds: disadvantaged small communities.	SENATE T. & H. 4/29/2014 - Set, second hearing. Failed passage in committee. (Ayes 3. Noes 8. Page 3312.) Reconsideration granted.	<p>Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program.</p> <p>This bill would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions. <b>Last Amended on 4/21/2014</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1077</a> <a href="#">DeSaulnier</a> D</p> <p>Vehicles: mileage-based fee pilot program.</p>	<p>ASSEMBLY APPR. 6/25/2014 - Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun.</p> <p>This bill would establish a Mileage-Based Fee (MBF) Task Force within the California Transportation Commission, as specified. The bill would require the task force to study MBF alternatives to the gas tax and to make recommendations to the Department of Transportation and the commission on the design of a pilot program, as specified. The bill would also authorize the task force to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require the task force to consult with specified entities and to consider certain factors in carrying out its duties. The bill would require the Transportation Agency, based on the recommendations of the task force, to develop and implement a pilot program by January 1, 2016, to identify and evaluate issues related to the potential implementation of a MBF program in California. The bill would require the agency to prepare and submit a report of its findings to the task force, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than June 30, 2017, as specified. The bill would also require the commission to include its recommendations regarding the pilot program in its annual report to the Legislature, as specified. The bill would repeal these provisions on January 1, 2018. <b>Last Amended on 6/25/2014</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1151</a> <a href="#">Cannella</a> R Vehicles: school zone fines.	ASSEMBLY APPR. 6/23/2014 - Read second time and amended. Re-referred to Com. on APPR.	<p>Existing law, in the case of specified violations relating to rules of the road and driving under the influence, doubles the fine in the case of misdemeanors, and increases the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a highway construction or maintenance area during any time when traffic is regulated or restricted by the Department of Transportation or local authorities pursuant to existing law or is committed within a designated Safety Enhancement-Double Fine Zone.</p> <p>This bill would also require that an additional fine of \$35 be imposed if the violation occurred when passing a school building or school grounds, as specified, and the highway is posted with a standard "SCHOOL" warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. The bill would require that these additional fines be deposited in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. <b>Last Amended on 6/23/2014</b></p>	Support

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

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

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1183</a> <a href="#">DeSaulnier</a> D</p> <p>Vehicle registration fees: surcharge for bicycle infrastructure.</p>	<p>ASSEMBLY APPR. 6/25/2014 - Read second time and amended. Re-referred to Com. on APPR.</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. <b>Last Amended on 6/25/2014</b></p>	<p>Support</p>
<p><a href="#">SB 1204</a> <a href="#">Lara</a> D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>ASSEMBLY APPR. 6/18/2014 - Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, commonly known as cap and trade revenues, to be deposited in the Greenhouse Gas Reduction Fund, and to be used, upon appropriation by the Legislature, for specified purposes.</p> <p>This bill would create the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be funded from cap and trade revenues, to fund zero- and near-zero emission truck, bus, and off-road vehicle and equipment technologies and related projects, as specified, with priority to be given to certain projects, including projects that benefit disadvantaged communities. The program would be administered by the state board, in conjunction with the State Energy Resources Conservation and Development Commission. The bill would require the state board, in consultation with the commission, to create a multiyear framework and plan, and to develop guidance through the existing Air Quality Improvement Program Funding Plan process for implementation of the program. <b>Last Amended on 6/18/2014</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1298</a> <a href="#">Hernandez</a> D  High-occupancy toll lanes.	ASSEMBLY APPR. 6/24/2014 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 1.) (June 23). Re-referred to Com. on APPR.	<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 enact new provisions revising and recasting these provisions and would repeal the existing provisions, thereby extending the program indefinitely. The bill would specify additional requirements for agreements between LACMTA, the Department of Transportation, and the Department of the California Highway Patrol that identify the respective obligations and liabilities of each party relating to the program and clear and concise procedures for law enforcement. This bill contains other related provisions. <b>Last Amended on 6/17/2014</b></p>	
<a href="#">SB 1350</a> <a href="#">Lara</a> D  Baby diaper changing accommodations.	ASSEMBLY APPR. 6/24/2014 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 1.) (June 24). Re-referred to Com. on APPR.	<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. <b>Last Amended on 5/5/2014</b></p>	

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1368</a> <a href="#">Wolk</a> D  State highways: relinquishment.	ASSEMBLY APPR. 6/24/2014 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 13. Noes 0.) (June 23). Re-referred to Com. on APPR.	<p>Existing law gives the Department of Transportation full possession and control of all state highways. Existing law provides for the relinquishment of state highways or portions of state highways to any county or city by the California Transportation Commission in accordance with specified criteria and procedures. Existing law, in addition, authorizes the commission to relinquish to a county transportation commission or regional transportation planning agency a park-and-ride lot within their respective jurisdictions, if the department enters into an agreement with the county transportation commission or regional transportation planning agency providing for that relinquishment and other conditions are satisfied.</p> <p>This bill would also authorize the commission to relinquish a park-and-ride lot to a transit district or a joint powers authority formed for purposes of providing transportation services, in the manner described above. <b>Last Amended on 6/16/2014</b></p>	Support
<a href="#">SB 1418</a> <a href="#">DeSaulnier</a> D  Vehicle weight fees: transportation bond debt service.	SENATE APPR. SUSPENSE FILE 5/23/2014 - Held in committee and under submission.	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill would repeal these provisions, thereby retaining the weight fee revenues in the State Highway Account. The bill would make other conforming changes in that regard. This bill contains other related provisions and other existing laws. <b>Last Amended on 5/1/2014</b></p>	



## San Mateo County Transit District State Legislative Matrix 7/24/2014

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1433</a> <a href="#">Hill D</a> Local Agency Public Construction Act: transit design-build contracts.	ASSEMBLY APPR. 6/24/2014 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 23). Re-referred to Com. on APPR.	<p>Existing law authorizes a transit operator to enter into a design-build contract, as specified. Existing law defines a "transit operator" as a transit district, included transit district, municipal operator, included municipal operator, or transit development board, a consolidated agency, or any joint powers authority formed to provide transit service. Existing law establishes conditions for the selection of the design-build entity relating to the dollar amounts of the contracts. Existing law requires a transit operator, as defined, awarding a contract for a public works project pursuant to these provisions, to reimburse the Department of Industrial Relations for costs of performing prevailing wage monitoring and enforcement of the public works project and would require moneys collected to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund. Existing law repeals these provisions on January 1, 2015.</p> <p>This bill would include in the definition of "transit operator" any other local or regional agency responsible for the construction of transit projects, thereby extending the design-build procurement authorization. The bill would eliminate the requirement that the project cost exceed a specified amount. The bill would delete the repeal date, thus extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.</p>	Support
<a href="#">SCA 4</a> <a href="#">Liu D</a> Local government transportation projects: special taxes: voter approval.	SENATE APPR. 8/29/13 Re-referred to Com. on APPR.	<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

**San Mateo County Transit District  
State Legislative Matrix 7/24/2014**

Bill ID/Topic	Location	Summary	Position
<a href="#">SCA 8</a> <a href="#">Corbett</a> D  Transportation projects: special projects: voter approval	SENATE APPR. 8/29/13 Re-referred to Com. on APPR.	Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. The measure would also make conforming and technical, non-substantive changes.	Support
<a href="#">SCA 9</a> <a href="#">Corbett</a> D  Local Government: economic development: special taxes: voter approval	SENATE APPR. 6/27/13 Re-referred to Com. on APPR.	Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax contains specified requirements.  The measure would also make conforming and technical, non-substantive changes.	
<a href="#">SCA 11</a> <a href="#">Hancock</a> D  Local Government: special taxes: voter approval	SENATE APPR. 6/27/13 Re-referred to Com. on APPR.	Would instead condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements.  The measure would also make conforming and technical, non-substantive changes.	Support



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, AUGUST 6, 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 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

#### **3. PUBLIC COMMENT**

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

#### **4. REPORT OF THE CHAIR**

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

#### **6. COMMUNITY RELATIONS COMMITTEE**

##### SUBJECTS DISCUSSED

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

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

##### 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

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

- c. Authorize Award of Contract to Alcohol & 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

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

**8. LEGISLATIVE COMMITTEE**

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

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

**10. BOARD MEMBER REQUESTS/COMMENTS**

**11. DATE, TIME AND PLACE OF NEXT MEETING** – September 3, 2014 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 Carlos Ave., San Carlos 94070

**12. 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

**13. ADJOURNMENT**

## **INFORMATION FOR THE PUBLIC**

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans Website at [www.samtrans.com](http://www.samtrans.com).

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

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

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

### **Location of Meeting**

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

### **Public Comment**

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

### **Accessibility for Individuals with Disabilities**

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

### **Availability of Public Records**

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

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING  
JULY 2, 2014**

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

Staff Present: J. Averill, J. Cassman, 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 2:56 p.m.

**CONSENT CALENDAR**

- a. Approval of Minutes of Board of Directors Meeting of June 4, 2014
- b. Acceptance of Statement of Revenues and Expenses for May 2014

Motion/Second: Harris/Tissier

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

**PUBLIC COMMENT**

Marsha Herr, South San Francisco, said there is going to be a South San Francisco shuttle operating every 45 minutes. She asked if this shuttle will stop at the South San Francisco Bay Area Rapid Transit (BART) station and if it will be chartered buses or SamTrans buses. Chuck Harvey, Deputy CEO, said cutaway buses will be operated by a private operator, be Americans with Disability Act accessible, and have bike racks. The routing and schedule is being finalized, but the route will include a stop at the BART station. Mr. Harvey said staff will email Ms. Herr the schedule when it is finalized. Mr. Harvey said the shuttle will pass the back side of the mobile home park and travel down Mission Road.

Ms. Herr asked why the shuttle won't start operating until November.

Director Karyl Matsumoto said there are contracts to sign, vehicles to procure, and signage and schedules to produce.

**REPORT OF CHAIR**

Chair Gee reported:

- The Board will not take a summer break and additional meetings may be added.
- Vice Chair Shirley Harris, Director Zoe Kersteen-Tucker and he will be attending the American Public Transportation Association Annual Meeting in Houston in October. Director Rose Guilbault will be attending in her role as a Director of the Peninsula Corridor Joint Powers Board.
- Director Guilbault was congratulated for being the keynote speaker at the Bay Area Gardeners Foundation's Student Recognition Dinner and Fundraiser.

## REPORT OF THE GENERAL MANAGER/CEO

Michael Scanlon, General Manager/CEO, reported:

- Twenty-one new cutaway buses and 14 minivans will be in revenue service beginning in September.
- Twenty-one 40-foot and 12 29-foot Gillig buses will be delivered in September. If any Board members are interested in a tour of the Gillig factory in Hayward while the buses are in production, please contact Martha Martinez, District Secretary.
- Fixed-route service averaged 27,500 miles and Redi-Wheels averaged 53,400 miles between service calls in May.
- Human capital investment continued with 2,000 hours of training in May. One thousand hours of training were dedicated to maintenance training and 500 hours to the Department of Motor Vehicles mandated training. Additional hours were spent on other trainings, including some retraining.
- On June 27 a safety luncheon for North Base operators was held in recognition of the second month this year the operators had zero preventable accidents
- A new runbook took effect on June 15 with adjustments to several key routes.
- Accessible Transit Services are working with Lifeline Fare customers on their annual renewal.
- A number of potential proposers attended a bus contracts pre-proposal meeting on June 24 for the upcoming shuttle contract Request for Proposal.

Director Guilbault left at 3:08 p.m.

## 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 – Paratransit
- e. Multimodal Ridership Report – May 2014

## FINANCE COMMITTEE – Z. Kersteen-Tucker

### RESOLUTIONS

- a. Declaring the Uncertainty of Compensation of District Administrative Employees as of July 1, 2014
- b. Authorize Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance, and Regional Measure 2 Funds for Fiscal Year 2015
- c. Authorize Disposition of Six Surplus Vehicles
- d. Authorize Award of Contracts to Public Financial Management, Inc., Ross Financial, Nancy Whelan Consulting, LLC, Ernst & Young Infrastructure, Macias Consulting Group, Inc., KPMG, LLP, and Williams Adley & Company-CA, LLP to Provide On-Call Financial Consulting Services in an Aggregate Not-to-Exceed Amount of \$3,050,000 for a Five-Year Term

- e. Authorize Rejection of the Single Bid Received from Cummins Pacific, LLC for Provision of Allison Factory-Remanufactured WBTEC III Transmissions

Motion/Second: Kersteen-Tucker/Deal

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

Absent: Guilbault

**LEGISLATIVE COMMITTEE – S. Harris**

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

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

SUBJECT DISCUSSED

- a. Sustainability Program Update

**WRITTEN COMMUNICATIONS**

No discussion.

**BOARD MEMBER REQUESTS/COMMENTS**

Director Harris requested the meeting be adjourned in memory of Julie Cunningham, President and CEO, Conference of Minority Transportation Officials, who passed away on June 24.

Director Guilbault returned at 3:11 p.m.

Director Karyl Matsumoto said there will be no San Mateo County Transportation Authority meeting in July. She thanked staff for assisting her on Dump the Pump Day.

**DATE AND TIME OF NEXT MEETING** – August 6, 2014 at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

**GENERAL COUNSEL PROPOSAL**

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

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



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

Adjourned to closed session at 3:13 p.m.

Reconvened at 3:55 p.m.

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

Meeting adjourned in memory of Julie Cunningham at 3:56 p.m.

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

**MINUTES OF BOARD OF DIRECTORS SPECIAL MEETING  
JULY 17, 2014**

Board Members Present: J. Deal, J. Gee (Chair), S. Harris, K. Matsumoto, A. Tissier

Board Members Absent: C. Groom, R. Guilbault, Z. Kersteen-Tucker

Staff Present: B. Carson, P. Glen, G. Harrington, C. Harvey, R. Haskin, C. Karambir, M. Martinez, D. Miller, C. Patton, R. Rios, M. Scanlon, M. Simon

Chair Jeff Gee called the meeting to order at 2:02 p.m.

**GENERAL COUNSEL PROPOSAL**

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

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

Adjourned to closed session at 2:05 p.m.

Reconvened at 2:25 p.m.

Mr. Miller said the Board met in closed session to hear a report from the labor negotiator and there is an action to be taken by the Board. Recent negotiations have been successfully concluded between the Amalgamated Transit Union Local 1574 that represent bus operators, mechanics, utility workers and storeskeepers as listed in Item a and for the customer service center employees as listed in Item c.

A contract was ratified on July 16 by the employees of each unit listed in Items a and c and there is a resolution before the Board for approval. The new contract would begin on July 13, 2014 and end on June 30, 2017.

SamTrans Board of Directors  
Minutes of July 17, 2014 Special Meeting

Motion/Second: Tissier/Harris

Ayes: Deal, Gee, Harris, Matsumoto, Tissier

Absent: Groom, Guilbault, Kersteen-Tucker

Mr. Miller said an informational report was given on Item b on negotiations that are about to ensue with the Teamsters Union Local 856 who represent bus transportation supervisors, dispatchers, and radio controllers. Proposals have been exchanged and the first meeting is scheduled for early August. This matter will be carried on future agendas.

Adjourned at 2:26 p.m.