

AUGUST 5, 2015 SAMTRANS BOARD MEETING

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BOARD OF DIRECTORS 2015

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ROSE GUILBAULT
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PETER RATTO
CHARLES STONE
ADRIENNE TISSIER

JIM HARTNETT
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 5, 2015 – 2:00 P.M.

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

ACTION

3. Approval of Minutes of Community Relations Committee Meeting of June 3, 2015
4. Proclamation Recognizing the 25th Anniversary of the Americans with Disabilities Act

INFORMATIONAL

5. Accessibility Update – Tina Dubost
6. Paratransit Coordinating Council Update - Mike Levinson
7. Citizens Advisory Committee Liaison Report
8. Multimodal Ridership Report – May and June 2015

Committee Members: Zoe Kersteen-Tucker, Peter Ratto, Charles Stone

NOTE:

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

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

Draft

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING
COMMITTEE OF THE WHOLE
JUNE 3, 2015**

Committee Members Present: Z. Kersteen-Tucker (Committee Chair), P. Ratto, C. Stone

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

Other Board Members Absent, Constituting Committee of the Whole: S. Harris

Staff Present: J. Averill, J. Cassman, A. Chan, T. Dubost, G. Harrington, J. Hartnett, C. Harvey, R. Haskin, M. Martinez, N. McKenna, M. Simon, S. van Hoften

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 2:02 p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of
May 6, 2015**

Motion/Second: Guilbault/Gee

Ayes: Gee, Guilbault, Kersteen-Tucker, Matsumoto, Ratto, Stone, Tissier

Absent: Groom, Harris

Accessibility Update – Tina Dubost

Tina Dubost, Manager, Accessible Transit Services, said the paratransit scheduling software has been updated. The software has a new map and better scheduling capabilities. The Market Research and Development staff will be conducting a telephone survey of paratransit customers starting June 6.

Director Jeff Gee said in the Paratransit Coordinating Council (PCC) minutes there was a comment regarding a disruption with the AT&T phone lines and asked if the problem has been corrected. Ms. Dubost said yes and staff has developed a response if the problem happens again.

PCC Update – Mike Levinson

Mike Levinson, PCC Chair, said the PCC will have a retreat on June 9 at the Daly City Library to develop their two-year work plan. The PCC provided input to staff on the telephone survey. An education presentation was given on May 20 in Pacifica and at Doelger Center in Daly City on June 15.

Citizens Advisory Committee (CAC) Liaison Report – Nada Ballator

Nada Ballator, Member, CAC, said at the May 27 meeting the CAC:

- Received a presentation on the Fiscal Year 2016 Operating and Capital budgets.
- Voted to send a letter to the Board stating the CAC's strong support of the continuation of the Day Pass.
- Received statistics on accidents and complaints.

Mobility Management Report – Fixed-Route Bus Service

Chuck Harvey, Deputy CEO, said:

- Total monthly ridership continues to trend above the past two years.
- Monthly farebox revenue continues to increase along with ridership.
- Token usage remains strong.
- Day Pass usage was 78,338 for the month of April.
- On-time performance (OTP) is above the goal of 85 percent at 88 percent.
- Fleet reliability continues strong above the goal of 20,000 miles per road calls.
- Missed schedules remain very low.
- Complaints remain low with less than 150 for every million trips.
- The 2002 and 2003 fleet buses will be replaced next.
- Staff has not decided on the technology that will be used for the new buses. The hybrids don't provide a good return on fuel savings that offsets the added purchase cost, but they do reduce greenhouse gas emissions. There is a new development where all transit agencies will be required to be 100 percent electric by 2040.
- The development of the State Certified Mechanic Apprenticeship Program continues. Staff has had positive discussions with the local community college. The apprenticeship standards and training curriculum are being drafted.

Jim Hartnett, General Manager/CEO, said he was at South Base this morning speaking to the mechanics and they are excited about the Apprenticeship Program.

Mr. Harvey said SamTrans was an early adopter of putting together an in-house mechanical training staff. Staff is currently doing an in-house recruitment for a second mechanical instructor.

Director Gee said it would be interesting to explore doing a pilot program on the electric buses to see how buses handle El Camino Real without dying on the route. Mr. Harvey said staff has been looking at which routes and services make sense for electric buses. There are two types of technologies: a slow charge, in which the battery is run until it is dead and then is charged overnight; a fast charge, which after each run the bus goes to a charging station before continuing on. Mr. Harvey said staff has done a Pacific Gas and Electric load analysis at the bases to see what is needed for charged infrastructure.

Director Carole Groom arrived at 2:22 p.m.

Director Gee said because of the types of routes SamTrans operates it would be interesting to see the OTP if certain routes with heavy traffic are removed from the data, such as East Palo Alto.

Public Comment

Meredith Park, President, San Carlos Parent Teacher Association, said last year she came before the Board asking for routes for schools. The community needs solutions now for school children. She said next year, Route 295 needs to be better aligned with school schedules and service to the Redwood City Transit Center. Ms. Park said there is a need for one or two more bus routes for San Carlos to get people acclimated to public transit.

Mr. Harvey said staff is looking at the request for Route 295 and realigning it with school bell times. Staff is having some discussions with the city of San Carlos and in the past there has been a problem getting enough ridership to justify the cost. Mr. Harvey said there are limits on what can be operated. Fixed-route service can operate to match up with school bell times, but cannot operate a bus that is only going to pick up from a school and take to another activity center.

Chair Zoe Kersteen-Tucker asked if shuttles are a possibility. Mr. Harvey said shuttles are a possibility, but the challenge is the demand. On some of the routes when a bus pulls up to the stop by a school, multiple buses could be filled up and a shuttle bus does not have sufficient capacity.

Director Charles Stone said he serves on the Four Corners Committee, which consists of the San Carlos School District, the cities of Belmont and San Carlos, and Sequoia Union High School District. Director Stone said the committee is on the cusp of coming up with a conceptual plan that will help alleviate some of the traffic on Alameda de las Pulgas. He thanked Doug Kim, Director, Planning, and staff for being a part of these discussions.

Multimodal Ridership Report – April 2015 Compared to April 2014

Mr. Harvey reported:

- Average Weekday Ridership
 - Bus was 43,910, an increase of 3.7 percent.
 - Paratransit was 1,160, an increase of 5.5 percent.
 - Caltrain was 58,370, an increase of 5.6 percent.
 - Caltrain shuttle was 11,180, a decrease of 9.5 percent.
- Total year to date
 - Bus ridership was 11,014,010, an increase of 3.5 percent.
 - Paratransit ridership was 271,600, an increase of 4.4 percent.
 - Caltrain ridership was 15,134,110, an increase of 8.6 percent.
 - Shuttles ridership was 2,528,760, an increase of 4.1 percent.
 - Total ridership on all modes was 28,947,480, an increase of 6.2 percent.

Director Adrienne Tissier asked if the new cars on Caltrain have helped alleviate the crowds. Mr. Harvey said only four trains have six cars, but it has helped.

Director Peter Ratto said he has noticed an improvement in capacity on the six-car trains.

Mr. Harvey said in response to Director Karyl Matsumoto's question at a previous meeting, the Genentech shuttles are open to the public at no cost.

Adjourned: 2:34 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **RECOGNITION OF THE 25TH ANNIVERSARY OF THE AMERICANS WITH
DISABILITIES ACT**

ACTION

Staff proposes the Committee recommend the Board adopt the proclamation celebrating the 25th anniversary of the passage of the Americans with Disabilities Act (ADA).

SIGNIFICANCE

Recognition of the passage of the ADA is a reaffirmation of the SamTrans commitment to provide quality transit service to citizens with disabilities in San Mateo County. It is an opportunity to focus special attention on the daily challenges faced by persons with disabilities throughout the SamTrans service area, to reflect on measures that are being taken to increase accessibility, independence and mobility, and to increase public awareness of SamTrans services that meet their needs.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The San Mateo County Transit District (District) began providing service dedicated to the disabled community prior to the passage of the ADA. With the passage of the ADA, the District consistently has exceeded the level of service required by the legislation.

Over the past 25 years, the District has:

- Continually improved the accessibility features of regular buses to make them a first choice of transportation for persons with disabilities as intended by the ADA;
- Inaugurated RediCoast service on the Coastside in 2006 to ensure coordinated paratransit service throughout the county;

- Created accessibility features for paratransit vehicles that have made them a standard of excellence in the industry;
- Engaged the disability community in the planning and oversight of accessible services through the San Mateo County Paratransit Coordinating Council and the SamTrans Accessibility Advisory Committee;
- Provided the highest quality of ongoing training for bus operators to ensure that they are sensitive to both the needs and the capabilities of customers with disabilities.

Prepared by: Tina Dubost Manager, Accessible Transit Services

650-508-6247

Proclamation

CELEBRATING THE 25TH ANNIVERSARY OF THE AMERICANS WITH DISABILITIES ACT

WHEREAS, on July 26, 1990, President George H. W. Bush signed into law the Americans with Disabilities Act (ADA) to ensure the civil rights of people with disabilities; and

WHEREAS, this legislation established a clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities; and

WHEREAS, the ADA has expanded opportunities for Americans with disabilities by reducing barriers, changing perceptions and increasing full participation in community life; and

WHEREAS, the full promise of the ADA will only be reached if public entities remain committed in their efforts to fully implement the ADA.

NOW, THEREFORE BE IT RESOLVED, the Board of Directors and staff of the San Mateo County Transit District celebrate and recognize the progress that has been made under the ADA by reaffirming the principles of equality and inclusion and recommitting our efforts to achieve the highest level of accessible service for our customers.

Regularly passed and adopted this 5th day of August, 2015.



Chair, San Mateo County Transit District

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
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.

Minutes from the May 12 PCC meeting are attached. Minutes from the May 13 SAAC meeting are also attached.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No additional information.

Prepared by: Tina Dubost, Manager, Accessible Transit Services

650-508-6247

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)**

**MEETING MINUTES
May 12, 2015**

ATTENDANCE: Members Present: Mike Levinson, Chair; Sammi (Wilhelmina) Riley, Consumer; Maureen Dunn, Senior Focus; Barbara Kalt, Rosener House; Vincent Merola, CiD; Tina Dubost, SamTrans; Dinae Cruise, Consumer; Susan Capeloto, DOR; Dr. Aki Eejima, Consumer; Judy Garcia, Consumer; Marie Violet, Sequoia Hospital; and Sandra Lang, COA.

GUESTS: Jim Hartnett, SamTrans; Richard Weiner, Nelson-Nygaard; Ashish John, SamTrans; John Sanderson, SamTrans; Dave Daley, First Transit; Talib Salamin, Serra Taxi Cab; Lynn Spicer, First Transit; Elly Colwell, SamTrans; Maria Kozak, Consumer; Patti Smith, Consumer; Linda Rhine, Nelson-Nygaard; Erin Swartz, PCC Staff.

ABSENTEES: Dale Edwards, Consumer; Dr. Michal Settles, PCC Vice-Chair; Jim Engvall, Consumer; Nancy Kegan, Catholic Charities.

(Member Attendance: 12; Quorum—YES.)

WELCOME/INTRODUCTION

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

Jim Hartnett, incoming CEO of SamTrans, introduced himself at today's PCC meeting.

APPROVAL OF THE APRIL PCC MINUTES

Sandra motioned and Barbara seconded, with Vincent abstaining to approve the April PCC minutes. Maria Kozak asked to have the April PCC minutes updated with her in attendance at that meeting.

COMMITTEE REPORTS

A. ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)

Sandra reported that she attended the SamTrans Board meeting in early May. Seamus Murphy gave a legislative update for the SamTrans Board. The next AL-Com meeting is scheduled for Tuesday, July 7, 2015.

B. GRANT/BUDGET REVIEW

Barbara reported that there are no updates available.

C. EDUCATION COMMITTEE

Maureen reported that a small group of the Education Committee members met before today's PCC meeting. Two outreach opportunities with senior centers in San Mateo County are coming up on May 20 and June 15. Erin will be staffing a table at the Health and Wellness Fair in Pacifica on May 20. Approximately 100 people are expected to attend the event. On June 15, Doelger Senior Center in Daly City is hosting

volunteer luncheon and the PCC has been invited to give a 30 minute presentation. Mike and Aki can attend the event on June 15.

Vincent asked if Redi-Wheels staff could attend a presentation with the PCC. Tina noted that she gives outreach presentations upon request. Richard Lesser does presentations about accessible SamTrans and Caltrain service. Tina, Maureen, and Vincent discussed having Richard Lesser give a presentation to the Education Committee describing current outreach efforts about accessible services and give the Education Committee an opportunity to share their outreach activities.

Linda pointed out that the new DOT reasonable accommodation ruling will need further discussion. Sandra asked about the purpose of the Education Committee's outreach activities. She and Maureen discussed recruiting new PCC members, providing information about the PCC and Redi-Wheels, in addition to information about the Consumer Corps. The next Education Committee meeting is scheduled for July 14, 2015.

D. EXECUTIVE COMMITTEE

Mike reported that the PCC will meet on June 9, 2015, from 10:30-3:30 p.m. at the Serramonte Branch of the Daly City Library. The address is 40 Wembley Drive and the Retreat will be in the Community Room. Breakout groups will take place, along with a presentation giving an overview of the ADA and the potential implications on the recent Federal rules published on reasonable modifications.

PCC Nominating Committee

Barbara and Dale serve on this Committee. Mike Levinson has agreed to serve another year as Chair to the PCC and Vincent Merola has been nominated as Vice-Chair. The PCC will vote on the nominees at the PCC Retreat in June. Any further nominations can be submitted to Barbara and Dale until June 9, 2015.

Approval of Updated Redi-Wheels Customer Comment Report

John Sanderson distributed the final draft of the Redi-Wheels Customer Comment Report. The new report format now defines a "valid comment" as one that is factually accurate. John used the example of a caller making a complaint about a late ride on a specific date. If the Redi-Wheels investigation reveals that the ride was not late, then the comment would be categorized as invalid. Comments that are partially valid are counted as valid in the comment category that is most appropriate. Service related and non-service related comments are now separated. Maureen motioned and Sandra seconded the motion to approve the new format of the report. Vincent voted to oppose the new report format and no abstentions were noted. The PCC members described the new report format as clearer and improved. Linda noted that eliminating the "Customer Error" category is helpful. Lynn and John described the general nature of most compliments that are submitted by customers. If a compliment is in reference to a specific driver or employee, the compliment will be shared with the employee or driver named. Barbara noted that having the updated report gives the Education Committee direction about what areas are important topics to discuss in outreach activities.

SAMTRANS/REDI-WHEELS REPORT

E. Operational Report

Tina thanked Sandra for attending the most recent SamTrans Board meeting and accepting the proclamation designating May as Older Americans Month.

Coastside Statistics Report

Judy asked if transfers would be necessary for riders traveling from Pacifica to HMB. Tina said that it is a shared ride, but a transfer is not necessary. Maria asked if a ride from San Bruno to Pacifica would be Redi-Wheels or RediCoast ride. Tina explained that Redi-Wheels serves Pacifica, as it is categorized as an urban area on the Coastside. RediCoast rides have to have an origin or destination elsewhere on the Coastside.

Tina presented the Coastside Statistics Report for the months of January to March 2015. Average weekday ridership dropped from 123 in January to 108 in March. Same day cancels totaled 78 in January and 54 in March. No-shows were approximately 1% of the total trips scheduled during this time period. On-time performance has been very good, at 98%. Productivity is not meeting the standard of 1.5 passengers/hour. Complaints per 1000 trips were 0.76 in January and 0.39 in March.

Tina also shared updates on the draft Redi-Wheels/RediCoast Customer Survey. Names and specific personal information given by respondents will be confidential. SamTrans will randomly select a group of people who have taken Redi-Wheels/RediCoast rides during a specific time period. Tina asked for comments from the PCC until this Friday, May 15.

Mike asked for clarification in questions that refer to SamTrans instead of Redi-Wheels. He asked about questions for people who are surveyed that aren't currently riding Redi-Wheels/RediCoast. Tina pointed out that the survey is targeting riders who can provide information about their most current paratransit ride. Richard also asked if question #2 is reference to round trips or one-way trips. Questions #25 and #26 are repetitions of questions #1 and #2. Linda asked if a question about Night Before Calls could be included in the survey, as well. Judy Garcia asked if the survey could be completed online, rather than over the phone. Mike noted that question #41 should be included, even if question #40 is answered with "no."

Tina noted that there are 1,033 Average weekday riders and the goal is to survey 500 Redi-Wheels /RediCoast customers. Richard noted that it will be very challenging to achieve that number and that a sample size of 300 would be adequate. Maureen asked if individuals who take group rides (subscription service) could also be included in the survey and if survey staff can have a list of adult day centers in advance.

Vincent and Linda asked for additional time to review the draft survey questions and provide feedback. Linda suggested a field test group of at least 2 dozen people to take the survey before the calls go live. Sammi added that question #10 should include more specifics about the condition of the vehicle such as its cleanliness, size, etc. Sammi also pointed out that questions #11 & #12 refer to SamTrans, but it should be in reference to Redi-Wheels/RediCoast.

Maria asked if she could submit comments about the survey, even though she is not a member of the PCC. Tina confirmed that if people are not home to answer the call and complete the survey that there would be additional attempts to collect the survey responses. Barbara added that EMC researchers should leave the number and name of the organization for customers who will need a call back because many people screen their calls and may not take a call from an unknown number. Sandra commented that she would also like to have additional time to review the draft survey questions. Mike asked if question #20 could be formatted like questions #11 & #12. Aki asked about question #14, and if canes, crutches and service dogs could be included in the choices provided to respondents. Tina noted that this question was in reference to wheelchair securement. Aki asked if devices like Clipper cards and credit cards could be incorporated as methods of payment for Redi-Wheels/RediCoast.

The PCC members discussed how respondents would be prompted to provide the purpose of their trip. Aki noted a grammatical change would be needed on question D7, to change "that" to "who." Mike asked if the survey could be written to include an option to decline answering specific questions. Richard suggested offering this option in section D1. Vincent asked about the demographic questions at the end of the survey. Vincent asked about incomplete surveys, if the data that is partially completed is included in the results or not. Maureen suggested adding the phrase "medical condition" to question #D8, instead of simply asking about a specific disability. Maria confirmed that the survey question would ask about a rider's most recent trip. Patti Smith asked about incentives that may be available for survey respondents. Tina agreed to ask about this and share information about any incentives that are available.

F. Performance Summary

Safety Report

No safety report was available.

LIAISON REPORTS

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

In Michal's absence, Linda reported that Cara Schmaljohn agreed to be Michal's alternate from the Coastside. Cara will try to attend the PCC Retreat in June.

B. AGENCY

Barbara reported that no update is available.

C. EFFICIENCY REVIEW COMMITTEE (ERC)

Aki reported that the ERC discussed the new DOT Reasonable Modification regulations. The ERC also reviewed the Agency Comparison of key Policies Report that Linda shared with the group. The report compared paratransit policies for several agencies regarding door-to-door vs. curbside, same day service, inter-county transfers, and late cancels/no-shows.

D. COMMISSION ON AGING (COA)

Sandra reported that the COA met yesterday in a retreat format. San Mateo County Supervisor Adrienne Tissier has attended the most recent COA meetings. Three goals established by the COA for this year are elder abuse awareness, community resources for seniors, and transportation for seniors. Breakout sessions have taken place in

reference to all three goals. One theme in the breakout sessions focused on safety issues. Sandra will deliver the proclamation of May as Older Americans month from SamTrans at the June COA meeting. The meetings taking place from June through October will be held in another location due to limited parking during renovations at the building on 37th Avenue. The next general meeting of the COA is scheduled for Monday, June 8, 2015 from 9:00 to 11:00 a.m.

E. COMMISSION ON DISABILITIES (COD)

Vincent Merola reported that an ADA Symposium took place on April 30. A celebration of ADA's 25th anniversary and an art show are being planned for July.

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

Vincent reported that next Wednesday, May 20, 2015 is the 12th annual Disability Capital Action Day in Sacramento. More information about this event is available on the CiD website. CiD is also partnering with Behavioral Health and Recovery Services during May to promote awareness of Mental Health Month.

G. DEPARTMENT OF REHABILITATION (DOR)

Susan reported that there are no new updates to share.

H. METROPOLITAN TRANSPORTATION COMMISSION (MTC)

No report available.

OTHER BUSINESS

Linda and Mike reminded the PCC members that the Retreat is planned for Tuesday, June 9 from 10:30 a.m. to 3:30 p.m. The Retreat is taking place at the Serramonte Branch of the Daly City Library. The address is 40 Wembley Drive.

The July PCC meeting is scheduled for the 14th from 1:30 to 3:30 p.m.

Mike, Tina and Aki discussed recruiting a new PCC member from the MTC. Linda will follow up with her contacts at the MTC on this opportunity.

Mike reported that the First Transit Appreciation Party was a success.

MEETING ADJOURNED: 3:30 p.m.

SAMTRANS ACCESSIBILITY ADVISORY COMMITTEE

MEETING SUMMARY – May 13th, 2015

PRESENT: Cam Acker, Jim Engvall, Alec Karp (Chair), Judy McKie, Vincent Merola,

ABSENT: Karen Vanderwoert, Donald Jacobberger

GUEST: Fernanda Castelo, Paul Wirthlin

SAMTRANS STAFF: Tina Dubost, Richard Lesser, Enrique Silvas, Ashish John

- I. Introductions
- II. Agenda
- III. Approval of Minutes

The minutes from the March 11, 2015 meeting were approved.

Fixed Route Bus and Caltrain

- A. SamTrans Contracted Bus Service – Ashish John, Manager, Bus Contracts, and Enrique Silvas, Associate Operations Contract Administrator - Bus

Ashish John described the roles, responsibilities, and service structure of SamTrans contracted bus service.

The Bus Contracts department oversees the delivery of SamTrans service by contract, currently with MV Transit (MV). MV provides drivers and infrastructure for approximately 30% of SamTrans bus service. The vehicles are owned by SamTrans. At present there are 66 vehicles, of which 14 are 60-foot articulated buses, 41 are 40-foot buses, and 11 are 30-foot buses. On the Coastside, for route 17 service, a separate contract (also with MV) runs 8 29-foot buses, which are easier to maneuver on the Coastside's narrower streets. The Bus Contracts department oversees contracted service on 23 routes in the area between San Francisco and Palo Alto, including the 292, 110, KX, ECR, and 397.

The accessibility features of the buses used for contracted service are identical to those used for SamTrans operated service, including lifts or ramps, auditory and visual stop and connection announcements, wheelchair spaces and securements, priority seating etc. Provision of service for accessibility is comparable to the standard of non-contracted SamTrans routes.

Contracted driver sensitivity training is done through MV's "Avatar" program, which has been reviewed and approved by SamTrans.

Contracted bus operators learn how to provide the use of ADA ramps, lifts, wheelchair securements and other accessibility features on the bus, take a minimum 5 hours on the

road training, view MV's sensitivity training video, and are tested on the information received. Refresher training is provided throughout the year. Bi-weekly safety meetings address additional questions as they come up.

Vehicle maintenance is done by MV at their main base. Lifts and ramps are cycled each day during the pre-trip inspection to ensure that they are operating properly before leaving the base. A 3rd party is contracted to audit MV's maintenance work.

MV has the ability to pull the video from the buses that they run - for use in training, research for some Consumer Reports, and incident review. Transit Police are available on call, and can coordinate with other law enforcement when necessary.

ADA and accessibility-related Consumer Reports are required to be investigated within 5 working days of referral. A supervisor will interview the operator and put a response in the consumer reporting system. Then the response must be communicated to the consumer [by the SamTrans Accessibility Specialist] within 10 working days after the report was received.

Complaints are received online through www.samtrans.com, by phone, or by letter. The information is then input into the consumer report tracking application.

Alec Karp asked what the driver's responsibility would be if someone with a mental health issue caused a disturbance. Ashish John replied that they would have the bus operator (driver) secure the bus and call Dispatch, who would then decide whether to alert Transit Police. The driver will avoid engaging with a belligerent or disturbed individual.

Vincent Merola asked whether Transit Police [who are contracted San Mateo Sheriffs] are trained in crisis intervention for people with mental illness. Tina Dubost responded that they are.

In answer to a question about how long the video from the buses remains available for retrieval, Enrique Silvas replied that the limitation is the amount of data on the video recorder. When the disk is full, the older data gets overwritten. Depending on how much the bus is used, the video stays available for about 7 days. Operations Technology is currently looking at a project that would capture the video in real time, and store it on a remote server that would be immediately available and no longer subject to the data retention limitations of the on board DVR (Digital Video Recorder). Currently, the recording device is pulled from the bus when needed, and a careful chain of custody is maintained.

Vincent Merola said that the San Mateo County Commission on Disabilities put out a service animal symposium, which he suggested as a resource for sensitivity training. Richard Lesser said he would be interested in seeing it.

Fernanda Costelo said that what she finds lacking in sensitivity training is an experiential exercise with mobility devices. Richard Lesser stated that SamTrans driver sensitivity training includes an exercise where drivers in training go to the mall for lunch, and use devices such as wheelchairs, walkers, and canes, and wear ear plugs and blindfolds

and such to gain better understanding of challenges faced by people with disabilities. Ms. Castelo said that this is good, but she would like them to experience trying to navigate sidewalks, and at different times of day.

Alec Karp added in support of Fernanda Castelo's idea that drivers in training would benefit from being put in a real-life situation such as having to rush to board because a driver is concerned about being late. The mall is a relatively safe environment for the training.

Enrique Silvas suggested that liability may be a factor in not training on public streets. Ashish John said that he has seen many perspectives changed after trainees experienced the stress of trying to navigate in a wheelchair.

Fernanda Castelo said she would like drivers to shadow her to see how she experiences the transportation system on a daily basis. Alec Karp said that may be more than can be done for numerous drivers in training, but that he does see evidence of sensitivity in many he encounters, who take into account the challenges faced by passengers with disabilities.

Jim Engvall [who sits on the panel of transit riders with disabilities that oversees the driver sensitivity training] said that there is a training coming up on July 28th.

VII. Valley Transportation Authority (VTA) Committee of Transportation Accessibility Update – Cam Acker

This item was moved up on the agenda because Cam Acker had to leave early.

She stated that there is a huge project under way called the El Camino Bus Rapid Transit (BRT), which has been implemented in San Francisco, and partially in the East Bay. VTA is proposing to bring it up El Camino Real to Palo Alto, implementing road control to increase the speed of bus transit for the community.

The problem is that there are two configurations under consideration for bus-only transit lanes, and VTA has indicated a preference for using the median-center lane, rather than a curbside bus lane that would be more safe and accessible for people with disabilities. She states that it is unreasonable to expect disabled customers to cross lanes of traffic to board the bus. VTA is currently voting on their choice. She sees the next leg of BRT is likely to be in SamTrans service area, and wishes to advocate for the use of curbside rather than median-center bus-only lanes.

Ashish John stated that the San Mateo County plan that includes BRT is called the "Grand Boulevard Initiative", and details can be found on the SamTrans website. May 18th in Belmont is the next scheduled public meeting on that subject.

V. Paratransit Update – Tina Dubost, Manager, Accessible Services

First Transit continues to do a good job delivering paratransit service.

The paratransit eligibility assessment contract has been awarded after the RFP process and will now go to the board for approval.

A software systems upgrade is being put in at the end of the month.

Fernanda Castelo asked about paratransit visitor eligibility. Tina Dubost explained that visitor status is granted by any paratransit service for eligible consumers from other areas, for 21 days. Bay Area Counties have a reciprocity agreement so that any paratransit user in the Bay Area can use the service throughout.

VI. Citizens Advisory Committee (CAC) Update – Judy McKie

The meeting was April 29th. Richard Lesser gave a great presentation about the many functions that he performs as Accessibility Specialist. The group had specific questions about ADA requirements for shelters and benches, for which Mr. Lesser had responses about required measurements, slopes, and other regulatory requirements. He later emailed the official document detailing requirements for benches, including the required 17" height which had been brought up.

The ECR bus route continues great performance. Customers enjoy the 15-minute headway.

VIII. Announcements and Other Business

Tina Dubost announced that federal regulations are requiring that transit agencies institute policy and procedures to provide "reasonable modifications" for passengers with disabilities by July 13th. Agencies will be required to modify their policies to provide accessibility unless the modification would pose a direct threat to public safety, would be a fundamental alteration of service, or would not actually be necessary in order for the individual requesting the modification to access the service.

Some modifications will be requested in advance. Others will occur in-service. Examples of in-service requests would be to pull the bus up a few feet to a better spot to de-board, or a request to eat on the bus because of a health condition.

Jim Engvall and Paul Wirthlin, both power wheelchair users, related that they have experienced their wheelchairs' front wheels coming off the ground, feeling like they are going to tip over when boarding buses using the new 1:6 ramp. Accessible Services promised to investigate this safety concern. Mr. Engvall and Mr. Wirthlin volunteered to participate in a test.

IX. Set Date for Next Meeting

The next meeting set for Wednesday, July 8, 2015, from 11:30 AM to 1:00 PM. Chair Alec Karp will not be there. Vice-Chair Cam Acker will fill in.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – MAY AND JUNE 2015**

ACTION

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

SIGNIFICANCE

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

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

AVERAGE WEEKDAY RIDERSHIP – MAY 2015 COMPARED TO MAY 2014

Total District Modes – 167,930, an increase of 2.6 percent.

Bus – 45,210, an increase of 1.5 percent.

Paratransit – 1,190, an increase of 4.4 percent.

Caltrain – 61,050, an increase of 6.8 percent.

Shuttles – 11,070, a decrease of 10.1 percent.

**Table A
Average Weekday Ridership**

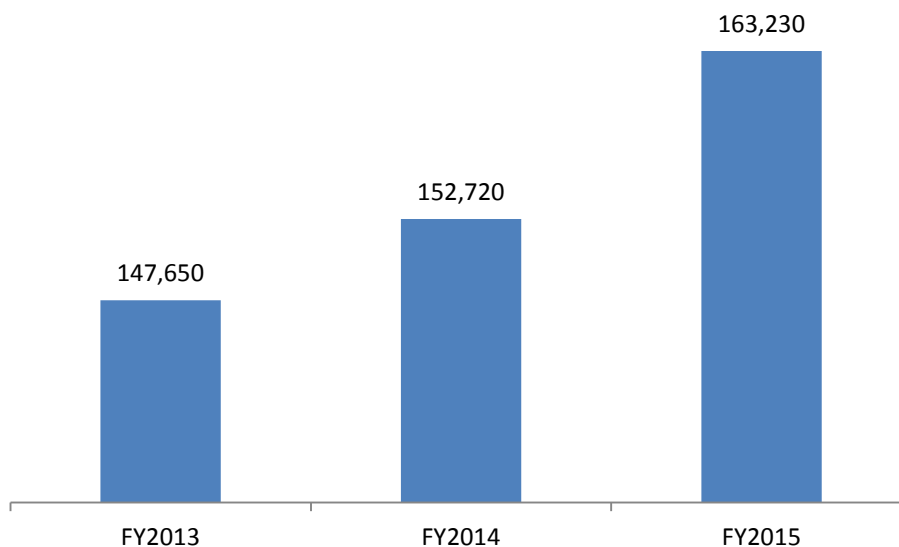
May 2015 Average Weekday Ridership				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	43,180	44,560	45,210	1.5%
Paratransit	1,110	1,140	1,190	4.4%
Caltrain	52,980	57,170	61,050	6.8%
Shuttles	10,010	12,310	11,070**	-10.1%
Total	107,280	115,180	118,520	2.9%
BART Extension (No Daly City)	47,100	48,460	49,410	2.0%
Grand Total	154,380	163,650	167,930	2.6%
Weekdays	22	21	20	

May 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	41,280	42,080	43,340	3.0%
Paratransit	1,060	1,080	1,120	3.7%
Caltrain	48,670	52,880	57,620	9.0%
Shuttles	10,680	11,320	11,680**	3.2%
Total	101,680	107,360	113,760	6.0%
BART Extension (No Daly City)	45,970	45,370*	49,480	9.1%
Grand Total	147,650	152,720	163,230	6.9%

*BART experienced 8 total days of strikes in FY2014, during which time no trains operated.

**The Genentech Glen Park shuttle has been removed from reporting because SamTrans is no longer providing a subsidy for this service. The shuttle generated about 35 percent of the SamTrans ridership.

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



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

MONTHLY TOTAL RIDERSHIP – MAY 2015 COMPARED TO MAY 2014

All District Modes – 4,233,440, an increase of 0.2 percent.

Bus – 1,120,450, a decrease of 1.6 percent.

Paratransit – 28,050, an increase of 1.3 percent.

Caltrain – 1,601,890, an increase of 4.6 percent.

Shuttles – 229,130, a decrease of 14.4 percent.

**Table B
Total Ridership**

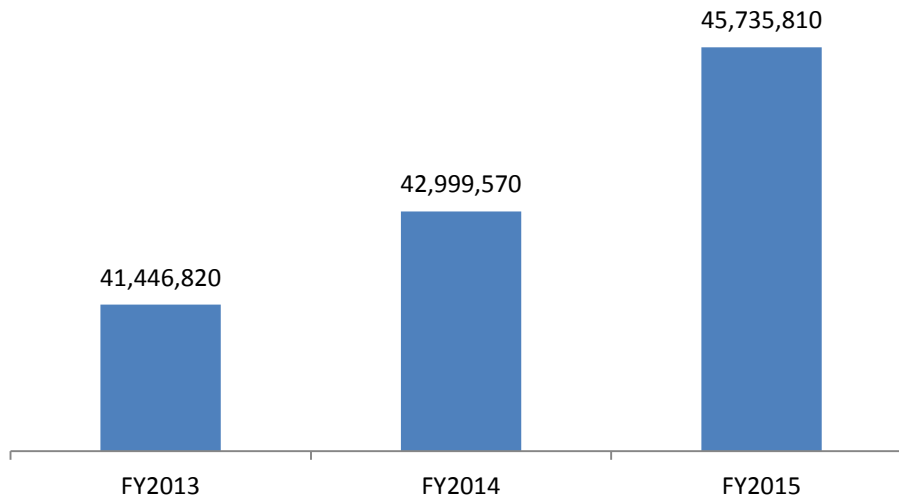
May 2015 Total Monthly Ridership				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	1,117,740	1,138,750	1,120,450	-1.6%
Paratransit	27,460	27,690	28,050	1.3%
Caltrain	1,439,280	1,530,960	1,601,890	4.6%
Shuttles	222,780	267,640	229,130**	-14.4%
Total	2,807,250	2,965,030	2,979,520	0.5%
BART Extension (No Daly City)	1,247,730	1,258,170	1,253,920	-0.3%
Grand Total	4,054,980	4,223,200	4,233,440	0.2%
Weekdays	22	21	20	

May 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	11,477,710	11,781,070	12,134,460	3.0%
Paratransit	281,620	287,810	299,650	4.1%
Caltrain	14,228,570	15,462,250	16,736,000	8.2%
Shuttles	2,556,040	2,696,490	2,757,890**	2.3%
Total	28,543,940	30,227,610	31,928,000	5.6%
BART Extension (No Daly City)	12,902,880	12,771,960*	13,807,810	8.1%
Grand Total	41,446,820	42,999,570	45,735,810	6.4%

*BART experienced 8 total days of strikes in FY2014, during which time no trains operated.

**The Genentech Glen Park shuttle has been removed from reporting because SamTrans is no longer providing a subsidy for this service. The shuttle generated about 35 percent of the SamTrans ridership.

**Chart B
Total Ridership (FYTD)**



AVERAGE WEEKDAY RIDERSHIP – JUNE 2015 COMPARED TO JUNE 2014

Total District Modes – 166,810, an increase of 3.2 percent.

Bus – 39,050, a decrease of 0.4 percent.

Paratransit – 1,190, an increase of 10.2 percent.

Caltrain – 64,200, an increase of 7.1 percent.

Shuttles – 11,490, a decrease of 6.8 percent.

SIGNIFICANCE

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

Tables "C" and "D" also provide the corresponding data for the BART SFO Extension as a separate line.

Staff is still working on Caltrain ridership numbers and does not have the final June 2015 revenue and ridership figures at this time.

**Table C
Average Weekday Ridership**

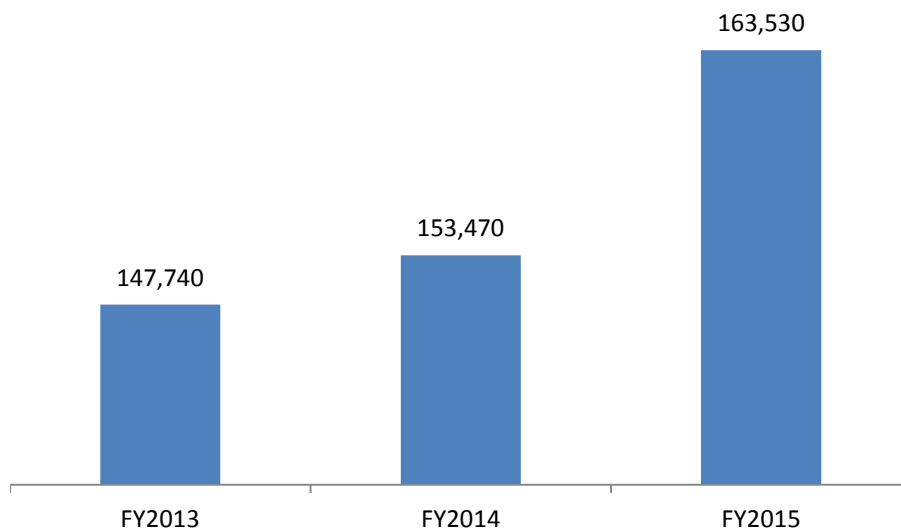
June 2015 Average Weekday Ridership				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	37,520	39,220	39,050	-0.4%
Paratransit	1,070	1,080	1,190	10.2%
Caltrain	53,040	59,920	64,200	7.1%
Shuttles	9,660	12,330	11,490**	-6.8%
Total	101,300	112,540	115,930	3.0%
BART Extension (No Daly City)	47,510	49,160	50,880	3.5%
Grand Total	148,810	161,700	166,810	3.2%
Weekdays	20	21	22	

June 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	40,970	41,840	42,980	2.7%
Paratransit	1,060	1,080	1,130	4.6%
Caltrain	49,030	53,470	58,160	8.8%
Shuttles	10,590	11,400	11,670**	2.4%
Total	101,650	107,790	113,940	5.7%
BART Extension (No Daly City)	46,090	45,680*	49,590	8.6%
Grand Total	147,740	153,470	163,530	6.6%

*BART experienced 8 total days of strikes in FY2014, during which time no trains operated.

**The Genentech Glen Park shuttle has been removed from reporting because SamTrans is no longer providing a subsidy for this service. The shuttle generated about 35 percent of the SamTrans ridership.

**Chart C
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 2015 COMPARED TO JUNE 2014

All District Modes – 4,359,290, an increase of 5.8 percent.

Bus – 1,024,250, an increase of 2.1 percent.

Paratransit – 29,390, an increase of 12.2 percent.

Caltrain – 1,709,180, an increase of 9.1 percent.

Shuttles – 254,230, a decrease of 3.5 percent.

**Table D
Total Ridership**

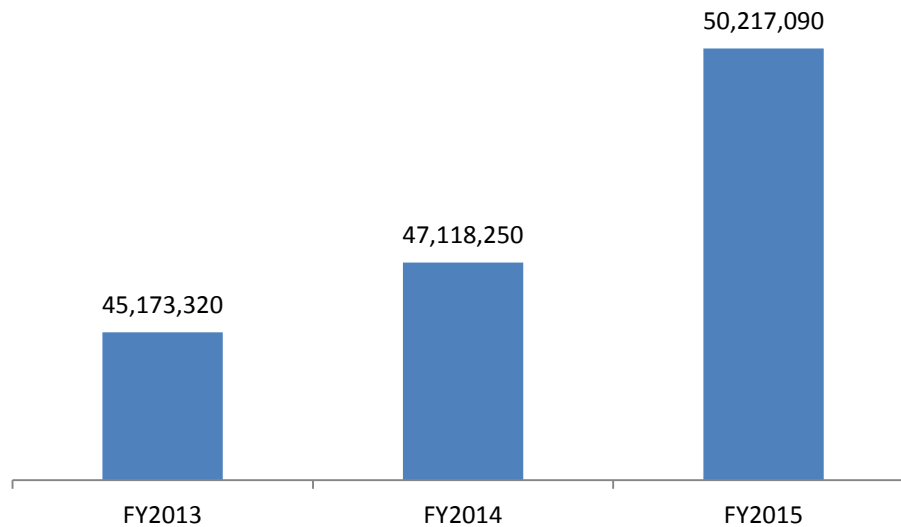
June 2015 Total Monthly Ridership				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	939,380	1,003,320	1,024,250	2.1%
Paratransit	24,960	26,200	29,390	12.2%
Caltrain	1,366,990	1,567,200	1,709,180	9.1%
Shuttles	193,930	263,360	254,230**	-3.5%
Total	2,525,260	2,860,080	3,017,050	5.5%
BART Extension (No Daly City)	1,201,240	1,258,600	1,342,240	6.6%
Grand Total	3,726,500	4,118,680	4,359,290	5.8%
Weekdays	20	21	22	

June 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	12,417,090	12,784,390	13,158,700	2.9%
Paratransit	306,590	314,010	329,040	4.8%
Caltrain	15,595,560	17,029,450	18,567,170	9.0%
Shuttles	2,749,970	2,959,850	3,012,130**	1.8%
Total	31,069,200	33,087,690	35,067,040	6.0%
BART Extension (No Daly City)	14,104,120	14,030,560*	15,150,050	8.0%
Grand Total	45,173,320	47,118,250	50,217,090	6.6%

*BART experienced 8 total days of strikes in FY2014, during which time no trains operated.

**The Genentech Glen Park shuttle has been removed from reporting because SamTrans is no longer providing a subsidy for this service. The shuttle generated about 35 percent of the SamTrans ridership.

**Chart D
Total Ridership (FYTD)**



SamTrans Promotions – May 2015

Bus Operator Tip Tuesday – SamTrans entered its third month of a multi-month social media campaign that kicked off in March to provide tips to customers from bus operators. The “Bus Operator Tip Tuesday” campaign uses #BOTT. Topics cover fares, safety, etiquette, security, and some miscellaneous items. The goal of the campaign is to educate customers, resulting in a more pleasant ride for all. Recent tips included:

- Remember to take your belongings with you. If you forget something on the bus, report it at www.samtrans.com/lost.
- Signal in time for a safe stop. If you don’t know what stop to use, ask the bus operator.

Each Tuesday, a new tip is posted to the SamTrans Facebook account (www.facebook.com/samtrans) and tweeted from the Marketing Department’s Twitter handle (@GoSamTrans). The tip is also posted on the SamTrans website: www.samtrans.com/bott.

Belmont Chamber of Commerce – SamTrans partnered with Caltrain in running an ad in the Belmont Chamber of Commerce’s map. The ad shows both services with the headline, “Keeping Belmont on the Move.”

Partnership – SamTrans Market Research & Development staff works with a number of event organizers to co-promote events that could generate bus ridership and provide additional value for current SamTrans customers. In May, the bus agency partnered with the **Maker Faire** in San Mateo. The popular event promoted SamTrans as a way to reach the event center, located two blocks from El Camino Real. Events are promoted in the *Transit Fun Guide* brochure, through social media, news releases, and web postings. Maker Faire produced take ones for placement on the buses and included SamTrans in its promotional materials.

SamTrans Promotions – June 2015

SamTrans Equals – SamTrans launched a two-month ridership campaign called, “SamTrans Equals.” The campaign focuses on promoting the convenience, connections, and savings that SamTrans offers and uses the tagline: “Friends, Family, Community.” Elements of the promotion include a Spanish television commercial on KDTV & KFSF, Spanish radio spot on KBRG, digital ads on Pandora and Univision, print ads in English and Chinese language newspapers, social media, and exterior bus ads. The promotion included informing existing and potential customers about how many riders SamTrans serves each day through use of the bus’s front headsign and interior electronic sign. In June, the message read, “Serving 43,000 riders a day.”

Summer Youth Pass – The Summer Youth Pass was promoted as a great bargain for youth wanting to get around this summer. Staff reached out to target markets, including schools and community partners. The campaign was promoted through web presence, onboard bilingual take ones and electronic messages, a message on the Customer Service 800 number, news releases, social media, 511, digital ads (Pandora and AdTaxi), and print ads in the *Half Moon Bay Review*.

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 on a joint promotion, in which SamTrans ran an ad in *The Examiner*, posted a fair web button, included the event in the *Transit Fun Guide* and *Caltrain Connection*, 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 via 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 to Facebook of participants posing with the mini bus and – new this year – a bus cutout.

Seniors on the Square – SamTrans participated in a senior community event 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 on traveling around the county via bus. An ad ran in *The Daily Journal* six times, and the newspaper included a SamTrans web banner on its website.

Bus Operator Tip Tuesday – SamTrans completed its fourth month of a long-term social media campaign that kicked off in March to provide tips from bus operators to customers. The “Bus Operator Tip Tuesday” campaign uses #BOTT. Topics cover fares, safety, etiquette, security, and some miscellaneous items. The goal of the campaign is to educate customers, resulting in a more pleasant ride for all. Recent tips included:

- If you see a suspicious package, don't touch it. Tell the operator or call Transit Police (1-877-723-7245).
- Play it safe. Try to be at your bus stop early.
- Our buses have video cameras. Behave appropriately.

Each Tuesday, a new tip is posted to the SamTrans Facebook account (www.facebook.com/samtrans) and tweeted from the Marketing Department's Twitter handle (@GoSamTrans). The tip is also posted on the SamTrans website: www.samtrans.com/bott.

Transit Fun Guide – The summer edition of the SamTrans *Transit Fun Guide* hit the buses, community locations, and online. The guide lists fun destinations that people can access via SamTrans, such as festivals, events, theaters, and farmers markets.

Partnership – In June, SamTrans partnered with **Sunset Magazine** to promote taking transit to its annual Celebration Weekend in Menlo Park, which is served by Route 296. SamTrans Market Research & Development staff works with a number of event organizers to co-promote events that could generate bus ridership and provide added value for current SamTrans customers.

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



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 5, 2015 – 2:15 p.m.

or immediately following previous Committee meeting

BOARD OF DIRECTORS 2015

SHIRLEY HARRIS, CHAIR
ZOE KERSTEEN-TUCKER, VICE CHAIR
JEFF GEE
CAROLE GROOM
ROSE GUILBAULT
KARYL MATSUMOTO
PETER RAITO
CHARLES STONE
ADRIENNE TISSIER

JIM HARTNETT
GENERAL MANAGER/CEO

ACTION

1. Approval of Minutes of Finance Committee Meeting of June 3, 2015
2. Acceptance of Statement of Revenues and Expenses for May 2015
3. Acceptance of Quarterly Investment Review and Fixed Income Report for the Quarter Ended June 30, 2015
4. Authorize Salary Ordinance No. 98 Amending Table of Position Classifications
5. Authorize Approval and Ratification of the Fiscal Year 2016 District Insurance Program with Wells Fargo Insurance Services for a Total Premium Cost of \$1,845,146
6. Authorize Entering into a Memorandum of Understanding with Greenbelt Alliance for Fiscal Year 2016 Staffing Support for the Grand Boulevard Initiative Community Leaders Roundtable in the Amount of \$7,656
7. Authorize Filing Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds
8. Authorize the Disposition and Transfer of Fleet Radio Communications Equipment and First Generation Automatic Vehicle Location Electronics

CONTRACT

9. Authorize Award of Contract to United Site Services of California to Furnish, Service and Maintain Portable Toilets for a Total Estimated Cost of \$250,800 for a Five-Year Term

INFORMATIONAL

10. Information on the Statement of Revenues and Expenses for June 2015
11. Update on the Execution of the Fiscal Year 2016 Fuel Hedging Program

Committee Members: Rose Guilbault, Jeff Gee, Carole Groom

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
JUNE 3, 2015**

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

Other Board Members Present, Constituting Committee of the Whole:
Z. Kersteen-Tucker, K. Matsumoto, Ratto, C. Stone, A. Tissier

Other Board Members Absent, Constituting Committee of the Whole: S. Harris

Staff Present: J. Averill, B. Carson, J. Cassman, A. Chan, S. Gaffney, G. Harrington, J. Hartnett, C. Harvey, R. Haskin, A. Ly, M. Martinez, N. McKenna, B. Petrozza, M. Simon, S. van Hoften

Committee Chair Rose Guilbault called the meeting to order at 2:34 p.m.

Approval of Minutes of Finance Committee Meeting of May 6, 2015

Motion/Second: Tissier/Stone

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Ratto, Stone, Tissier

Absent: Harris

Acceptance of Statement of Revenues and Expenses for April 2015

Gigi Harrington, Deputy CEO, said April revenue is better than budget by \$4 million. Expenses are \$5.8 million below budget. Fuel was \$2.08 per gallon last week and year to date is \$2.37 per gallon.

Motion/Second: Tissier/Kersteen-Tucker

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Ratto, Stone, Tissier

Absent: Harris

Approval of the Fiscal Year (FY) 2016 Operating Budget in the Amount of \$139,091,958

Shannon Gaffney, Acting Manager, Budgets, said since the preliminary budget was presented in May, revenues have been increased by \$1.12 million, of which \$1 million is an increased projection in sales tax revenue and an increase in Measure A funding from the San Mateo County Transportation Authority. Ms. Gaffney said the additional revenues have resulted in a decrease in use of reserves of \$1.9 million, or 1.1 percent of the total budget.

Director Karyl Matsumoto said the staff report states a goal of increasing ridership by 15 percent. Jim Hartnett, General Manager/CEO, said this goal is over the next five years.

Director Charles Stone said there is an increase in sales tax and staff is still using reserves instead of bolstering reserves with the extra sales tax. Ms. Gaffney said historically the District has been conservative on sales tax projections and the use of reserves is the last step to balance a budget.

Motion/Second: Tissier/Gee

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Ratto, Stone, Tissier

Absent: Harris

Approval of the Fiscal Year 2016 Capital Budget in the Amount of \$42,403,029

Aandy Ly, Manager, Budgets, said there are no changes to the budget that was presented in May.

Director Jeff Gee said at some time the District needs to look at making the high ridership Caltrain stations friendlier with more amenities.

Director Stone said this could be a way to develop a revenue source with kiosks.

Motion/Second: Gee/Stone

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Ratto, Stone, Tissier

Absent: Harris

Approval of Salary Ordinance No. 97

Bill Carson, Acting Director, Human Resources, said the Ordinance has five additional positions, adjusts salary ranges by 3.25 percent and approves a 3.25 percent salary increase for administrative employees.

Director Matsumoto asked if these are new positions. Mr. Carson said yes.

Motion/Second: Tissier/Kersteen-Tucker

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Ratto, Stone, Tissier

Absent: Harris

Authorize Implementation of Fuel Hedging Program for the Fiscal Year Ending June 30, 2016, Including Authorization of Execution and Delivery of Documents and Payment of Commodity Price Cap Premium for Such Program

Ms. Harrington said this is a recommendation to implement the Fuel Hedge Program for FY2016. Staff will be using Barclays and expects to hedge 70 percent at \$2 per gallon without taxes. Ms. Harrington said the cost of the transaction could be less than last year. She said staff recommends this program for budget certainty.

Director Gee asked what would happen if the District is not successful and there is not a fuel hedge program this fiscal year. Ms. Harrington said if she is not successful staff has budgeted for fuel at \$3.40 per gallon.

Director Gee asked if there is any attraction to going to a shorter term or longer term program rather than every 12 months. Ms. Harrington said the post-Dodd-Frank environment has gotten more restrictive.

Motion/Second: Kersteen-Tucker/Tissier

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Ratto, Stone, Tissier

Absent: Harris

Authorize Award of Contract to C.A.R.E. Evaluators, LLC to Provide Americans with Disabilities Act Paratransit Eligibility Assessment Services for a Fixed Price of \$2,458,984 for a Five-Year Term

Authorize Executing Contracts Over \$100,000 for Technology Related Products and Services to Vendors Under Cooperative Purchasing Agreements for Fiscal Year 2016 for an Aggregate Not-to-Exceed Amount of \$1.5 Million

Authorize Executing Contracts Over \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2016 for an Aggregate Not-to-Exceed Amount of \$850,000

Authorize the General Manager/CEO or his Designee to Award a Contract on an Expedited Basis for the Removal, Demolition, and Replacement of the Oil/Water Separator at North Base at a Cost Not-to-Exceed \$375,000 with Options Not-to-Exceed \$250,000

The Finance Committee had no questions on the four contracts so they were voted on in one motion.

Motion/Second: Gee/Tissier

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Ratto, Stone, Tissier

Absent: Harris

Adjourned: 2:52 p.m.

SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
MAY 31, 2015 AND SUPPLEMENTAL INFORMATION**

ACTION

Staff proposes the Committee recommend the Board accept and enter into the record the Statement of Revenues and Expenses for the month of May 2015 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 14) are \$4,298,683 or 2.9 percent **better** than revised budget. *Passenger Fares* (page 1, line 1) are **better** than budget by \$446,746 or 2.7 percent and *Sales Tax* (page 1, line 9) is **better** than budget by \$4,657,410 or 6.8 percent, offset by *Local STA & TDA* (page 1, line 2) which are \$425,735 or 1.2 percent **worse** than budget, *SMCTA Measure A* (page 1, line 4) is **worse** than budget by \$355,724 or 4.3 percent budget and *AB434 Funds* (page 1, line 6) is **worse** than budget by \$91,217 or 17.1 percent.

Expenses: *Total Expenses* (page 4, line 72) are \$6,246,192 or 5.3 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$4,293,955 or 4.5 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$1,261,981 or 8.9 percent and *Total Multi-Modal Programs* (page 4, line 70) are **better** than budget by \$690,255 or 8.4 percent.

BUDGET IMPACT

There are no budget revisions for the month of May 2015.

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**SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2015
May 2015**

% OF YEAR ELAPSED: **91.7%**

	MONTH	YEAR-TO-DATE				ANNUAL			
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET (C)	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET	
SOURCES OF FUNDS									
Operating Revenues									
1	Passenger Fares	1,480,395	17,056,796	17,284,354	16,837,608	102.7	18,368,300	18,368,300	94.1
2	Local TDA and STA Funds	3,218,390	39,926,804	36,537,578	36,963,313	98.8	40,323,614	40,323,614	90.6
3	Operating Grants	604,941	7,776,421	6,979,536	6,892,643	101.3	6,892,643	6,892,643	101.3
4	SMCTA Measure A	831,400	7,461,780	7,998,009	8,353,733	95.7	9,140,000	9,140,000 (B)	87.5
5	SM County Measure A	416,667	5,254,369	4,625,872	4,625,872	100.0	5,000,000	5,000,000	92.5
6	AB434 Funds	40,208	518,833	442,283	533,500	82.9	582,000	582,000	76.0
7	Subtotal - Operating Revenues	6,592,000	77,995,004	73,867,633	74,206,670	99.5	80,306,558	80,306,558	92.0
Other Revenue Sources									
9	District 1/2 Cent Sales Tax	6,749,500	67,981,845	73,042,410	68,385,000	106.8	72,000,000	75,000,000	97.4
10	Investment Interest	87,838	1,486,472	839,512	869,510	96.6	948,840	948,840	88.5
11	Pass through to Other Agencies	32,735	278,821	343,871	343,871	100.0	383,948	383,948	89.6
12	Other Interest, Rent & Other Income	493,367	6,062,659	5,955,132	5,944,824	100.2	6,921,784	6,921,784	86.0
13	Subtotal - Other Revenues	7,363,440	75,809,797	80,180,925	75,543,205	106.1	80,254,572	83,254,572	96.3
14	Total Revenues	13,955,440	153,804,801	154,048,558	149,749,875	102.9	160,561,130	163,561,130	94.2
15	Capital Assistance	233,121	22,124,037	19,415,158	19,415,158	100.0	49,474,302	85,875,511 (A)	22.6
16	Reserves Programmed for Capital	199,822	7,517,380	18,633,067	18,633,067	100.0	0	12,619,744 (A)	147.7
17	Total Sources of Funds	14,388,383	183,446,218	192,096,783	187,798,100	102.3	210,035,432	262,056,384	73.3
USES OF FUNDS									
Operations									
21	Motor Bus	8,183,891	86,055,999	91,601,249	95,895,204	95.5	106,595,744	108,095,744	84.7
22	A. D. A. Programs	1,262,141	12,791,727	12,846,340	14,108,321	91.1	15,386,631	15,386,631	83.5
23	Caltrain	521,667	4,986,669	5,738,333	5,738,333	100.0	6,260,000	6,260,000	91.7
24	Other Multi-modal Programs	144,523	2,569,576	1,781,142	2,471,398	72.1	2,913,140	2,913,140	61.1
25	Subtotal - Operating Costs	10,112,221	106,403,971	111,967,065	118,213,257	94.7	131,155,515	132,655,515	84.4
Other Uses of Funds									
27	Pass through to Other Agencies	32,735	278,821	343,871	343,871	100.0	388,948	388,948	88.4
28	Debt Service	560,199	22,415,884	21,157,240	22,411,429	94.4	24,449,078	24,449,078	86.5
29	Fiscal Agent Fees	7,750	23,509	29,002	25,332	114.5	27,635	27,635	104.9
30	Land Transfer Interest Expense	0	0	0	0	0	45,895	45,895	0.0
31	Subtotal - Other Uses of Funds	600,684	22,718,214	21,530,113	22,780,631	94.5	24,911,556	24,911,556	86.4
32	Capital Programs	603,649	30,913,279	39,201,984	39,201,984	100.0	55,331,570	104,352,522 (A)	37.6
33	Total Uses of Funds	11,316,554	160,035,464	172,699,162	180,195,873	95.8	211,398,641	261,919,593	65.9
34									
35	NET SURPLUS / (DEFICIT)	3,071,828	23,410,754	19,397,621	7,602,227	255.2	(1,363,210)	136,790	14180.6

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

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

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

(C) - Staff has reallocated year to date budget due to timing of expenditures

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

% OF YEAR ELAPSED: **91.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,439,143	16,311,136	16,565,748	16,074,667	103.1	17,536,000	17,536,000	94.5
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,871,551	32,471,787	31,587,064	31,587,064	100.0	34,458,615	34,458,615	91.7
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	165,932	5,314,567	2,960,541	3,386,276	87.4	3,694,119	3,694,119	80.1
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	547,394	7,236,773	6,506,216	6,504,231	100.0	6,504,231	6,504,231	100.0
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Assistance	2,693,754	19,330,416	28,490,329	33,519,346	85.0	38,991,765	40,491,765	70.4
10 Accessibility Fixed Route	83,535	1,046,967	1,061,360	933,662	113.7	1,018,540	1,018,540	104.2
11 TOTAL 1/2 CENT SALES TAX	2,777,289	20,377,383	29,551,689	34,453,008	85.8	40,010,305	41,510,305	71.2
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	63,758	960,489	605,023	568,190	106.5	620,090	620,090	97.6
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	18	0	163	0	0.0	0	0	0.0
16 Rental Income	140,465	1,070,630	1,424,901	1,185,800	120.2	1,293,600	1,293,600	110.2
17 Advertising Income	58,750	968,919	916,943	948,750	96.6	1,035,000	1,035,000	88.6
18 Other Income	119,590	1,344,315	1,482,961	1,187,220	124.9	1,443,784	1,443,784	99.6
19 TOTAL OTHER REVENUES	318,823	3,383,863	3,824,968	3,321,770	115.1	3,772,384	3,772,384	101.4
20								
21 TOTAL MOTOR BUS	8,183,891	86,055,999	91,601,249	95,895,204	95.5	106,595,744	108,095,744	84.7
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	41,252	745,660	718,606	762,942	94.2	832,300	832,300	86.3
25 Local TDA 4.5 Redi-Wheels	144,468	1,623,702	1,589,146	1,589,146	100.0	1,733,614	1,733,614	91.7
26 Local STA - Paratransit	36,439	516,748	400,827	400,827	100.0	437,266	437,266	91.7
27 Operating Grants	57,547	539,648	473,320	388,412	121.9	388,412	388,412	121.9
28 Sales Tax - District ADA Programs	0	0	0	981,627	0.0	1,050,989	1,050,989	0.0
29 Sales Tax - Paratransit Suppl. Coastside	123,571	59,860	1,325,653	1,224,025	108.3	1,335,300	1,335,300	99.3
30 Interest Income - Paratransit Fund	24,079	525,983	234,490	301,320	77.8	328,750	328,750	71.3
31 SMCTA Measure A Redi-Wheels	309,733	2,792,181	2,259,675	2,615,400	86.4	2,880,000	2,880,000	78.5
32 SM County Measure A	416,667	4,937,298	4,625,872	4,625,872	100.0	5,000,000	5,000,000	92.5
33 Measure M Paratransit	108,385	1,050,645	1,218,750	1,218,750	100.0	1,400,000	1,400,000	87.1
34 TOTAL ADA PROGRAMS	1,262,141	12,791,727	12,846,340	14,108,321	91.1	15,386,631	15,386,631	83.5
35								
36 MULTI-MODAL TRANSIT PROGRAMS:								
37 Transfer from SMCTA for Caltrain	521,667	4,986,669	5,738,334	5,738,333	100.0	6,260,000	6,260,000	91.7
38 AB434 Funds - SamTrans Shuttle	40,208	518,833	442,283	533,500	82.9	582,000	582,000	76.0
39 Employer SamTrans Shuttle Funds	66,159	1,628,150	911,414	1,404,304	64.9	1,749,400	1,749,400	52.1
40 Sales Tax - SamTrans Shuttle Program	23,370	322,001	296,778	346,503	85.6	377,640	377,640	78.6
41 Sales Tax - Gen. Operating Asst.	14,786	100,592	130,668	187,092	69.8	204,100	204,100	64.0
42								
43 TOTAL MULTIMODAL	666,189	7,556,245	7,519,476	8,209,731	91.6	9,173,140	9,173,140	82.0
44								
45 TOTAL REVENUES	10,112,221	106,403,971	111,967,065	118,213,257	94.7	131,155,515	132,655,515	84.4

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

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2015
May 2015**

% OF YEAR ELAPSED: 91.7%

<u>EXPENSES</u>	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET (C)	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	4,467,032	45,783,382	48,026,790	48,583,992	98.9	52,325,457	52,995,388	90.6
2								
3 Services:								
4 Board of Directors	3,600	44,250	185,045	186,571	99.2	51,750	192,748	96.0
5 Contracted Vehicle Maintenance	132,504	1,082,988	1,019,038	1,393,205	73.1	1,625,280	1,625,280	62.7
6 Property Maintenance	89,087	999,816	922,069	1,139,042	81.0	1,242,000	1,867,000	49.4
7 Professional Services	375,320	2,193,462	2,796,913	2,935,603	95.3	4,720,740	4,740,023	59.0
8 Technical Services	474,589	4,423,338	5,236,952	5,310,789	98.6	5,704,354	5,878,444	89.1
9 Other Services	47,208	352,273	1,208,016	1,589,639	76.0	2,447,741	2,921,376	41.4
10								
11 Materials & Supply:								
12 Fuel & Lubricants	293,402	4,864,333	3,923,121	5,025,104	78.1	6,333,750	5,523,750	71.0
13 Bus Parts & Materials	161,746	1,718,368	1,804,827	1,757,827	102.7	1,911,257	1,911,257	94.4
14 Uniforms & Driver Expense	25,410	325,509	343,759	430,989	79.8	444,235	463,735	74.1
15 Timetables & Tickets	22,882	129,802	106,899	185,075	57.8	201,900	201,900	52.9
16 Office Supplies / Printing	18,607	221,215	300,387	325,123	92.4	339,062	353,100	85.1
17 Other Materials & Supply	9,427	107,779	129,350	146,667	88.2	159,500	159,500	81.1
18								
19 Utilities:								
20 Telecommunications	43,641	354,345	419,267	610,660	68.7	666,174	666,174	62.9
21 Other Utilities	98,923	988,001	992,240	1,018,667	97.4	1,084,000	1,084,000	91.5
22 Insurance Costs	(57,776)	1,840,800	1,908,890	2,248,843	84.9	2,681,400	2,681,400	71.2
23 Workers' Compensation	269,848	2,805,784	3,298,788	3,399,620	97.0	3,443,160	3,443,160	95.8
24 Taxes & License Fees	47,669	445,030	439,930	652,653	67.4	552,894	727,894	60.4
25 Fixed Route Accessibility	83,535	1,046,967	1,061,360	933,662	113.7	1,018,540	1,018,540	104.2
26 Leases & Rentals	10,520	106,455	121,606	123,629	98.4	134,631	134,631	90.3
27 Promotional & Legal Advertising	18,883	177,272	188,192	264,910	71.0	289,400	288,860	65.2
28 Training & Business Travel	35,702	187,904	313,936	281,128	111.7	292,075	288,915	108.7
29 Dues & Membership	7,718	83,598	81,595	80,451	101.4	87,624	87,624	93.1
30 Postage & Other	3,286	45,151	62,060	96,130	64.6	102,180	104,405	59.4
31								
32 Total District Operated Buses	6,682,763	70,327,821	74,891,031	78,719,977	95.1	87,859,104	89,359,104	83.8
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,276,772	13,412,148	13,875,890	14,036,319	98.9	15,365,530	15,300,530	90.7
36 Other Related Costs	25,694	372,482	337,721	348,361	96.9	380,030	380,030	88.9
37 Insurance Costs	13,256	561,706	466,140	600,391	77.6	655,000	655,000	71.2
38 Coastside Services	140,016	984,905	1,537,622	1,702,663	90.3	1,857,450	1,857,450	82.8
39 Redi Coast Non-ADA	19,964	196,627	210,928	203,702	103.5	222,220	222,220	94.9
40 Other Related Costs	4,518	52,635	61,375	70,098	87.6	76,470	76,470	80.3
41 La Honda - Pescadero	5,313	46,463	50,525	50,536	100.0	55,130	55,130	91.6
42 SamCoast - Pescadero	15,092	100,318	165,145	157,054	105.2	118,150	183,150	90.2
43 Other Related Cost - SamCoast	503	894	4,873	6,105	79.8	6,660	6,660	73.2
44 Total Contracted Bus Service	1,501,128	15,728,178	16,710,218	17,175,227	97.3	18,736,640	18,736,640	89.2
45								
46 TOTAL MOTOR BUS	8,183,891	86,055,999	91,601,249	95,895,204	95.5	106,595,744	108,095,744	84.7

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

(C) - Staff has reallocated year to date budget due to timing of expenditures

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2015
May 2015**

% OF YEAR ELAPSED: 91.7%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET (C)	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	440,398	5,249,595	5,327,230	5,770,105	92.3	6,294,660	6,294,660	84.6
Other Related Costs	225,867	2,206,130	2,249,480	2,805,675	80.2	3,060,554	3,060,554	73.5
ADA Sedan/Taxi Service	292,475	2,919,935	2,932,814	2,872,577	102.1	3,133,720	3,133,720	93.6
ADA Accessibility Support	112,403	717,154	880,821	963,864	91.4	1,047,397	1,047,397	84.1
Coastside ADA Support	123,571	1,221,342	1,325,653	1,224,025	108.3	1,335,300	1,335,300	99.3
Insurance Costs	67,427	477,572	130,343	472,076	27.6	515,000	515,000	25.3
TOTAL ADA PROGRAMS	1,262,141	12,791,727	12,846,340	14,108,321	91.1	15,386,631	15,386,631	83.5
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	521,667	4,986,669	5,738,333	5,738,333	100.0	6,260,000	6,260,000	91.7
Total Caltrain Service	521,667	4,986,669	5,738,333	5,738,333	100.0	6,260,000	6,260,000	91.7
OTHER SUPPORT								
SamTrans Shuttle Service	129,737	2,468,985	1,650,475	2,284,307	72.3	2,709,040	2,709,040	60.9
Bicycle Coordinating Activities	0	0	0	22,917	0.0	25,000	25,000	0.0
Maintenance Multimodal Facilities	14,786	100,591	130,667	164,175	79.6	179,100	179,100	73.0
Total Other Support	144,523	2,569,576	1,781,142	2,471,398	72.1	2,913,140	2,913,140	61.1
TOTAL MULTI-MODAL PROGRAMS	666,189	7,556,245	7,519,476	8,209,731	91.6	9,173,140	9,173,140	82.0
TOTAL EXPENSES	10,112,221	106,403,971	111,967,065	118,213,257	94.7	131,155,515	132,655,515	84.4

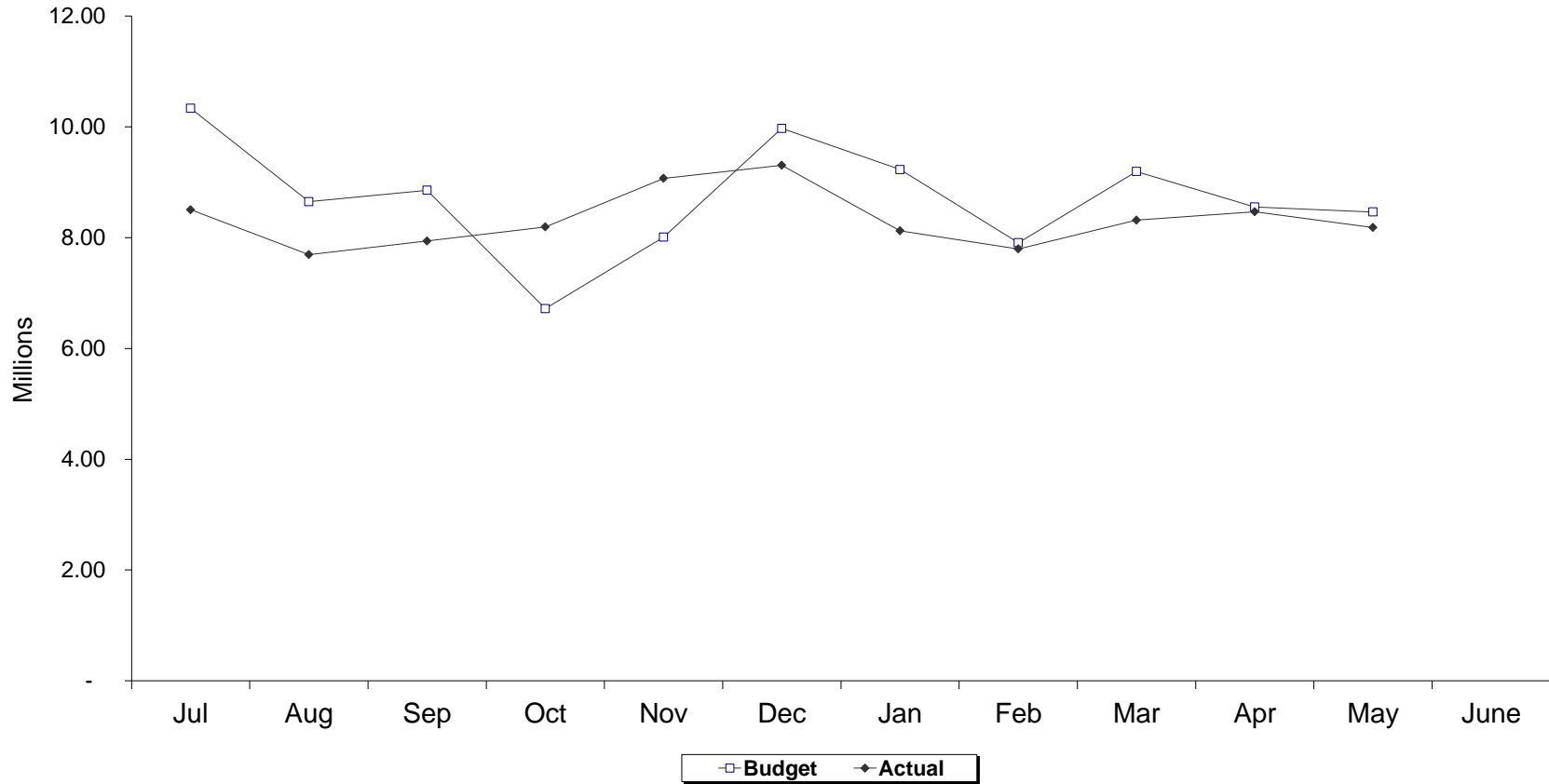
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(C) - Staff has reallocated year to date budget due to timing of expenditures

SAN MATEO COUNTY TRANSIT DISTRICT

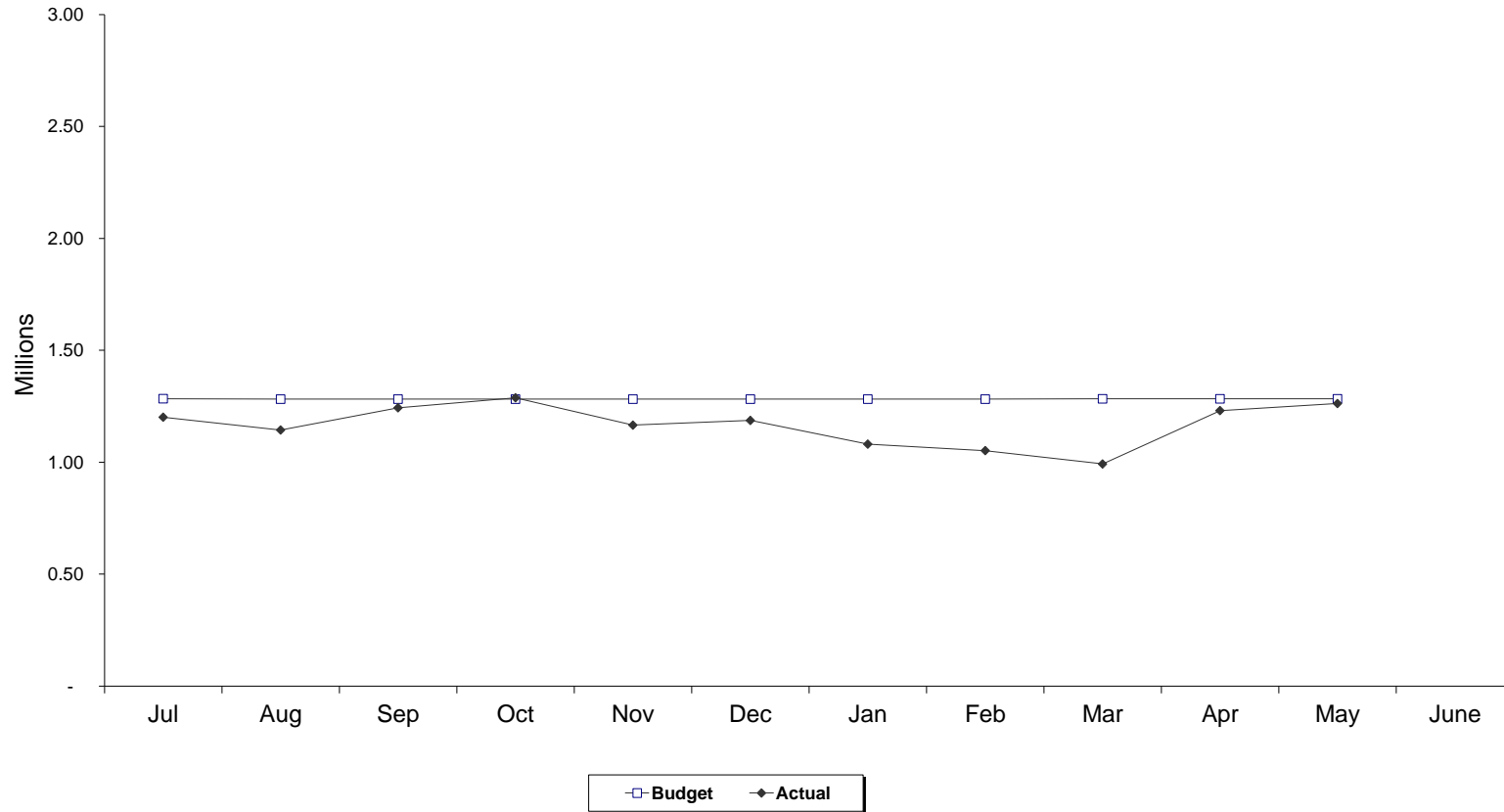
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2015



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	10,335,340	8,648,809	8,857,293	6,717,493	8,011,046	9,971,673	9,230,121	7,909,287	9,196,442	8,553,200	8,464,501		
Actual	8,504,261	7,693,790	7,938,461	8,196,033	9,071,238	9,307,843	8,125,253	7,797,647	8,315,083	8,467,747	8,183,891		
CUMULATIVE EXPENSES													
Budget	10,335,340	18,984,149	27,841,442	34,558,935	42,569,981	52,541,654	61,771,776	69,681,062	78,877,504	87,430,704	95,895,204		
Actual	8,504,261	16,198,051	24,136,512	32,332,545	41,403,784	50,711,627	58,836,880	66,634,528	74,949,611	83,417,358	91,601,249		
Variance - F(U)	1,831,080	2,786,098	3,704,930	2,226,390	1,166,197	1,830,027	2,934,895	3,046,535	3,927,893	4,013,346	4,293,956		
Variance %	17.72%	14.68%	13.31%	6.44%	2.74%	3.48%	4.75%	4.37%	4.98%	4.59%	4.48%		

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

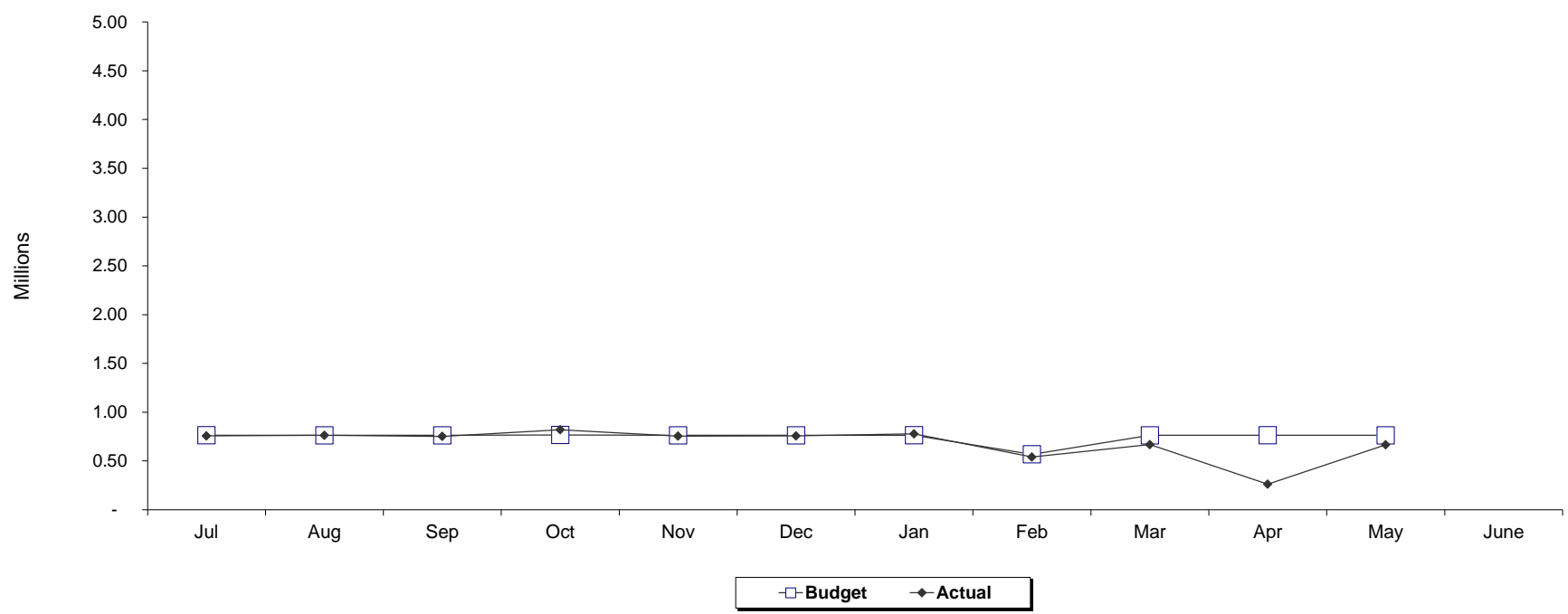


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,284,052	1,282,052	1,282,052	1,282,052	1,282,052	1,282,052	1,282,052	1,282,052	1,283,302	1,283,302	1,283,302	
Actual	1,201,166	1,143,821	1,243,330	1,287,912	1,165,721	1,186,659	1,080,903	1,051,866	992,341	1,230,480	1,262,141	
CUMULATIVE EXPENSES												
Budget	1,284,052	2,566,104	3,848,156	5,130,208	6,412,260	7,694,312	8,976,364	10,258,416	11,541,717	12,825,019	14,108,321	
Actual	1,201,166	2,344,988	3,588,317	4,876,229	6,041,951	7,228,610	8,309,513	9,361,379	10,353,720	11,584,200	12,846,340	
Variance - F(U)	82,886	221,117	259,839	253,979	370,309	465,702	666,850	897,037	1,187,998	1,240,820	1,261,981	
Variance %	6.46%	8.62%	6.75%	4.95%	5.78%	6.05%	7.43%	8.74%	10.29%	9.67%	8.94%	

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2015



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	764,108	763,418	763,408	767,019	763,408	763,408	765,108	568,908	763,418	764,108	763,418	
Actual	756,768	762,497	752,414	819,808	755,657	757,587	777,500	540,234	667,945	262,877	666,189	
CUMULATIVE EXPENSES												
Budget	764,108	1,527,527	2,290,935	3,057,954	3,821,362	4,584,770	5,349,879	5,918,787	6,682,205	7,446,313	8,209,731	
Actual	756,768	1,519,264	2,271,678	3,091,486	3,847,143	4,604,731	5,382,231	5,922,465	6,590,409	6,853,286	7,519,476	
Variance - F(U)	7,341	8,263	19,257	(33,533)	(25,781)	(19,960)	(32,352)	(3,678)	91,796	593,027	690,256	
Variance %	0.96%	0.54%	0.84%	-1.10%	-0.67%	-0.44%	-0.60%	-0.06%	1.37%	7.96%	8.41%	

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

May 31, 2015

DESCRIPTION	TOTAL INVESTMENT 5-31-15	INTEREST RECEIVABLE 4-30-15	PREPAID INT RECEIVABLE 4-30-15	INTEREST EARNED 5-31-15	INTEREST RECEIVED 5-31-15	ADJ.	INTEREST RECEIVABLE 5-31-15
RESERVE FOR CAPITAL PROJ	8,064,296.50	17,791.53	0.00	4,389.89	0.00	(46.60)	22,134.82
LAIF -- CAPITAL PROJ	76,612.12	70.83	0.00	19.48	0.00	0.00	90.31
REIMB SECURITIES -- L76R	87,955,487.99	112,749.15	0.00	49,732.86	51,162.92	18.15	111,337.24
LAIF -- REIMB FUNDS L76R	44,850,277.21	40,586.66	0.00	11,403.03		0.00	51,989.69
PARATRANSIT FUNDS	24,939,267.34	62,357.62	0.00	20,783.76	15,844.58	248.65	67,545.45
LAIF -- PARATRANSIT	5,073,110.67	4,690.58	0.00	1,289.82	0.00	0.00	5,980.40
BANK OF AMERICA	20,659,367.05	0.00	0.00	1,385.42	1,385.42	0.00	0.00
WELLS FARGO	35,463.40	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	340,731.83	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	1,087,232.13	10.52 (1)	0.00			0.00	10.52
	<u>193,081,846.24</u>	<u>238,256.89</u>	<u>0.00</u>	<u>89,004.26</u>	<u>68,392.92</u>	<u>220.20</u>	<u>259,088.43</u>

MAY 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 05/31/15	89,224.46
Add:	
CEO Interest	0.00
Less:	
Commissions	
Capital Gain(Loss)	<u>0.00</u>
Total Interest & Capital Gain(Loss)	<u><u>89,224.46</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	862,408.58
Add:	
CEO Interest	
Less:	
Commissions	(64,007.42)
Capital Gain(Loss)	<u>10,485.10</u>
Total Interest & Capital Gain(Loss)	<u><u>808,886.26</u></u>

Balance Per Ledger as of 05/31/15

Deferred Int Acct. 210852/3	12,411.15
Interest Acct. 409102	6,465.80
Interest Acct. 409101	843,531.63 *
Less Bank Fees 530040	(64,007.42)
Gain(Loss) Acct. 405210	<u>10,485.10</u>
	<u><u>808,886.26</u></u>

* Includes \$5036 interest refund to Mike Scanlon for overpayment of mortgage interest.

Note:

1) April's number was overstated by \$41.40

**SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R
May 31, 2015**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST	PREPAID	INTEREST	INTEREST	PP INTEREST	INTEREST	INT REC'VBLE	PAR VALUE	
			PURCHASE PRICE	ADJUSTED 06-30-14	VALUE 5-31-15					REC'VBLE 4-30-15	INT REC'VBLE 5-31-15	EARNED 5-31-15	RECEIVED 5-31-15	RECEIVED DATE	REC'VBLE 5-31-15	LESS PREPAID 5-31-15		
<u>U.S. TREASURY NOTES AND BONDS</u>																		
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,006,100.00	2,006,094.00	07-15-16	0.625%	34.7222	31	3,660.22		1,076.39			(5.95)	4,730.66	4,730.66	2,000,000
US TREASURY NOTE	912828WX4	08-27-14	5,999,531.25	6,003,300.00	6,009,372.00	07-31-16	0.500%	83.3333	31	7,458.56		2,583.33			(14.27)	10,027.62	10,027.62	6,000,000
US TREASURY NOTE	912828VR8	12-11-2014	8,018,125.00	8,034,157.61	8,022,496.00	08-15-16	0.625%	138.8889	31	10,359.12		4,305.56			(23.80)	14,640.88	14,640.88	8,000,000
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,486,060.00	8,521,913.00	10-15-16	0.625%	147.5694	31	2,322.40		4,574.65			(74.99)	6,822.06	6,822.06	8,500,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	10,024,220.00	11-15-16	0.625%	173.6111	31	28,832.87		5,381.94	31,250.00		(77.58)	2,887.23	2,887.23	10,000,000
US TREASURY NOTE	912828SM3	03-23-15	5,376,054.49	5,994,694.26	5,378,346.88	3-31-17	1.000%	148.1944	31	4,518.72		4,094.03			424.68	9,037.43	9,037.43	5,335,000
US TREASURY NOTE	912828ST8	03-25-15	7,848,466.80	7,859,812.50	7,862,881.85	4-30-19	1.250%	272.5694	31	266.64		8,449.65			(183.68)	8,532.61	8,532.61	7,850,000
																		54.34%
<u>GOVERNMENT BONDS</u>																		
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,514,535.00	8,509,341.50	11-24-15	0.450%	106.2500	30	16,681.25		3,187.50	19,125.00			743.75	743.75	8,500,000
FFCB	31331H5L7	5-11-07	1,020,404.50	1,032,327.00	981,725.25	12-29-15	6.125%	161.6319	30	19,719.10		4,848.96				24,568.06	24,568.06	950,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	15,025,500.00	15,018,705.00	03-30-16	0.500%	208.3333	30	6,458.33		6,250.00				12,708.33	12,708.33	15,000,000
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,976,450.00	4,996,435.00	07-05-16	0.375%	52.0833	30	6,041.67		1,562.50			-	7,604.17	7,604.17	5,000,000
FNMA	3135G0YE7	03-07-14	5,009,800.00	5,003,000.00	5,010,285.00	08-26-16	0.625%	86.8056	30	5,642.36		2,604.17				8,246.53	8,246.53	5,000,000
<u>FEDERAL AGENCY DISCOUNT NOTE</u>																		
FNMA	313396LD3	1-13-15	4,996,150.00	5,000,000.00	4,998,438.10	09-01-15	0.000%	0.0000	31	0.00		0.00				0.00	0.00	5,000,000
<u>FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION</u>																		
FNMA	3136ANJY4	4-30-15	616,097.80	616,097.80	615,234.41	04-01-18	1.550%	26.2639	31	787.92		814.18	787.92		(26.26)	787.92	787.92	610,000
																		45.66%
<u>CASH AND CASH EQUIVALENTS</u>																		
			308,103.50		308,103.50					1.39					(1.39)	0.00	0.00	0
LAIF			44,850,277.21	44,850,277.21	44,850,277.21					40,586.66		11,403.03				51,989.70	51,989.70	44,850,277
TOTAL LAIF			<u>44,850,277.21</u>	<u>44,850,277.21</u>	<u>44,850,277.21</u>													
TOTAL A/C 121100 & 112010			87,850,340.00	88,523,934.17	87,955,487.99													
<u>MATURED/CALLED</u>																		
US TREASURY NOTE	912828SM3	03-23-15																
TOTAL			<u>87,850,340.00</u>	<u>88,523,934.17</u>	<u>87,955,487.99</u>					<u>112,749.15</u>	<u>0.00</u>	<u>49,732.86</u>	<u>51,162.92</u>		<u>18.15</u>	<u>111,337.24</u>	<u>111,337.24</u>	<u>132,595,277</u>

**SAN MATEO COUNTY TRANSIT DISTRICT
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES
May 31, 2015**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 5-31-15	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 4-30-15	PREPAID INT REC'VBLE 5-31-15	INTEREST EARNED 5-31-15	INTEREST RECEIVED 5-31-15	ADJ.	INTEREST REC'VBLE 5-31-15	INT REC'VBLE LESS PREPAID 5-31-15	PAR VALUE
<u>U.S. TREASURY NOTES AND BONDS</u>																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,909,875.00	7,914,220.00	06-15-16	0.500%	109.7222	31	14,826.03		3,401.39		(46.60)	18,180.82	18,180.82	7,900,000
<u>GOVERNMENT BONDS</u>																	
HOUSING URBAN DEVEL	911759EB0	12-23-08	155,581.50	150,760.50	150,076.50	08-01-17	7.908%	32.9500	30	2,965.50		988.50			3,954.00	3,954.00	150,000
LAIF			76,612.12	76,612.12	76,612.12					70.83		19.48	0.00		90.31	90.31	76,612
TOTAL LAIF			76,612.12	76,612.12	76,612.12												
TOTAL A/C 121100 & 112010			8,045,397.85	8,060,635.50	8,064,296.50												
TOTAL			<u>8,045,397.85</u>	<u>8,060,635.50</u>	<u>8,064,296.50</u>					<u>17,791.53</u>	<u>0.00</u>	<u>4,389.89</u>	<u>0.00</u>	<u>(46.60)</u>	<u>22,134.82</u>	<u>22,134.82</u>	<u>8,050,000</u>

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
May 31, 2015**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED	MARKET VALUE	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 4-30-15	PP INTEREST REC'VBLE 5-31-15	INTEREST EARNED 5-31-15	INTEREST RECEIVED 5-31-15	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 5-31-15	INT REC'VBLE LESS PREPAID 5-31-15	PAR VALUE
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828WX4	08-27-14	4,749,628.91	4,752,612.50	4,757,419.50	07-31-16	0.500%	65.9722	31	5,904.70		2,045.14			(11.30)	7,938.54	7,938.54	4,750,000
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,505,610.00	5,514,179.00	10-15-16	0.625%	95.4861	31	1,502.73		2,960.07			(48.52)	4,414.28	4,414.28	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	5,001,150.00	5,012,110.00	11-15-16	0.625%	86.8056	31	14,416.44		2,690.97	15,625.00		(38.80)	1,443.61	1,443.61	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,449,223.04	4,620,470.00	4,456,650.88	01-31-17	0.875%	107.6736	31	9,637.09		2,972.17			347.27	12,956.53	12,956.53	4,430,000
																		79.20%
GOVERNMENT BONDS																		
FNMA	31398AU34	2-15-12	5,299,150.00	5,117,150.00	5,027,465.00	07-28-15	2.375%	329.8611	30	30,677.08	0.00	9,895.83			0.01	40,572.92	40,572.92	5,000,000
CASH INVESTMENT																		
LAIF			5,073,110.67	5,073,110.67	5,073,110.67					4,690.58	0.00	1,289.82	0.00			5,980.40	5,980.40	5,073,111
TOTAL LAIF			5,073,110.67	5,073,110.67	5,073,110.67													
TOTAL A/C 122010			25,142,572.44	25,168,435.46	24,939,267.34													
TOTAL			<u>25,142,572.44</u>	<u>25,168,435.46</u>	<u>24,939,267.34</u>					<u>62,357.62</u>	<u>0.00</u>	<u>20,783.76</u>	<u>15,844.58</u>	<u>0.00</u>	<u>248.65</u>	<u>67,545.46</u>	<u>67,545.46</u>	<u>24,850,000</u>

SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF BUDGET ACTIVITY FOR May 2015

BUDGET AMENDMENTS

	Amount	Line Item		Description
May-15				No Budget Revisions in May 2015.
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

BUDGET REVISIONS

	Amount	Line Item		Description
May-15				No Budget Revisions in May 2015.
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

SAN MATEO COUNTY TRANSIT DISTRICT
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2014 & FY2015
 MAY 2015

6/17/15 4:20 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2014:						
1st Quarter	16,550,000			19,084,264	2,534,264	19,084,264
2nd Quarter	17,525,000			20,581,648	3,056,648	20,581,648
3rd Quarter	18,132,500			18,012,945	(119,556)	18,012,945
4th Quarter	17,792,500		4th Quarter	19,927,940	2,135,440	19,927,940
FY2014 Total	70,000,000		FY2014 Total	77,606,796	7,606,796	77,606,796
FY2015						
Jul. 14	5,250,000	5,470,700	Sep. 14	6,020,700	550,000	6,020,700
Aug. 14	5,250,000	5,470,700	Oct. 14	6,020,700	550,000	6,020,700
Sep. 14	6,650,000	7,294,200	Nov. 14	7,844,200	550,000	7,844,200
3 Months Total	17,150,000	18,235,600		19,885,600	1,650,000	19,885,600
Oct. 14	5,725,000	7,020,425	Dec. 14	7,645,425	625,000	7,645,425
Nov. 14	5,725,000	5,885,400	Jan. 15	6,510,400	625,000	6,510,400
Dec. 14	6,955,000	7,413,575	Feb. 15	8,472,200	1,058,625	8,472,200
6 Months Total	35,555,000	38,555,000		42,513,625	3,958,625	42,513,625
Jan. 15	5,400,000	5,400,000	Mar. 15	5,388,585	(11,415)	5,388,585
Feb. 15	5,400,000	5,400,000	Apr. 15	5,575,700	175,700	5,575,700
Mar. 15	6,700,000	6,700,000	May 15	7,234,500	534,500	7,234,500 (1)
9 Months Total	53,055,000	56,055,000		60,712,410	4,657,410	60,712,410
Apr. 15	6,115,000	6,115,000	Jun. 15			6,115,000 (1)
May 15	6,215,000	6,215,000	Jul. 15			6,215,000 (1)
Jun. 15	6,615,000	6,615,000	Aug. 15			6,615,000
FY2015 Total	72,000,000	75,000,000	FY2015 Total	60,712,410	4,657,410	79,657,410
	19,885,600		1st Quarter			
	22,628,025		2nd Quarter			
	18,198,785		3rd Quarter			
	12,330,000		4th Quarter			
	<u>73,042,410</u>		YTD Actual Per Statement of Revenues & Expenses			

(1) Includes Accrual for Quarterly Adjustment

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
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, 2015.

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 24, 2015, 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 Investments, managed by The Public Financial Management Group or "PFM"; 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.

PFM provides the District a current market valuation of all the assets under its management for each quarter. Generally, PFM's market prices are derived from closing bid prices as of the last business day of the month as supplied by Interactive Data, Bloomberg, or Telerate. Where prices are not available from generally recognized sources, the securities are priced using a yield-based matrix system to arrive at an estimated market value. Prices that fall between data points are interpolated. Non-negotiable FDIC-insured bank certificates of deposit are priced at par.

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

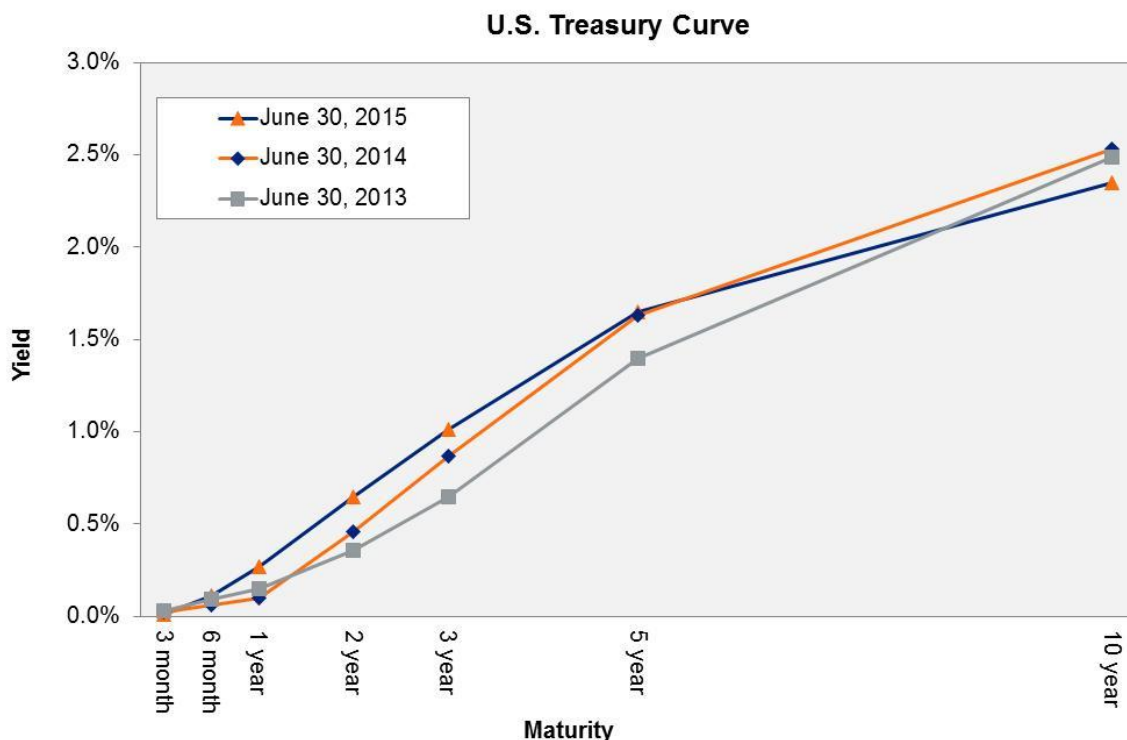
Fixed Income Market Review and Outlook

The economy continued to rebound nicely from the first quarter's weather-related slowdown. Data released in June showed stronger retail sales, consumer credit, consumer sentiment, small business optimism, and both new and existing home sales. The U.S. unemployment rate dropped to 5.3 percent in June as the economy continued its pace of adding more than 200,000 new jobs per month. However, hourly earnings barely rose and the labor force participation rate declined, dampening enthusiasm over the strength of the job market.

The situation in Europe grew tense as negotiations between Greece and its creditors broke down. Greek citizens voted overwhelmingly against creditor demands, leaving the possibility open that Greece would abandon the euro and even leave the eurozone. Volatility shook European markets and threatened to affect U.S. markets. While the Federal Reserve (Fed) seemed inclined to raise short-term rates later this year, the unsettled global situation could delay this action until 2016 even if labor markets and inflation trends support monetary tightening.

U.S. Treasury yields ended a volatile month higher across the curve, with longer maturities rising the most. The month of June closed with two- and 10-year Treasury

yields increasing by 0.04 percent and 0.23 percent, respectively, resulting in a steeper yield curve. Greek-related turmoil had an even greater impact on global bond markets, as yields generally rose more than in the U.S., with 10-year bond yields from weaker eurozone countries (like Spain and Italy) rising nearly half a percent for the month and more than 1 percent for the quarter. Agency yield spreads narrowed modestly for shorter maturities, but widened for longer maturities. As a result, Agency indices outperformed their Treasury counterparts for shorter maturities and underperformed for longer maturities. While demand for high-quality corporate securities remained strong, corporate yield spreads increased due to Greek-related weakness in credit markets, resulting in underperformance for the month.



Source: Federal Reserve

The volatile Greek situation has pushed talk of a tighter Fed policy to the sidelines at least temporarily, and put global investors in a defensive mode. As long as the situation in Europe remains unsettled, investors will bid up prices of U.S. Treasuries (and German bunds) and avoid nearly every other asset. Market dislocations will likely weigh on European markets because the apparent mishandling of the Greek situation by European leaders threatens the entire eurozone.

Strategy

PFM expects the forward momentum of the U.S. economy to continue, ultimately leading the Fed to begin tightening credit, but global volatility could delay this move, and the demand for U.S. Treasury securities should temporarily push interest rates down from recent levels. PFM will work to extend the duration of the portfolios to be closer in

line to the benchmark duration. Our current outlook supports a duration-neutral strategy, which limits the risk from volatile short-term rate moves while the portfolios benefit from roll-down as the higher yields of investments beyond the cash space insulate against potential market value erosion. The corporate sector is well supported by the growing U.S. economy, and the Greek-related spread widening presents an opportunity to add corporates at attractive yields.

Budget Impact

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the month ending June 30, the total return of the General Funds portfolio was 0.02 percent. The Paratransit Fund portfolio returned 0.03 percent. This compares to the benchmark return of -0.17 percent. The Performance graph on page 8 shows the relative performance of the District's portfolio over the last twelve months. The Growth of a Thousand Dollars graph on page 10 shows the cumulative performance over this same time frame for the District's portfolio.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the month the yield to maturity at cost for the General Fund's portfolio was 0.64 percent. The yield to maturity at cost for the Paratransit Fund's portfolio was 0.66 percent.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the month ending June 30, the General Fund's portfolio market yield to maturity was 0.44 percent. The Paratransit Fund's portfolio market yield to maturity was 0.41 percent. The benchmark's market yield to maturity was 1.16 percent.

Prepared by: Shannon Gaffney, Interim Manager Treasury

650-508-7740

REPORT OF INVESTMENTS
FOR QUARTER ENDED JUNE 30, 2015

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE + ACCR. INT.
FUNDS MANAGED BY PFM						
INVESTMENT PORTFOLIO:						
GOVERNMENT BONDS						
FHLMC	11-24-15	8,500,000	8,502,380	8,509,427	3,931	8,513,358
FHLMC	09-01-15	5,000,000	4,996,150	4,999,274	0	4,999,274
FFCB	12-29-15	950,000	1,020,405	977,352	323	977,676
FNMA	03-30-16	15,000,000	15,026,145	15,020,805	18,958	15,039,763
FNMA	07-05-16	5,000,000	4,979,900	4,998,765	9,167	5,007,932
FNMA	08-26-16	5,000,000	5,009,800	5,012,055	10,851	5,022,906
UNITED STATES TREASURY NOTES						
USTN	07-15-16	2,000,000	2,005,781	2,005,468	5,767	2,011,235
USTN	07-31-16	6,000,000	5,999,531	6,008,904	12,514	6,021,418
USTN	08-15-16	8,000,000	8,018,125	8,022,496	18,785	8,041,281
USTN	10-15-16	8,500,000	8,480,410	8,522,576	11,177	8,533,753
USTN	11-15-16	10,000,000	9,971,094	10,025,780	7,982	10,033,762
USTN	03-31-17	5,335,000	5,376,054	5,375,845	13,410	5,389,255
USTN	04-30-19	7,850,000	7,848,467	7,832,212	16,532	7,848,744
COLLATERALIZED MORTGAGE OBLIGATIONS						
FMNA	04-01-18	610,000	616,098	614,551	788	615,339
CASH AND CASH EQUIVALENTS						
US TREASURY MM FUND	-		337,985	337,985	0	337,985
TOTAL INVESTMENT FUNDS PORTFOLIO		88,082,985	88,188,325	88,263,495	130,184	88,393,679
MANAGED BY PFM						

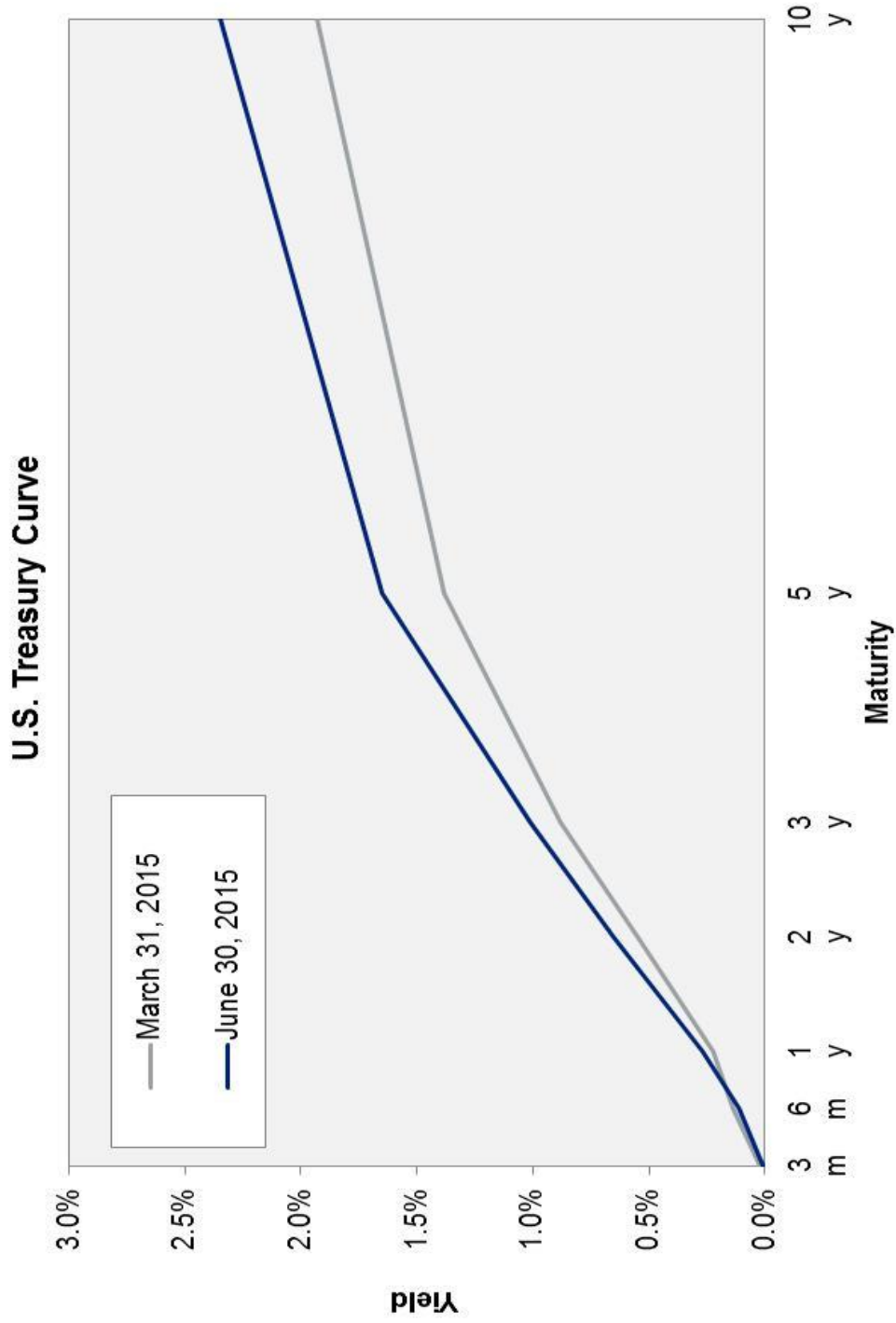
Exhibit 1 (continued)

SAN MATEO COUNTY TRANSIT DISTRICT
REPORT OF INVESTMENTS
FOR QUARTER ENDED JUNE 30, 2015

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
PARATRANSIT TRUST FUND PORTFOLIO:						
GOVERNMENT BONDS						
FNMA Step Up	07-28-15	5,000,000	5,299,150	5,008,160	50,469	5,058,629
UNITED STATES TREASURY NOTES						
USTN	07-31-16	4,750,000	4,749,629	4,757,049	9,907	4,766,956
USTN	10-15-16	5,500,000	5,487,324	5,514,608	7,232	5,521,840
USTN	11-15-16	5,000,000	4,985,547	5,012,890	3,991	5,016,881
USTN	01-31-17	4,430,000	4,449,233	4,454,573	16,169	4,470,742
COLLATERALIZED MORTGAGE OBLIGATIONS						
FMNA	04-25-18	170,000	171,699	171,268	220	171,488
CASH AND CASH EQUIVALENTS						
US TREASURY MM FUND	-	32,848	32,848	32,848	0	32,848
TOTAL PARATRANSIT PORTFOLIO MANAGED BY US BANK/PFM		24,882,848	25,175,430	24,951,397	87,987	25,039,384
TOTAL DISTRICT PORTFOLIO MANAGED BY PFM		112,965,833	113,363,756	113,214,891	218,171	113,433,063
FUNDS NON MANAGED BY PFM						
GOVERNMENT BONDS						
HUD	08-01-17	150,000	155,582	150,078	4,943	155,021
UNITED STATES TREASURY NOTES						
USTN	06-15-16	7,900,000	7,889,816	7,914,852	1,732	7,916,584
CASH AND CASH EQUIVALENTS						
US TREASURY MM FUND	-	19,750	19,750	19,750	0	19,750
TOTAL INVESTMENT FUNDS PORTFOLIO NON MANAGED BY PFM		8,069,750	8,065,148	8,084,680	6,674	8,091,354
TOTAL DISTRICT PORTFOLIO MANAGED AND NON MANAGED BY PFM		121,035,583	121,428,903	121,299,571	224,845	121,524,417
LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:						
BANK OF AMERICA CHECKING LAIF			4,630,138	4,630,138	0	4,630,138
			50,000,000	50,000,000	39,325	50,039,325
TOTAL FUNDS MANAGED BY DISTRICT STAFF			54,630,138	54,630,138	39,325	54,669,463
TRUST FUNDS MANAGED BY THIRD PARTY TRUSTEE:						
First American Gov't. Oblig. CI D Chesham Finance Ltd.		1,804,006	1,804,006	1,804,006	60	1,804,066
		-	-	-	-	-
TOTAL FUNDS MANAGED BY THIRD PARTY TRUSTEE		1,804,006	1,804,006	1,804,006	60	1,804,066
TOTAL AS OF JUNE 30, 2015			177,863,047	177,733,715	264,231	177,997,946

San Mateo County Transit District

Exhibit 2

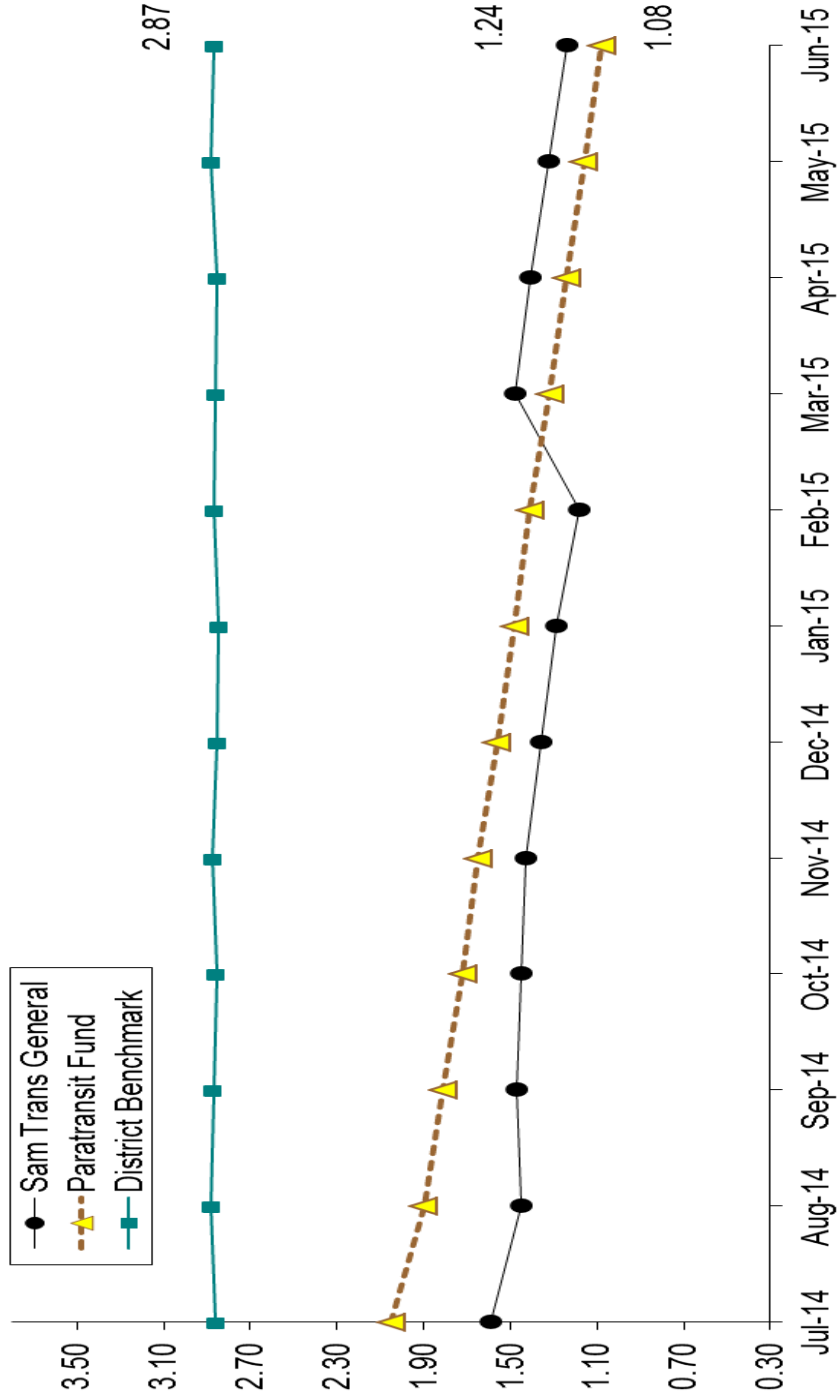


Source: Bloomberg.

San Mateo County Transit District

Duration is a measure of the market value sensitivity of a portfolio to changes in interest rates. The longer the duration, the larger the market value fluctuation and more significant the return volatility. For example, if interest rates rise by 1.00%, a portfolio with a duration of 2 years should experience a decrease in market value of 2.0%; a portfolio with a duration of 2.5 years should experience a decrease in market value of 2.5%

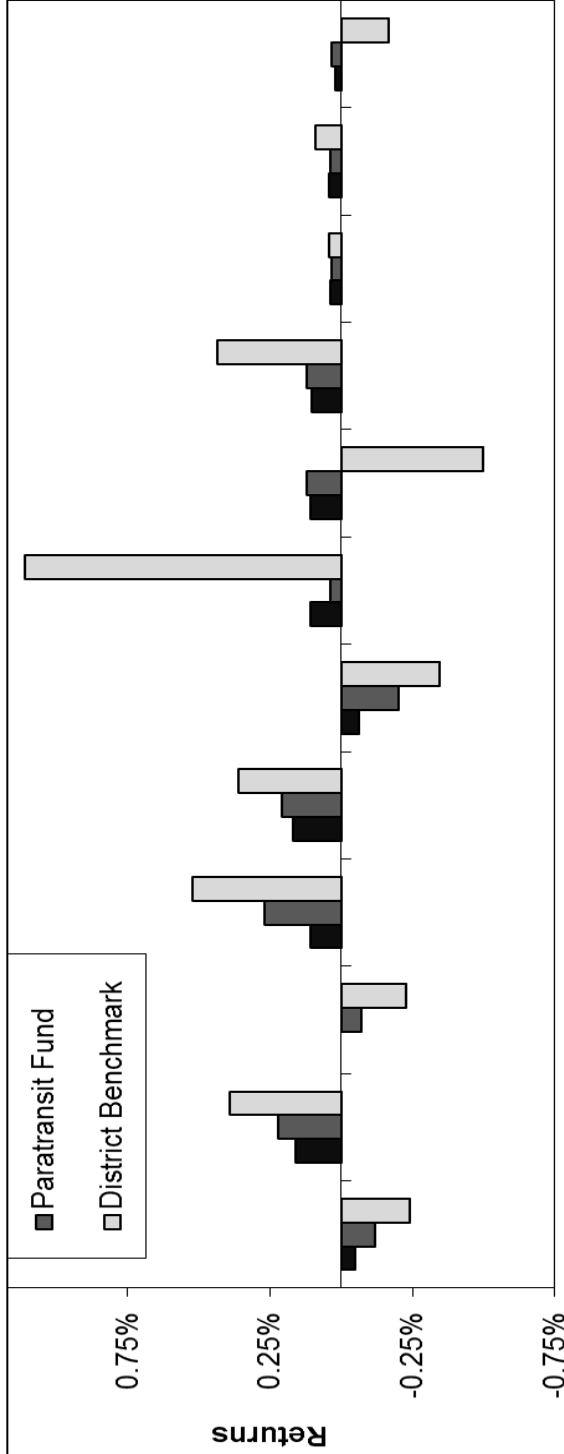
bit



Source: Bloomberg.
 District benchmark reflects 40% Merrill Lynch 1-3 Year U.S. Treasury Index, 40% Merrill Lynch 3-5 Year U.S. Treasury Index, 10% Merrill Lynch 1-3 Year AAA-A Corporate Index and 10% Merrill Lynch 3-5 Year AAA-A Corporate Index.

San Mateo County Transit District

Monthly Review Accounts vs. Benchmark Rolling 12 months

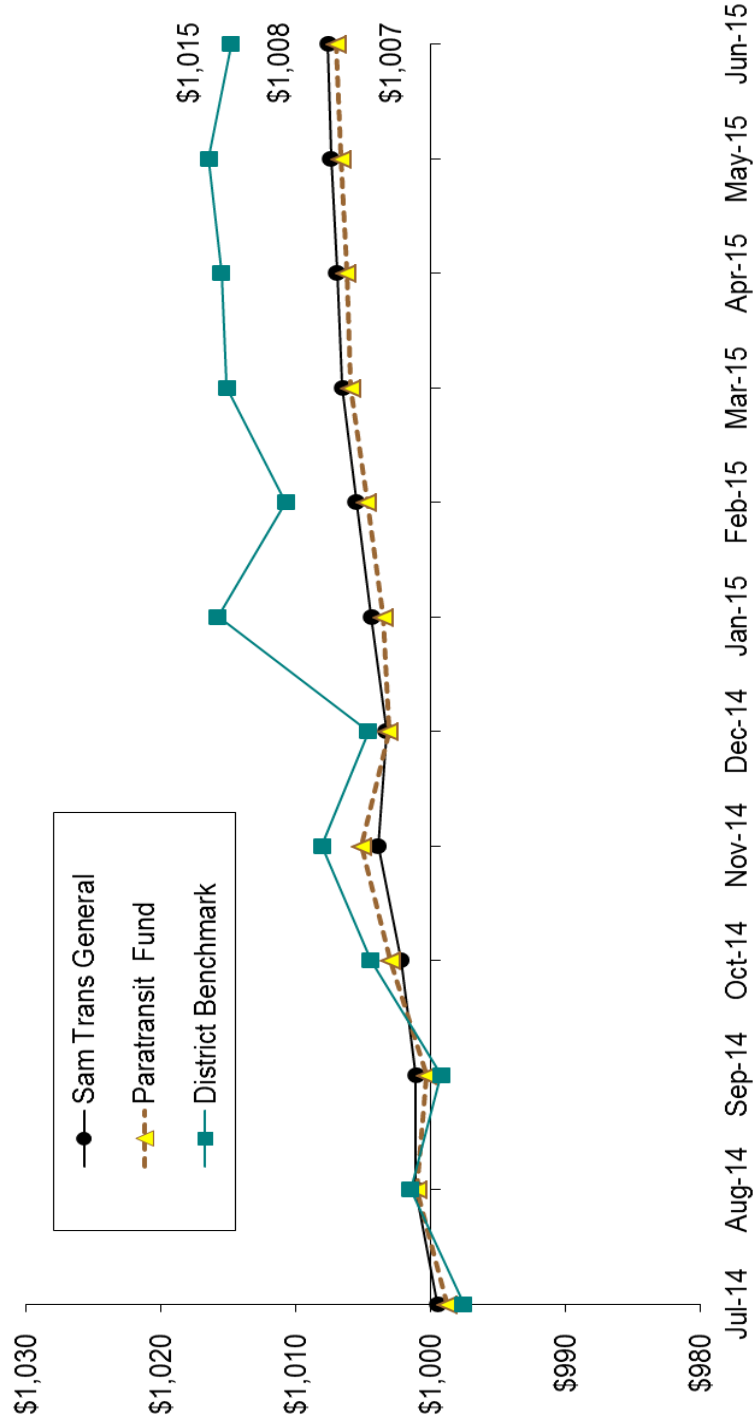


MONTHLY PERFORMANCE DATA	
SamTrans - Gen Funds	-0.05%
SamTrans - Paratran	-0.12%
District Benchmark	-0.24%
Jul-14	0.16%
Aug-14	0.22%
Sep-14	0.39%
Oct-14	0.00%
Nov-14	0.11%
Dec-14	0.17%
Jan-14	0.21%
Feb-14	0.27%
Mar-14	0.11%
Apr-14	0.11%
May-14	0.11%
Jun-14	0.11%
Jul-14	0.11%
Aug-14	0.11%
Sep-14	0.11%
Oct-14	0.11%
Nov-14	0.11%
Dec-14	0.11%
Jan-15	0.11%
Feb-15	0.11%
Mar-15	0.11%
Apr-15	0.11%
May-15	0.11%
Jun-15	0.11%
Trailing 12	0.76%

Source: Bloomberg.
 District benchmark reflects 40% Merrill Lynch 1-3 Year U.S. Treasury Index, 40% Merrill Lynch 3-5 Year U.S. Treasury Index, 10% Merrill Lynch 1-3 Year AAA-A Corporate Index and 10% Merrill Lynch 3-5 Year AAA-A Corporate Index.

San Mateo County Transit District

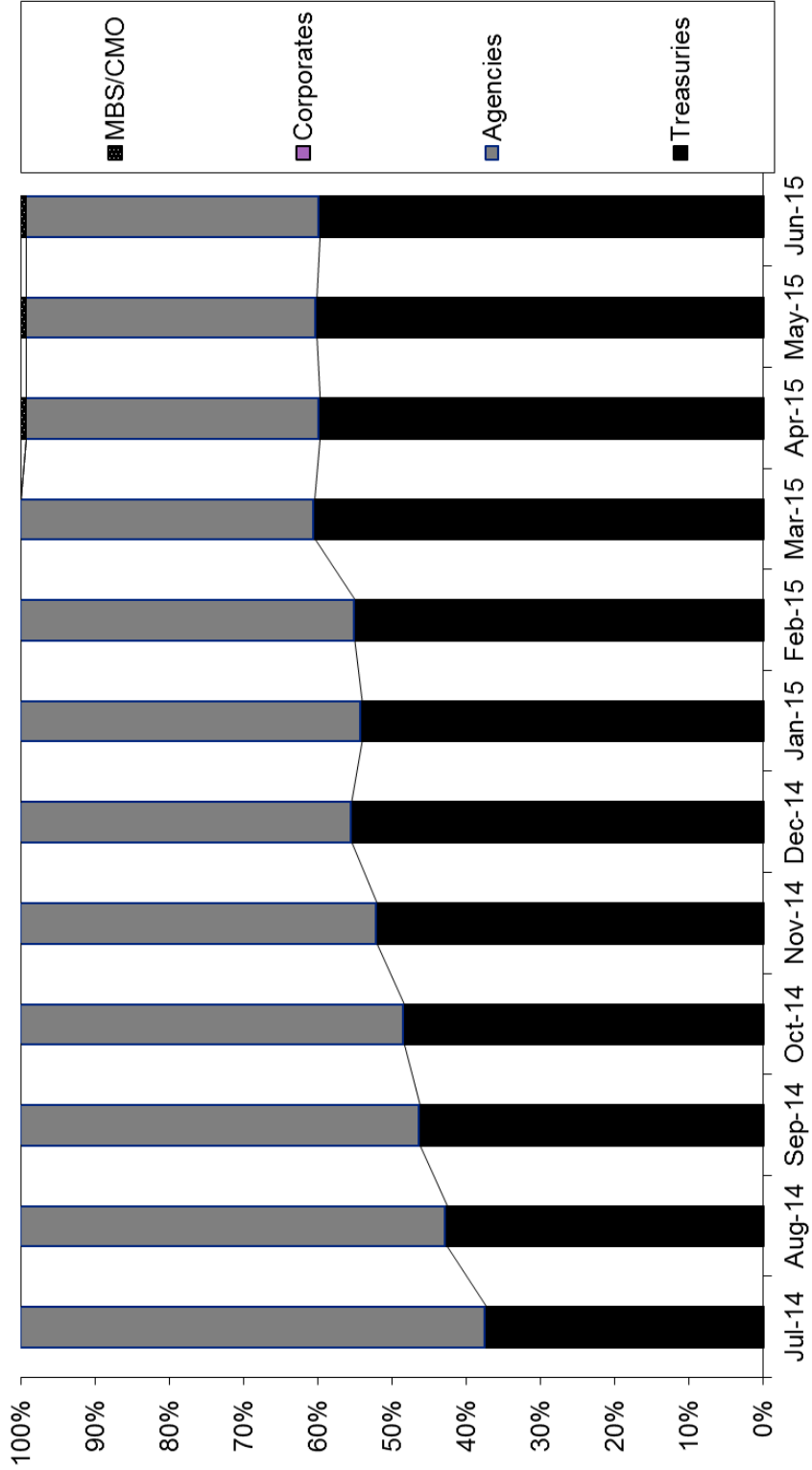
Growth of a Thousand Dollars



Source: Bloomberg.
 District benchmark reflects 40% Merrill Lynch 1-3 Year U.S. Treasury Index, 40% Merrill Lynch 3-5 Year U.S. Treasury Index, 10% Merrill Lynch 1-3 Year AAA-A Corporate Index and 10% Merrill Lynch 3-5 Year AAA-A Corporate Index.

San Mateo County Transit District

Percent of Assets Held by Type



**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

FROM: Joan Cassman
General Counsel

Gigi Harrington
Deputy CEO

SUBJECT: **SALARY ORDINANCE NO. 98 AMENDING TABLE OF POSITION
CLASSIFICATIONS**

ACTION

General Counsel proposes the Committee recommend to the Board the amendment of the San Mateo County Transit District's (District) Salary Ordinance No. 97, recently approved on June 3, 2015, for the purpose of adding the position of General Manager/CEO to the Table of Position Classifications in the salary ordinance to assure compliance with California Public Employees Retirement Law under Government Code §20636 and the related regulatory guidance under California Code of Regulations §570.5.

SIGNIFICANCE

The Board previously approved Salary Ordinance No. 97 to be effective in the Fiscal Year 2015/2016. Traditionally, the position of General Manager/CEO, whose salary is established by separate agreement, has not been included in the District's Salary Ordinance. The District has been advised by the California Public Employees Retirement System (CalPERS) that, pursuant to Government Code §20636 and California Code of Regulations §570.5, the base salary of all employees (including those under contract), must be included in a "publicly available pay schedule" approved by the Board. For the District, the Salary Ordinance serves as this "publicly available pay schedule." Accordingly, the purpose of this amendment is to include the position of General Manager/CEO in the District's Salary Ordinance.

BUDGET IMPACT

There is no financial impact from this action.

BACKGROUND

The amendment of the Salary Ordinance will serve to address the requirements of Government Code §20636 and California Code of Regulations §570.5 as interpreted by CalPERS requiring the base salaries of all District employees in CalPERS to be included in a "publicly available pay schedule" approved by the Board.

Prepared by: Joan Cassman, General Counsel

Table of Position Classifications, (Ord 97 effective 6/28/15)

Exhibit "A"

Job Title	Authorized Positions	FTE ^(a) Offloads	Class	Salary Range
Accessibility Coordinator	1		16	68,408 – 102,612
Accessibility Specialist	1		13	54,221 – 82,642
Accountant**	9	2	16	68,408 – 102,612
Accounting Specialist	2	2	12	49,973 – 77,583
Accounting Technician	1		12	49,973 – 77,583
Administrative Accountant	1		16	68,408 – 102,612
Assistant District Secretary	2	2	15	63,439 – 95,156
Assistant Manager, Transit Operations Training	1		18	80,720 – 117,045
Assistant Superintendent, Bus Maintenance	2		18	80,720 – 117,045
Assistant Superintendent, Bus Transportation	2		18	80,720 – 117,045
Associate Manager, Rail Equipment	1	1	18	80,720 – 117,045
Associate Contract Officer	1	1	14	58,467 – 87,702
Associate Scheduler/Planner	2		14	58,467 – 87,702
Associate Operations Contract Administrator	1	1	16	68,408 – 102,612
Associate Operations Contract Administrator (Bus)	1		16	68,408 – 102,612
Associate Operations Contract Administrator (Facilities)	1		16	68,408 – 102,612
Associate Operations Contract Administrator (Shuttles)	1	1	16	68,408 – 102,612
Bus Maintenance Contract Administrator	1		18	80,720 – 117,045
Buyer	1		14	58,467 – 87,702
CAD Operator	1	1	14	58,467 – 87,702
Capital Program Specialist	1	1	14	58,467 – 87,702
Chief of Protective Services	1		20	103,824 – 150,544
Claims Administrator	1	1	15	63,439 – 95,156
Community Relations Officer	1	1	17	74,564 – 109,829
Construction Manager**	1		17	74,564 – 109,829
Contract Officer	8	7	17	74,564 – 109,829
Controller	1		23	138,176 – 200,358
Customer Relations Specialist	2		12	49,973 – 77,583
Database Administrator	2		18	80,720 – 117,045
Data Technician (Bus Transportation)	1		12	49,973 – 77,583
Data Technician (Maintenance)	1		12	49,973 – 77,583
Data Technician (Maintenance Technical Services)	1	1	12	49,973 – 77,583
Data Technician (Operations)	1		12	49,973 – 77,583
Data Technician (Rail Services)	1	1	12	49,973 – 77,583
Deputy Director, Engineering Support	1	1	21	113,167 - 164,093
Deputy Director, Rail Contracts and Budget	1	1	21	113,167 - 164,093
Deputy CEO	2		26	192,694 – 278,923
DBE Officer	1	1	18	80,720 – 117,045
Director, Budgets	1		22	124,485 – 180,503
Director, Bus Transportation	1		22	124,485 – 180,503
Director, Contracts and Procurement	1		21	113,167 - 164,093
Director, Engineering and Construction*	1	1	22	124,485 – 180,503
Director of Finance	1		22	124,485 – 180,503
Director, Grants	1	1	22	124,485 – 180,503
Director, Government and Community Affairs	1	1	22	124,485 – 180,503
Director, Human Resources	1		22	124,485 – 180,503
Director, Information Technology and Telecommunications	1		22	124,485 – 180,503
Director, Maintenance	1		22	124,485 – 180,503
Director, Planning	1		22	124,485 – 180,503

Table of Position Classifications, (Ord 97 effective 6/28/15)

Exhibit "A"

Job Title	Authorized Positions	FTE ^(a) Offloads	Class	Salary Range
Director, Rail Transportation*	1	1	22	124,485 – 180,503
Director, Safety	1	1	21	113,167 - 164,093
Director, Transportation Authority Program	1	1	22	124,485 – 180,503
Distribution Clerk	2	1	10	36,830 – 57,179
Employee Relations Officer	2		18	80,720 – 117,045
Employee Programs & Development Officer	1		18	80,720 – 117,045
Engineer	4	4	18	80,720 – 117,045
Engineering Contract Administrator	1	1	17	74,564 – 109,829
Executive Assistant	5	1	12	49,973 – 77,583
Executive Officer, Customer Service and Marketing	1		24	153,663 – 222,810
Executive Officer, Gov. Bd & Exec. Administration	1		21	113,167 - 164,093
Executive Officer, Planning and Development	1	1	24	153,663 – 222,810
Executive Officer, Public Affairs	1		24	153,663 – 222,810
Facilities Contract Administrator	1		16	68,408 – 102,612
Facilities Technician	4		12	49,973 – 77,583
Government Affairs Officer	2	2	18	80,720 – 117,045
Graphic Specialist	1		12	49,973 – 77,583
Grants and Real Estate Analyst	1	1	15	63,439 – 95,156
Information Technology Analyst	1		16	68,408 – 102,612
Labor Compliance Officer	1	1	18	80,720 – 117,045
Labor Compliance Specialist	1	1	14	58,467 – 87,702
Maintenance Instructor	2		16	68,408 – 102,612
Manager, Accessible Transit Services	1		19	95,250 – 138,113
Manager, Budgets	2	1	20	103,824 – 150,544
Manager, Bus Contracts	1		19	95,250 – 138,113
Manager, Capital Projects and Environmental Planning	1	1	20	103,824 – 150,544
Manager, Communications	1	1	20	103,824 – 150,544
Manager, Customer Service	1		19	95,250 – 138,113
Manager, Employee Relations and Civil Rights	1		21	113,167 - 164,093
Manager, Engineering**	4	4	20	103,824 – 150,544
Manager, Engineering, Configuration Control	1		20	103,824 – 150,544
Manager, Engineering and Maintenance Interface	1	1	20	103,824 – 150,544
Manager, Engineering, Traction Power/OCS	1	1	20	103,824 – 150,544
Manager, ERP Hosting and Support Services	1		20	103,824 – 150,544
Manager, Finance Treasury	1		20	103,824 – 150,544
Manager, General Ledger	1		20	103,824 – 150,544
Manager, Grants and Capital Accounting	1	1	20	103,824 – 150,544
Manager, Information Technology and Telecommunications	1		20	103,824 – 150,544
Manager, Maintenance of Way	1	1	20	103,824 – 150,544
Manager, Maintenance Rail Equipment	1	1	20	103,824 – 150,544
Manager, Marketing	1		20	103,824 – 150,544
Manager, Market Research and Development	1	1	20	103,824 – 150,544
Manager, Operations Planning	1		20	103,824 – 150,544
Manager, Operations Technology	1		19	95,250 – 138,113
Manager, Payroll	1		20	103,824 – 150,544
Manager, Personnel Operations	1		19	95,250 – 138,113
Manager, Programming and Monitoring	1	1	20	103,824 – 150,544
Manager, Project Controls	1	1	20	103,824 – 150,544
Manager, Quality Assurance and Management Analysis	1		19	95,250 – 138,113

Table of Position Classifications, (Ord 97 effective 6/28/15)

Exhibit "A"

Job Title	Authorized Positions	FTE ^(a) Offloads	Class	Salary Range
Manager, Rail Compliance	1	1	20	103,824 – 150,544
Manager, Rail Operations	1	1	20	103,824 – 150,544
Manager, Rail Planning	1	1	20	103,824 – 150,544
Manager, Real Estate and Property Development	1	1	20	103,824 – 150,544
Manager, Software Systems Development	1		20	103,824 – 150,544
Manager, Standards and Procedures	1	1	19	95,250 – 138,113
Manager, Stations and Access	1	1	18	80,720 – 117,045
Manager, Technology Research and Development	1	1	20	103,824 – 150,544
Manager, Transit Operations Training	1		19	95,250 – 138,113
Manager, Transportation Communications (Rail)*	1	1	20	103,824 – 150,544
Manager, TVM Program	1	1	20	103,824 – 150,544
Market Development Assistant	1	1	11	42,711 – 66,310
Market Development Specialist	1	1	13	54,221 – 82,642
Market Research Specialist	1		16	68,408 – 102,612
Marketing Specialist	2	1	15	63,439 – 95,156
Network Administrator	2	1	18	80,720 – 117,045
Office Technician (full-time/part-time)	5	1	11	42,711 – 66,310
Operations Technology Administrator	1		17	74,564 – 109,829
Payroll Specialist	1		11	42,711 – 66,310
Personnel Specialist	4		12	49,973 – 77,583
Planner	3	1	15	63,439 – 95,156
Principal Planner	2		19	95,250 – 138,113
Principal Planner, Sustainability	1		19	95,250 – 138,113
Procurement Specialist	1		12	49,973 – 77,583
Program Manager	1	1	20	103,824 – 150,544
Program Manager, Construction Services	1	1	21	113,167 - 164,093
Project Manager*	6	6	19	95,250 – 138,113
Public Affairs Specialist	2	2	14	58,467 – 87,702
Public Information Officer	1	1	19	95,250 – 138,113
Rail Compliance Inspector	1	1	16	68,408 – 102,612
Rail Contract Cost Administrator	1	1	18	80,720 – 117,045
Rail Safety Officer	2	2	18	80,720 – 117,045
Real Estate Specialist	1	1	14	58,467 – 87,702
Records Administrator	1	1	11	42,711 – 66,310
Recruitment Officer	1		15	63,439 – 95,156
Revenue Collection Clerk	3		10	36,830 – 57,179
Risk Management Specialist	1		12	49,973 – 77,583
Safety Officer	1		18	80,720 – 117,045
Scheduling Aide	1		11	42,711 – 66,310
Secretary	5	3	11	42,711 – 66,310
Senior Accountant **	7	4	18	80,720 – 117,045
Senior Accounting Specialist	1	1	13	54,221 – 82,642
Senior Budget Analyst	4	4	18	80,720 – 117,045
Senior Business Systems Analyst	1		19	95,250 – 138,113
Senior Contract Officer	4	4	19	95,250 – 138,113
Senior Designer	1	1	15	63,439 – 95,156
Senior Engineer**	3	2	19	95,250 – 138,113
Senior Engineer, Track	1	1	19	95,250 – 138,113
Senior Executive Assistant	1		14	58,467 – 87,702

Table of Position Classifications, (Ord 97 effective 6/28/15)

Exhibit "A"

Job Title	Authorized Positions	FTE ^(a) Offloads	Class	Salary Range
Senior Financial Analyst	1	1	18	80,720 – 117,045
Senior Grants Analyst	2	2	18	80,720 – 117,045
Senior Information Technology Analyst	2		17	74,564 – 109,829
Senior Mobility Project Coordinator (part-time)***	1		17	74,564 – 109,829
Senior Operations Financial Analyst	1		19	95,250 – 138,113
Senior Payroll Specialist	1		13	54,221 – 82,642
Senior Planner	2	1	17	74,564 – 109,829
Senior Programmer Analyst	1	1	18	80,720 – 117,045
Senior Project Controls Engineer	1	1	19	95,250 – 138,113
Senior Project Manager	1	1	20	103,824 – 150,544
Senior Real Estate Officer	2	2	19	95,250 – 138,113
Senior Recruitment Officer	1		16	68,408 – 102,612
Senior Scheduler/Planner	1		17	74,564 – 109,829
Senior Systems Accountant	1		18	80,720 – 117,045
Senior Systems and Security Analyst	1		19	95,250 – 138,113
Senior Systems Software Analyst*	2		19	95,250 – 138,113
Social Media Officer	1	1	17	74,564 – 109,829
Social Media Specialist	1	1	13	54,221 – 82,642
Stores Coordinator	1		14	58,467 – 87,702
Superintendent, Bus Maintenance	2		19	95,250 – 138,113
Superintendent, Bus Transportation	2		19	95,250 – 138,113
Superintendent, Maintenance Technical Services	1		19	95,250 – 138,113
Superintendent, Materials and Inventory Control	1		18	80,720 – 117,045
Supervisor, Customer Service	1		15	63,439 – 95,156
Supervisor, Distribution	1		13	54,221 – 82,642
Supervisor, Facilities Maintenance	1		16	68,408 – 102,612
Supervisor, Revenue Collection	1		14	58,467 – 87,702
Supervisor, Staffing Services	1		18	80,720 – 117,045
Systems and Business Analyst	1		16	68,408 – 102,612
Telecommunications Specialist	1		17	74,564 – 109,829
Warranty Administrator	1		14	58,467 – 87,702

Table of Position Classifications, (Ord 97 effective 6/28/15)

Exhibit "B"

<u>Job Title</u>	<u>Authorized Positions</u>	<u>FTE^(a) Offloads</u>	<u>Class</u>	<u>Salary Range</u>
<u>Caltrain Modernization</u>				
Deputy Director, Project Delivery	1	1	21	113,167 - 164,093
Director, Program Management	1	1	21	113,167 – 164,093
Director, Project Delivery	1	1	22	124,485 – 180,503
Executive Assistant	1	1	12	49,973 – 77,583
Executive Officer, Caltrain Modernization Program	1	1	24	153,663 – 222,810
Manager, Caltrain Planning	1	1	20	103,824 – 150,544
Principal Planner	1	1	19	95,250 – 138,113
Rail Construction Liaison	1	1	15	63,439 – 95,156
Senior Budget Analyst	1	1	18	80,720 – 117,045
Senior Planner	2	2	17	74,564 – 109,829

Table of Position Classifications, (Ord 98 effective 08/05/15)

Exhibit "C"

Job Title	Authorized Positions	FTE ^(a) Offloads	Class	Salary Range
Represented				
Bus Contracts Inspector	3		IBT2	(c)
Bus Operator (full-time/part-time)	308		ATU1	(c)
Bus Operator Trainee	as needed		ATU1	\$20.00 hour
Bus Transportation Supervisor	14		IBT1	(c)
Customer Service Representative 2	2	2	ATU2	(c)
Customer Service Representative 1 (extra-help)	8		ATU2	(c)
Customer Service Representative 1 (full-time)	11		ATU2	(c)
Customer Service Representative 1 (part-time)	4		ATU2	(c)
Dispatcher	4		IBT1	(c)
Maintenance Supervisor	7		IBT4	(c)
Mechanic "A"	37	1	ATU1	(c)
Mechanic "B"	21	4	ATU1	(c)
Mechanic "C"	8		ATU1	(c)
Radio Controller	3		IBT1	(c)
Receptionist	1		ATU2	(c)
Storeskeeper	7		ATU1	(c)
Transit Instructor	3		IBT3	(c)
Utility Maintenance Supervisor	2		IBT4	(c)
Utility Worker	29		ATU1	(c)

Table of Position Classifications, (Ord 98 effective 08/05/15)

Exhibit "D"

Job Title	Authorized Positions	FTE ^(a) Offloads	Class	Salary Range
General Manager/CEO	1			263,000

*Market conditions require that certain positions be regarded as highly competitive to attract employees and must be provided a level of compensation reflective of the competitiveness of the marketplace (i.e. engineering, technical positions).

**Position has been frozen for FY2015. Where there are multiple positions under one job title, one of the positions is frozen.

*** For part-time positions salary range reflects full-time wages, however actual earnings are based on reduced hours worked.

- (a) The majority of expenses associated with 140 positions are 50% or more funded in the District's Capital Budget and/or JPB's and TA's Operating and Capital Budgets.
- (b) Part-time operators not to exceed 17 percent of the total number of operators, including part-time operators, in accordance with the current Collective Bargaining Agreement.
- (c) Wages established in accordance with the Collective Bargaining Agreements with the Amalgamated Transit Union, Local 1574 (ATU1 - Bus Operators and Maintenance Employee Unit and ATU2 – Customer Service Unit) and the International Brotherhood of Teamsters, Local 856 (IBT1 – Bus Transportation Supervisory Unit, IBT2 – Bus Contracts Inspector Unit, IBT3 – Transit Instructor Unit, and IBT4 – Maintenance Supervisor Unit).

ORDINANCE NO. 98

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

**AMENDMENT OF SALARY ORDINANCE 97 TO ADD THE POSITION OF
GENERAL MANAGER/CEO
TO THE DISTRICT'S TABLE OF POSITION CLASSIFICATIONS**

WHEREAS, the General Manager/CEO, pursuant to the authority previously conferred by the Board of Directors, recommends on an annual basis position reclassifications, changed titles and changed positions in the San Mateo County Transit District's (District) Table of Position Classifications, which he deems necessary to organize and manage effectively the transit needs of the public within the parameters of the District's operating and capital budgets and for the District to remain competitive as an employer in the Bay Area; and

WHEREAS, in accordance with such recommendations, on June 3, 2015, the Board of Directors enacted Ordinance No. 97 which:

- Approved a 3.25 percent increase in wages for administrative (non-represented) employees, effective June 28, 2015;
- Authorized the addition of four positions to the District's Table of Position Classifications, resulting in an increase in the District's Table of Position Classifications (Exhibits "A" Administrative positions, "B" Caltrain Modernization positions and "C" bargaining unit positions) from 744 to 749 full-time and part-time positions; and

WHEREAS, to assure compliance with Government Code §20636 and California Code of Regulations §570.5 as interpreted and administered by the California Public

Employees Retirement System, the General Counsel recommends an amendment to the Salary Ordinance No. 97 to add an Exhibit D, which reflects the position of General Manager/CEO, whose compensation is currently established by an Employment Agreement, dated March 12, 2015, as approved by the Board of Directors.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District hereby approves and adopts Salary Ordinance No. 98 which amends Salary Ordinance No. 97 by adding the position of General Manager/CEO reflected in Exhibit D to the Table of Position Classifications as shown on the attached schedule.

Regularly passed and adopted this 5th day of August, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **APPROVAL AND RATIFICATION OF THE FISCAL YEAR (FY) 2016 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 FY2016, at a total premium cost of \$1,845,146 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; and
- 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 FY2016 total insurance premium increased 4.1 percent over last year's premium. Despite market pressure to increase retentions, the District was able to maintain a \$1 million self-insured 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 Official's liability limits remain at \$50 million. Below is an overview of the District's FY2015 and FY2016 premiums:

<u>Program</u>	<u>Conditions</u>	<u>FY2015 Premium</u>	<u>FY2016 Premium</u>
Liability, including: -Excess Liability -Public Officials Liability	\$100 million excess liability \$1 million self-insured retention	\$ 1,026,772	\$ 1,051,525
Employment Practices	\$5 million limit \$150,000 retention	\$ 79,200	\$ 83,160
Non-Liability	Various	\$ 668,353	\$ 710,461
TOTALS		\$1,774,325	\$1,845,146

BUDGET IMPACT

Funds to underwrite the recommended program are included in the FY2016 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 official's 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 14 years is making the maintenance of the District's \$1 million self-insured 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.

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, Dumbarton Rail Bridge, fiduciary liability, and kidnap and ransom coverage.

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. Policy limits have been raised to cover these higher fleet values.

Property

The District's total insurable values and property premium increased slightly for FY2016. The policy contains Boiler and Machinery coverage. The District's program still contains flood insurance coverage.

Business Auto Insurance

The District insures 13 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 second year of a three-year program.

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 first 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 are paid in FY2016.

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 \$40,889, 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 at the same premium this year.

Kidnap & Ransom

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

Summary

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

Prepared by: Marshall Rush, Claims Administrator

650-508-7742

RESOLUTION NO. 2015-

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

* * *

APPROVING AND RATIFYING THE INSURANCE PROGRAM FOR FISCAL YEAR (FY) 2016

WHEREAS, the General Manager/CEO of the San Mateo County Transit District (District) has approved an insurance program for FY2016 with premiums totaling \$1,845,146, the costs for which are included in the FY2016 budget; and

WHEREAS, in conjunction with the expiration of the District's existing insurance program on June 30, 2015, District staff renewed its insurance program for FY2016 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. Excess Liability insurance with a total limit of \$100 million, which includes Public Official's Liability coverage with a \$50 million limit, at an annual premium of \$1,051,525;
3. Employment Practices Legal Liability policy with a total limit of \$5 million and an annual premium of \$83,160;
4. Non-liability policies covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Business Auto, Environmental, Dumbarton Rail Bridge, Cyber Liability with Privacy Coverage, Fiduciary Liability and Kidnap & Ransom insurance with an annual premium of \$710,461; and

WHEREAS, 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; and

WHEREAS, staff recommends that the Board of Directors approve and ratify the renewal of the District's insurance program for FY2016 as delineated above.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transit District hereby approves and ratifies the renewal of the District's insurance program for FY2016, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 5th day of August, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: April Chan
Executive Officer,
Planning & Development

SUBJECT: **AUTHORIZE EXECUTION OF A MEMORANDUM OF UNDERSTANDING WITH GREENBELT ALLIANCE FOR FISCAL YEAR 2016 STAFFING SUPPORT FOR THE GRAND BOULEVARD INITIATIVE COMMUNITY LEADERS ROUNDTABLE**

ACTION

Staff proposes the Committee recommend the Board authorize the General Manager/CEO, or his designee, to execute a Memorandum of Understanding with Greenbelt Alliance to provide staffing support for the Grand Boulevard Initiative (GBI) Community Leaders Roundtable in Fiscal Year (FY) 2016 at a cost to the San Mateo County Transit District (District) not to exceed \$7,656.

SIGNIFICANCE

Greenbelt Alliance will provide ongoing staffing support for the GBI Community Leaders Roundtable at a cost to the District of up to \$7,656 for FY2016. Staffing support includes leading bi-monthly meetings of the Community Leaders Roundtable and preparing reports of the activities, meeting outcomes, and recommendations for the quarterly GBI Task Force meetings. The ongoing success of the Community Leaders Roundtable is significant to GBI as it functions to leverage regional partnerships.

BUDGET IMPACT

The funding in the amount of \$7,656 for Greenbelt Alliance is included in the FY2016 Operating Budget.

BACKGROUND

Greenbelt Alliance has been a partner of and has provided support to the GBI for nearly 10 years through their involvement on the GBI Task Force, lead role in community outreach programs, and managing of the GBI Community Leaders Roundtable. The Community Leaders Roundtable was formed in 2012 and is composed of stakeholders and advocacy organizations having a nexus to the El Camino Real Corridor. Members play a key role in informing the GBI public outreach through their wide range of missions and involvement with communities that care about and are affected by future changes in the El Camino Real Corridor.

Prepared by: Megan Channell, Principal Planner, Strategic
Development

650-622-7815

RESOLUTION NO. 2015 –

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

*** * ***

AUTHORIZING EXECUTION OF A MEMORANDUM OF UNDERSTANDING WITH GREENBELT ALLIANCE FOR FISCAL YEAR 2016 STAFFING SUPPORT FOR THE GRAND BOULEVARD INITIATIVE COMMUNITY LEADERS ROUNDTABLE

WHEREAS, the San Mateo County Transit District (District) and Greenbelt Alliance desire to work cooperatively to support the Grand Boulevard Initiative (GBI) Community Leaders Roundtable in Fiscal Year (FY) 2016; and

WHEREAS, Greenbelt Alliance will lead bi-monthly meetings of the GBI Community Leaders Roundtable and prepare reports on the activities, meeting outcomes, and recommendations for the quarterly GBI Task Force meetings; and

WHEREAS, a financial contribution by the District in an amount not to exceed \$7,656 for support from the Greenbelt Alliance is included in the FY2016 Operating Budget; and

WHEREAS, staff recommends the District enter into a Memorandum of Understanding (MOU) for the Greenbelt Alliance to support the GBI Community Leaders Roundtable at a cost of up to \$7,656.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO, or his designee, to execute an MOU with Greenbelt Alliance for FY2016 staffing support for the GBI Community Leaders Roundtable at a cost not to exceed \$7,656, and to take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 5th day of August, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE FILING ANNUAL CLAIM WITH METROPOLITAN
TRANSPORTATION COMMISSION (MTC) FOR TRANSPORTATION
DEVELOPMENT ACT (TDA), STATE TRANSIT ASSISTANCE (STA), AND
REGIONAL MEASURE 2 (RM2) FUNDS**

ACTION

Staff proposes the Committee recommend the Board authorize filing a claim for TDA Article 4.0 and 4.5 funds, STA funds (including for the Lifeline Transportation Program (LTP)), and RM2 funds for Fiscal Year (FY) 2016.

Based on the MTC's latest estimates, the San Mateo County Transit District (District) is allowed to claim the following amounts for FY2016 (FY2015 is informational):

Funding Source	FY2015 MTC Claim	FY2016 MTC Claim	Increase/ (Decrease)
TDA			
TDA Article 4.0 (SamTrans bus)	\$ 34,458,615	\$ 32,143,723	\$ (2,314,892)
TDA Article 4.5 (Paratransit)	1,733,614	1,771,554	37,940
STA			
Revenue Based: SamTrans (bus)			
Route 17 (LTP)	\$ 142,352	\$ 167,000	\$ 24,648
Coastside (LTP)	100,000	100,000	-
AB X8 9*	3,451,767	3,794,556	342,789
Population Based:			
Regional Paratransit	\$ 437,266	\$ 471,248	\$ 33,982

Funding Source	FY2015 MTC Claim	FY2016 MTC Claim	Increase/ (Decrease)
Pass-through to Other Agencies			
Paratransit Coordinating Council ** (TDA)	\$ 79,780	\$ 69,000	\$ (10,780)
TDA Total (without pass-throughs)	\$ 36,192,229	\$ 33,915,277	\$ (2,276,952)
STA Total (without pass-throughs)	\$ 4,131,385	\$ 4,532,804	\$ 401,419
Pass-through Total (TDA and STA)	\$ 79,780	\$ 69,000	\$ (10,780)
RM2 (SamTrans Owl Service)	\$ 305,876	\$ 305,876	\$ -
TOTAL	\$ 40,709,270	\$ 38,822,957	\$ (1,886,313)

*: Offsets general operating expenses for operations.

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

SIGNIFICANCE

TDA and STA funding allocated by MTC supports the District's fixed-route bus and paratransit services for San Mateo County residents. The District also claims STA funds to pass through to several LTP claimants in San Mateo County. The LTP low-income was established by the MTC to fund projects that result in improved mobility for low-income residents in the San Francisco Bay Area. Finally, the District claims TDA funds for administration of the PCC, a role currently performed by the CID. Of the \$89,780 budgeted for PCC administration costs during FY2016, \$69,000 will be funded with TDA funds passed through to the CID, with the remaining \$20,780 covered by District sales tax revenues.

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

BUDGET IMPACT

TDA, STA (including LTP), and RM2 funding are included in the Adopted FY2016 SamTrans Operating Budget and total \$34 million, \$4.5 million, and \$0.3 million, respectively.

BACKGROUND

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

Prepared By: Elias Sissamis, Acting Manager, Budgets

650-508-6425

RESOLUTION NO. 2015 -

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

**AUTHORIZING THE FILING OF AN APPLICATION WITH THE METROPOLITAN TRANSPORTATION
COMMISSION FOR TRANSPORTATION DEVELOPMENT ACT, STATE TRANSIT ASSISTANCE AND
REGIONAL MEASURE 2 FUNDS FOR FISCAL YEAR 2016**

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

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

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

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

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

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

WHEREAS, for Fiscal Year (FY) 2016, the District has determined to apply to the MTC for funds from the specified sources and for the purposes set forth below:

1. TDA Article 4.0 (SamTrans Bus): \$32,143,723
2. TDA Article 4.5 (Paratransit): \$1,771,554
3. STA Revenue Based (SamTrans Bus)
 - a. Route 17 (LTP): \$167,000
 - b. Coastside (LTP): \$100,000
 - c. AB X8 9 (General Operating Expenses): \$3,794,556
4. STA Population Based (Paratransit): \$471,248
5. Pass-throughs to other agencies
 - a. TDA (Center for Independence of Individuals with Disabilities for PCC administration): \$69,000
6. RM2 (SamTrans Owl Service): \$305,876.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the District that the General Manager/CEO or his designee hereby is authorized and directed to file appropriate claims for TDA Article 4.0 and 4.5 Funds, State Transit Assistance (STA) Funds (including for the Lifeline Transportation Program (LTP)), and RM2 Funds, together with all necessary supporting documents, with the MTC for FY2016 as follows:

1. TDA Article 4.0 (SamTrans Bus): \$32,143,723
2. TDA Article 4.5 (Paratransit): \$1,771,554
3. STA Revenue Based (SamTrans Bus)
 - a. Route 17 (LTP): \$167,000
 - b. Coastside (LTP): \$100,000
 - c. AB X8 9 (General Operating Expenses): \$3,794,556
4. STA Population Based (Paratransit): \$471,248
5. Pass-throughs to other agencies
 - a. TDA (Center for Independence of Individuals with Disabilities for PCC administration): \$69,000
6. RM2 (SamTrans Owl Service): \$305,876; and

BE IT FURTHER RESOLVED the General Manager/CEO or his designee is authorized and directed to file appropriate amendments to these claims, together with all necessary supporting documents, with the MTC to carry out the policies of the Board of Directors and attendant funding requirements during FY2016, as may be adopted from time to time by the Board of Directors; and

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

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

Regularly passed and adopted this 5th day of August, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **AUTHORIZE THE DISPOSITION AND TRANSFER OF FLEET RADIO
COMMUNICATIONS EQUIPMENT AND FIRST GENERATION AUTOMATIC
VEHICLE LOCATION EQUIPMENT**

ACTION

Staff proposes the Committee recommend the Board:

1. Approve the disposition and transfer of fleet radio communications equipment and first generation automatic vehicle location equipment.
2. Authorize the General Manager/CEO to dispose of the fleet radio communications equipment and first generation automatic vehicle location equipment in accordance with San Mateo County Transit District (District) Procurement Policy.

SIGNIFICANCE

The District routinely disposes of rolling stock, equipment and other property that has reached the end of its useful life. Disposition of the equipment listed above is in keeping with this practice and will be carried out in full compliance with District Procurement Policy and applicable Federal Transit Administration (FTA) regulations. District-approved methods of disposition are by sealed bid, public auction, sale, negotiation, transfer to another public agency, or by discarding as scrap. The appropriate method of disposition is based upon the estimated value of the equipment and the source of funds used to purchase the equipment.

It has been determined that the equipment was not purchased with FTA funds; therefore FTA regulations regarding property disposition are not applicable. Portions of this equipment have no value, are not desired by another public transportation agency, and will be scrapped. Other portions of this equipment, such as advanced mobile data terminals, two-way radios, and miscellaneous cables, will be transferred to Alameda Contra-Costa Transit District (AC Transit) and Santa Clara Valley Transportation Authority (VTA) for parts to be used with their existing busses.

BUDGET IMPACT

The equipment was originally purchased with General Capital Funds (i.e., District Sales Tax Cap Funds). The equipment will be scrapped or transferred to another public agency; therefore no proceeds will be gained from the disposition of this equipment.

BACKGROUND

The radios and first generation automatic vehicle location equipment on the District vehicle fleet have reached the end of their useful life. This equipment was put into service in 2002 with a recommended service life of 10 years. A recent project refreshed all of the equipment. It is recommended that the District scrap the non-useful equipment and transfer the remainder of the equipment to AC Transit and VTA so that those agencies can use the parts to maintain their existing radio systems. Staff is currently working to appropriately memorialize this transfer.

Sr. Contract Officer: Juanita Vigil	650-508-7731
Project Manager: Roi Kingon, Manager, Operations Technology	650-508-7998

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **AUTHORIZE AWARD OF CONTRACT TO UNITED SITE SERVICES OF CALIFORNIA
TO FURNISH, SERVICE, AND MAINTAIN PORTABLE TOILETS**

ACTION

Staff proposes the Committee recommend the Board of Directors:

1. Award a contract to United Site Services of California (United) of Benicia, CA, to furnish, service, and maintain portable toilets for a total estimated cost of \$250,800 for a five-year term.
2. Authorize the General Manager/CEO or his designee to execute a contract with United in full conformity with the terms and conditions specified in the Request for Quotes (RFQ).

SIGNIFICANCE

Approval of the above action will provide the San Mateo County Transit District (District) with regularly maintained portable restrooms for bus operators. These facilities are essential for bus operators who take contractually mandated breaks at designated layover areas where there are no other restroom facilities available. Such facilities also help ensure that District public transit services are delivered in accordance with the published timetables. Regularly scheduled maintenance of these facilities is necessary for the health and safety of bus operators.

BUDGET IMPACT

Funds are available under the approved and projected operating budgets. San Mateo County Sales Tax will be the funding source for the Fiscal Year 2016 and future years' expenditures.

BACKGROUND

A review of the portable toilet services currently being provided was conducted and staff determined that the new competitive solicitation should include a 150 percent increase in the frequency of maintenance services that will be provided under the new

contract. A formal RFQ was issued for the re-procurement of these services. Staff advertised the RFQ on the District's procurement website. Two quotes were received as follows:

1.	United Site Services of California, Benicia, CA	\$250,800
2.	Honey Bucket, Pittsburg, CA	\$362,820

Staff and legal counsel have determined that the quotation submitted by United is responsive to the solicitation's requirements.

Staff also has determined that United's quotation is fair and reasonable.

United is an established Bay Area contractor and has successfully performed work for the District. Based upon these findings, staff concludes that United is appropriately qualified and capable of meeting the requirements of the contract and is therefore the lowest responsive, qualified proposer.

United, as the incumbent, is currently under a five-year, not-to-exceed contract valued at up to \$69,000. The increased pricing for this new contract reflects the increased level of maintenance services required by the District along with the discontinuance of significantly discounted pricing offered by United during the existing contract term.

Associate Contract Officer: Robert Isom 650-508-7933
Project Manager: Ana Rivas, Superintendent, Bus Transportation 650-508-6461

RESOLUTION NO. 2015-

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

*** * ***

**AUTHORIZING AWARD OF A CONTRACT TO UNITED SITE SERVICES OF CALIFORNIA TO
FURNISH, SERVICE, AND MAINTAIN PORTABLE TOILETS
AT A TOTAL ESTIMATED COST OF \$250,800**

WHEREAS, the San Mateo County Transit District (District) issued a formal Request for Quotes (RFQ) to furnish, service, and maintain portable toilets; and

WHEREAS, in response to the RFQ, two firms submitted quotes; and

WHEREAS, staff and legal counsel reviewed the quotes and determined United Site Services of California (United) of Benicia, CA, to be the lowest responsive, qualified proposer; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to United, whose quote is fair and reasonable and meets all of the requirements of the solicitation documents.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the District awards a contract to furnish, service, and maintain portable toilets to United for a five-year term at an estimated cost of \$250,800, which amount is inclusive of all costs to perform the required work; and

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

Regularly passed and adopted this 5th day of August, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**FINANCE ITEM # 10
AUGUST 5, 2015**

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD
ENDING JUNE 30, 2015**

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. This year, our auditors, VTD, will finish the audit in late October. Consequently, staff will present a Statement of Revenues and Expenses for June at the November 4 meeting of the Board of Directors. We expect to have the Comprehensive Annual Financial Report finalized by December.

Prepared by: Sheila Tioyao, Manager, General Ledger

650-508-7752

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Harnett
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 June 3, 2015, the Board approved the Term Sheet for Commodity Price Cap for the Fiscal Year (FY) 2016 Fuel Hedging Program and authorized the General Manager/CEO or Deputy CEO, Finance and Administration, to execute the documents required to complete the commodity price cap transaction with Barclays Bank PLC (Barclays), the counterparty selected through a negotiated process.

A pricing call was held on June 9, 2015 and pricing was agreed upon. Based upon the recommendation of the San Mateo County Transit District's (District) financial advisors, the District settled with Barclays at a strike price of \$2.00 per gallon and a cap price of \$0.12 per gallon. Based upon a market analysis of similar transactions, the District financial advisors provided a pricing opinion that the price paid for the commodity price cap was within the range deemed to be fair and reasonable for similar transactions. All documents required to be executed were reviewed and approved by Orrick, Herrington & Sutcliffe, LLP, special counsel to the District in connection with the Fuel Hedging Program.

As a result of a ratings downgrade from "A" to "A-" by Standard & Poor's, Barclays is now required to post collateral at a zero threshold as required by the Board approved documents. Staff has initiated steps to require Barclays to collateralize in accordance with the provisions of the documents.

The primary goal for the Fuel Hedging Program is to reduce volatility and uncertainty in the fuel budget for FY2016. 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 FY2016 Fuel Hedging Program.

BUDGET IMPACT

The District's FY2016 adopted budget for fuel expenses is \$6.3 million, same as the revised FY2015 budget. The purchase of the price cap from Barclays at \$2.0 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 FY2016 Fuel Hedging Program include about \$13,000 for the financial advisor, \$45,000 for outside legal counsel and \$144,000 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 (OPIS) index, exposing the District to market price fluctuation.

In order to meet the primary goal of the Fuel Hedging Program of reducing volatility and uncertainty in the fuel budget for FY2016, staff purchased a commodity price cap consistent with the Fuel Hedging Policy. Staff notes that the price cap will not include taxes on the fuel price, however the price commonly reported to the Board includes taxes. A price cap allows the District to limit its exposure if fuel prices rise, while continuing to receive the benefit of lower costs if prices fall.

Prepared By: Aandy Ly, Manager, Budgets

650-508-6376



BOARD OF DIRECTORS 2015

SHIRLEY HARRIS, CHAIR
ZOE KERSTEEN-TUCKER, VICE CHAIR
JEFF GEE
CAROLE GROOM
ROSE GUILBAULT
KARYL MATSUMOTO
PETER RATTO
CHARLES STONE
ADRIENNE TISSIER

JIM HARTNETT
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 5, 2015 – 2:45 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of June 3, 2015

INFORMATIONAL

2. State and Federal Legislative Update

Committee Members: Adrienne Tissier, Zoe Kersteen-Tucker, Charles Stone

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
JUNE 3, 2015**

Committee Members Present: A. Tissier (Committee Chair), Z. Kersteen-Tucker, C. Stone

Other Board Members Present, Constituting Committee of the Whole: J. Gee, C. Groom, R. Guilbault, Matsumoto, P. Ratto

Other Board Members Absent, Constituting Committee of the Whole: S. Harris

Staff Present: J. Averill, J. Cassman, A. Chan, G. Harrington, J. Hartnett, C. Harvey, R. Haskin, M. Martinez, N. McKenna, S. Murphy, M. Simon, S. van Hoften

Committee Chair Adrienne Tissier called the meeting to order at 2:52 p.m.

Approval of Minutes of Legislative Committee Meeting of May 6, 2015

Motion/Second: Stone/Matsumoto

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Ratto, Stone, Tissier

Absent: Harris

Update on the State and Federal Legislative Program

State Update

Seamus Murphy, Director, Government and Community Affairs, said the May budget revision came out last month. The biggest change since January was in the Cap and Trade funding plan -- all the transportation categories have doubled. Mr. Murphy said the State is projecting double the amount of Cap and Trade revenue from the January budget. Sixty percent will go towards transportation programs, most notably the State Transit Assistance Low Carbon Transit Operations Program, which will come to the District by formula. Mr. Murphy said the Senate approved the Cap and Trade allocation as outlined by the governor. The Assembly is taking up its plan and it looks like it will be a little different. The deadline for the Legislature to send a budget to the governor is June 15. The deadline for bills passing out of their house of origin is June 5.

Federal Update

Mr. Murphy said at the Federal level, Congress passed a 2016 appropriations bill for transportation and housing out of the House subcommittee. There were significant cuts, but none affecting transit formula programs. There was a significant cut to the TIGER Discretionary Grant Program -- it was proposed to be \$100 million in the House version compared to \$400 million in the Fiscal Year Y2015 appropriations bill. The appropriations bill doesn't mean anything unless authorization is approved by Congress. Mr. Murphy said on May 26 a two-month extension was passed on the current authorization and that is the maximum amount of time they can achieve without requiring new funding. The Committee on Environment and Public Works has scheduled a hearing on June 26 to mark-up a six-year reauthorization proposal.

Adjourned: 3:00 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Jim Hartnett
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

Extraordinary Session 1 - Transportation Special Session

The Legislature held the first two meetings of the transportation focused special session last month. In calling the special session the governor is asking the Legislature to develop a new funding source for road maintenance and repairs. Currently the State transit system's face a \$72 billion funding deficit over the next 10 years.

New bills coming out of the special session that are of interest include:

Senate Bill Extraordinary Session 1 (SBX1) 7 (Allen) and Assembly Bill Extraordinary Session 1 (ABX1) 7(Nazarian)

These bills would increase the amount of funding in the Transit and Intercity Rail and Low-Carbon Transit Operation Programs receive from the cap-and-trade revenues.

SB 8x (Hill) and AB 8x (Chiu)

These bills increase the sales tax on diesel fuel, which in turn would increase revenues to the State Transit Assistance Fund to support capital needs and operating costs of local transit agencies.

FEDERAL ISSUES

Reauthorization

On July 15, the House of Representatives passed a short-term patch extending the authorization for the Highway Trust Fund programs from July 31 to December 18 at current levels. The additional revenue to fund the program through December (\$8.07 billion) would be generated by tax compliance measures (roughly \$5 billion) and

the extension of aviation security fees (roughly \$3 billion).

On July 21, Senate Leadership introduced a six-year surface transportation authorization bill but total offsets are estimated to cover only the first three years of authorized spending. Negotiations are on-going and the Senate could vote to pass the bill in the coming week. The bill, as introduced, would:

- Increase the authorization for public transportation programs from \$10.862 billion in the current year to \$11.797 billion in Fiscal Year (FY) 2016, increasing to \$13.26 billion in FY2021.
- Authorize \$724.8 million for bus and bus facilities in 2016, up from \$428 million, going to \$815.5 million in 2021. The bus program would include \$190 million annually in discretionary funding with the balance under the formula program.
- Authorize \$2.328 billion for state of good repair grants (SOGR), up from \$2.166 billion, and reaching \$2.62 billion in 2021.
- Modify the existing Federal Transit Administration Buy America rules. It increases the domestic content requirements for rolling stock from the current 60 percent to 65 percent in FY2018 and FY2019, and 70 percent in FY2020 and thereafter.
- Encourage the voluntary use of confidential close call reporting system programs, requires all passenger railroads to install inward- and outward-facing cameras in all controlling locomotive cabs and cab car operating compartments and authorizes the Secretary to require the installation of audio recording devices.
- Extends the deadline for Positive Train Control implementation to December 31, 2018. Railroads would have to install all equipment and secure spectrum by this date, with testing and certification to follow. The legislation also increases the liability cap from its 1997 level from \$200 to \$295 million, adjusted every 10 years for inflation.
- The TIGER program is unauthorized, subject to annual appropriations as it currently operates.

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

650-508-6388

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 2 Alejo D</p> <p>Community revitalization authority.</p>	<p>7/15/2015-S. APPR. 7/15/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 2.) (July 14). Re-referred to Com. on APPR.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state.</p> <p>This bill would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. The bill would also provide for periodic audits by the Controller. The bill would also require the Department of Housing and Community Development, advised by an advisory committee appointed by the Director of Housing and Community Development, to periodically review the calculation of surplus housing under these provisions. The bill would require certain funds allocated to the authority to be deposited into a separate Low and Moderate Income Housing Fund and used by the authority for the purposes of increasing, improving, and preserving the community's supply, as specified. The bill would, if an authority failed to expend or encumber surplus funds in the Low and Moderate Income Housing Fund, require those funds to be disbursed towards housing needs. The bill would require an authority to make relocation provisions for persons displaced by a plan and replace certain dwelling units that are destroyed or removed as part of a plan. The bill would authorize an authority to acquire interests in real property and exercise the power of eminent domain, as specified.</p>	

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 4 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/16/2015)</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill, notwithstanding these provisions or any other law, until January 1, 2020, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.</p>	
<p>AB 6 Wilk R</p> <p>Bonds: transportation: school facilities.</p>	<p>4/20/2015-A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>	<p>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 1 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 construction of school facilities for K-12 and higher education. 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 election.</p>	

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 21 Perea D</p> <p>California Global Warming Solutions Act of 2006: scoping plan.</p>	<p>6/30/2015-S. THIRD READING 6/30/2015-Read second time. Ordered to third reading.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990.</p> <p>This bill would require the state board in preparing its scoping plan to consult with specified state agencies regarding matters involving energy efficiency and the facilitation of the electrification of the transportation sector. This bill contains other related provisions and other existing laws.</p>	
<p>AB 23 Patterson R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>3/23/2015-A. NAT. RES. 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.</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 emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015.</p> <p>This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 33 Quirk D</p> <p>California Global Warming Solutions Act of 2006: Energy Sector Emissions Reduction Advisory Council.</p>	<p>7/15/2015-S. APPR. 7/15/2015-SEN. E.Q. Vote - Do pass as amended, and re-refer to the Committee on Appropriations.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years.</p> <p>This bill would establish the EnergySector Emissions Reduction Advisory Council in state government and would require the council to recommend strategies for the electricity sector for incorporation into the scoping plan prepared by the state board, based on conclusions of specified analyses, including, among others, an analysis of the various strategies that could be implemented to reduce emissions of greenhouse gases from the electricity sector and integrate increasing amounts of renewable energy into the electricity grid. The bill would require the council to first convene by February 1, 2016, and to develop a schedule that ensures the recommendations and analyses are delivered to the state board early enough to be considered during development of the next scoping plan update. The bill would provide that the council shall cease to exist as of the end of the following December 31 after the council delivers its recommendations and analyses to the state board.</p>	
<p>AB 61 Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 4/21/2015)</p>	<p>Under existing law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school.</p> <p>This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services.</p>	

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 156 Perea D</p> <p>California Global Warming Solutions Act of 2006: disadvantaged communities.</p>	<p>7/15/2015-S. APPR. 7/15/2015-SEN. E.Q. Vote - Do pass as amended, and re-refer to the Committee on Appropriations.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities.</p> <p>This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions.</p>	

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 194 Frazier D</p> <p>High-occupancy toll lanes.</p>	<p>7/15/2015-S. APPR. 7/15/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (July 14). Re-referred to Com. on APPR.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles.</p> <p>This bill would also authorize a regional transportation agency, in cooperation with the department, to apply to the commission to develop other toll facilities, as specified. The bill would delete the requirement that the facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize or prohibit the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would delete the requirement that the commission conduct at least one public hearing in northern California and one in southern California for each eligible application and would instead require the commission to conduct at least one public hearing at or near the proposed facility. The bill would provide that each application is subject to the review and approval of the commission pursuant to eligibility criteria developed by the commission subject to certain minimum requirements. The bill would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's costs and expenses incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with every local transportation authority, or every congestion management agency, whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. The bill would require the regional transportation agency to give a local transportation authority or congestion management agency, as specified, the option of entering into agreements, as needed, for project development, engineering, financial studies, and environmental documentation for each construction project or segment, and would authorize the local transportation authority or congestion management agency to be the lead agency for those construction projects or segments. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
AB 227 Alejo D Transportation funding.	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was BUDGET. on 4/16/2015)	<p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.</p> <p>This bill contains other related provisions and other existing laws.</p>	
AB 318 Chau D Lost money and goods: bicycles: restoration to owner.	7/17/2015-S. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 6/11/2015)	<p>Existing law requires a person who finds and takes possession of property that is lost to try and return it to the rightful owner. If the owner of the lost property cannot be determined and the item is worth \$100 or more, the finder is required to turn the item over to the police or sheriff, as specified. Existing law provides 90 days for the owner to return and claim the property and to pay any reasonable fee for its bailment. Existing law requires, if the reported value of the property is \$250 or more and the owner does not return and claim the property, the police or the sheriff to cause notice of the property to be published, as provided.</p> <p>This bill, until December 31, 2020, would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under the circumstances described above. The bill, until January 1, 2021, would authorize a transit agency to utilize alternate unclaimed property procedures with respect to lost or unclaimed bicycles turned in to or held by that public transit agency. This bill contains other related provisions and other existing laws.</p>	Oppose
AB 326 Frazier D Public works: prevailing wage rates: wage and penalty assessments.	5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. & E. on 4/22/2015)	<p>Existing law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. Existing law also requires the awarding body, as defined, to withhold from payments due under a contract for public work an amount sufficient to satisfy the civil wage and penalty assessment issued by the Labor Commissioner, and to give notice of the withholding to the affected contractor or subcontractor.</p> <p>This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities as expeditiously as possible following the conclusion of all administrative and judicial review. This bill contains other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
AB 378 Mullin D State Highway 101 corridor.	5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/18/2015)	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.</p> <p>This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.</p>	Support
AB 464 Mullin D Transactions and use taxes: maximum combined rate.	7/16/2015-A. ENROLLMENT 7/16/2015-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 46. Noes 32.).	<p>Existing law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%.</p> <p>This bill would increase that maximum combined rate to 3%.</p>	Support
AB 471 Harper R Employment.	5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/23/2015)	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period.</p> <p>This bill would make a nonsubstantive change to those provisions.</p>	

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 516 Mullin D</p> <p>Vehicles: temporary license plates.</p>	<p>7/16/2015-S. APPR. 7/16/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires vehicle dealers and lessor-retailers to attach a numbered report-of-sale form issued by the DMV to a vehicle at the time of sale, and to submit to the DMV an application for registration of the vehicle, and the applicable fees, within a specified period after the date of sale. Existing law authorizes a dealer, as specified, to assess a specified document processing charge on the purchaser or lessee of a vehicle for the preparation and processing of documents, disclosures, and titling, registration, and information security obligations imposed by state and federal law. Existing law generally makes a violation of the Vehicle Code an infraction, but makes counterfeiting a license plate a felony.</p> <p>This bill would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. The bill would also, commencing January 1, 2018, increase the document processing charge, as specified, that a dealer may impose on the purchaser or lessee of a vehicle, and would authorize the imposition of a specified electronic filing charge for reporting vehicle sales and producing temporary license plates. The bill would authorize the DMV to establish contracts with qualified industry partners to provide these vehicle sale reporting and temporary license plate services. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>AB 528 Baker R</p> <p>San Francisco Bay Area Rapid Transit District: strikes: prohibition.</p>	<p>5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was P.E.,R. & S.S. on 4/9/2015)</p>	<p>Existing law creates the San Francisco Bay Area Rapid Transit District and establishes provisions regulating the collective bargaining of the employees and the board of directors of that district. Existing law prescribes procedures specifically relating to the collective bargaining of transit districts, and authorizes the Governor, when it appears a strike will significantly disrupt transportation services and endanger public health, safety, and welfare, to appoint a board to investigate issues in connection with these labor negotiations and make a report. Existing law prohibits a strike during the period of investigation and permits the Governor, upon receiving a report from a board of investigation, to request the Attorney General to petition a court to enjoin the strike, as specified.</p> <p>This bill would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 584 Cooley D</p> <p>Public employee retirement systems.</p>	<p>5/29/2015-A. 2 YEAR 5/29/2015-Failed Deadline pursuant to Rule 61(a)(5). (Last location was RLS. on 4/8/2015)</p>	<p>Existing law creates the Joint Legislative Retirement Committee, prescribes the composition of the committee, and requires the committee to study and review the benefits, programs, actuarial condition, practices, investments and procedures of, and all legislation relating to, retirement systems for public officers and employees in this state as well as trends in the field of retirement. Existing law requires a copy of each bill that affects any public employee retirement system to be transmitted to the committee. Existing law requires the committee to establish a board of experts, the composition of which is prescribed, and to retain an independent actuary as a consultant to the board of experts. Existing law makes a statement of legislative findings in this regard.</p> <p>This bill would rename the committee the Joint Pension Administration and Sustainability Committee and, in addition to the duties described above, would require the committee to make reports and recommendations to the Legislature on these retirement issues. The bill would revise the composition of the committee to reflect current legislative practice. The bill would require the committee to transmit an analysis for each bill submitted to it, including an actuarial opinion if appropriate, to the policy committee that is responsible for the bill. The bill would require the committee to retain a legal advisor recognized for expertise in pension and investment law and an academician from a California university with recognized expertise in investing, pension administration, and the operation of financial markets to act as consultants to its board of experts. The bill would revise the statement of legislative findings associated with these provisions.</p>	
<p>AB 726 Nazarian D</p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>7/16/2015-A. CONCURRENCE 7/16/2015-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 14 pursuant to Assembly Rule 77.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet.</p> <p>This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. The bill would require the authority to establish a route review committee prior to operation of those buses, as specified. The bill would require that implementation of those articulated bus operations would be contingent upon a determination by a majority of the route review committee that the Orange Line and routes between the Orange Line, maintenance facilities, and storage yards are suitable for the safe operation of those buses. The bill would also make implementation of those articulated bus operations contingent upon specified collective bargaining requirements. This bill contains other related provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 779 Garcia, Cristina D</p> <p>Environmental quality: transit priority areas.</p>	<p>7/17/2015-S. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 7/7/2015)</p>	<p>The California Environmental Quality Act (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 authorize the Office of Planning and Research to determine that transportation impacts for residential and mixed-use projects in transit priority areas do not meet the threshold of significance. This bill contains other existing laws.</p>	
<p>AB 828 Low D</p> <p>Vehicles: transportation services.</p>	<p>7/16/2015-S. E. U., & C. 7/16/2015-Joint Rule 61 suspended. Re-referred to Com. on E., U., & C.</p>	<p>Existing law establishes the Public Utilities Commission and designates the duties of the commission, including regulating specified transportation carriers.</p> <p>This bill would require the commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.</p>	
<p>AB 857 Perea D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>7/15/2015-S. APPR. 7/15/2015-SEN. E.Q. Vote - Do pass as amended, and re-refer to the Committee on Appropriations.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.</p> <p>This bill, between January 2, 2018, and January 1, 2023, inclusive, annually would require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
AB 877 Chu D Transportation.	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)	<p>Existing law creates the California Transportation Commission, with specified powers and duties relating to allocation of transportation capital funds through the state transportation improvement program process and various other responsibilities. Existing law provides for a commission of 13 members, composed of 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, one member appointed by the Senate Committee on Rules, and, as ex officio nonvoting members, one Member of the Assembly and one Member of the Senate.</p> <p>This bill would expand the commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.</p>	
AB 1068 Allen, Travis R California Environmental Quality Act: priority projects.	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/19/2015)	<p>The California Environmental Quality Act (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 authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1171 Linder R</p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>7/16/2015- A. CONCURRENCE 7/16/2015-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 14 pursuant to Assembly Rule 77.</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements.</p> <p>This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. The bill would require the regional transportation agency to provide a report, containing specified information, to its governing body upon completion of a project using the Construction Manager/General Contractor method. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of the existing crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>AB 1250 Bloom D</p> <p>Vehicles: buses: axle weight.</p>	<p>7/15/2015-S. APPR. 7/15/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (July 14). Re- referred to Com. on APPR.</p>	<p>Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime.</p> <p>This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016. This bill would also establish certain weight limitations for transit buses procured through a solicitation process pursuant to which a solicitation was issued at a specified time. The bill would provide that these provisions do not authorize the operation of a transit bus on a bridge if the gross weight of the bus exceeds the single vehicle maximum weight limit to which that bridge was designed, except as specified. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	Support

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Bill ID/Topic	Location	Summary	Position
AB 1347 Chiu D Public contracts: claims.	7/6/2015-S. APPR. 7/6/2015-Read second time and amended. Re-referred to Com. on APPR.	<p>Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less.</p> <p>This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all claims by contractors in connection with public works. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the public entity, as specified. This bill contains other related provisions and other existing laws.</p>	Oppose
AB 1364 Linder R California Transportation Commission.	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/23/2015)	<p>Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.</p>	
ABX1 1 Alejo D Transportation funding.	6/23/2015-A. PRINT 6/24/2015-From printer.	<p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.</p>	
ABX1 2 Perea D Transportation projects: comprehensive development lease agreements.	6/25/2015-A. PRINT 6/26/2015-From printer.	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
ABX1 3 Frazier D Transportation funding.	7/9/2015-A. PRINT 7/10/2015-From printer.	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.</p>	
ABX1 4 Frazier D Transportation funding.	7/9/2015-A. PRINT 7/10/2015-From printer.	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
ABX1 6 Hernández, Roger D Affordable Housing and Sustainable Communities Program.	7/16/2015-A. PRINT 7/17/2015-From printer.	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives.</p> <p>This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	
ABX1 7 Nazarian D Public transit: funding.	7/16/2015-A. PRINT 7/17/2015-From printer.	<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 to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 8 Chiu D</p> <p>Diesel sales and use tax.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>	
<p>ACA 4 Frazier D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>7/16/2015-A. APPR. 7/16/2015-From committee chair, with author's amendments: Amend, and re-refer to Com. on APPR. Read second time and amended.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it would become effective immediately upon approval by the voters and would apply to any local measure imposing, extending, or increasing a sales and use tax or transactions and use tax for local transportation projects submitted at the same election. This bill contains other existing laws.</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p>SB 1 Gaines R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>1/15/2015-S. E.Q. 4/7/2015-April 15 set for second 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 emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015.</p> <p>This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025. This bill contains other related provisions.</p>	
<p>SB 5 Vidak R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>1/15/2015-S. E.Q. 4/16/2015-April 15 set for second hearing. Failed passage in committee. (Ayes 2. Noes 5. Page 648.) Reconsideration granted.</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 emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015.</p> <p>This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 9 Beall D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>7/16/2015-A. APPR. 7/16/2015-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 to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, expanding and improving transit services to increase ridership, and improving transit safety. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation. The bill would modify the information required to be included in applications for grants under the program and would authorize an eligible applicant to submit multiple applications. The bill would require the Transportation Agency, in selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, would add additional factors to be considered in evaluating applications for funding, and would expand certain factors considered to include bus and ferry transit service. The bill would require the Transportation Agency to approve, by July 1, 2016, a 5-year program of projects, and would require the California Transportation Commission to allocate funding to eligible applicants pursuant to the program of projects, with subsequent programs of projects to be approved not later than April 1 of each even-numbered year thereafter. The bill would authorize the Transportation Agency, in cooperation with the California Transportation Commission and at the request of an eligible applicant, to make a multiyear funding commitment for a project to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that would allow an applicant to expend its own moneys on a project in the approved program of projects, subject to future reimbursement from program moneys for eligible expenditures. This bill contains other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 32 Pavley D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>7/14/2015-A. APPR. 7/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (July 13). Re-referred to Com. on APPR.</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 emissions reductions.</p> <p>This bill would require the state board to approve statewide greenhouse gas emissions limits that are the equivalent to 40% below the 1990 level to be achieved by 2030 and 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt an interim greenhouse gas emissions level target to be achieved by 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. The bill would make conforming changes.</p>	<p>Support</p>
<p>SB 64 Liu D</p> <p>California Transportation Plan.</p>	<p>7/8/2015-A. APPR. SUSPENSE FILE 7/8/2015-July 8 set for first hearing. Placed on APPR. suspense file.</p>	<p>Existing law requires the California Transportation Commission to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law provides that the annual report may also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature.</p> <p>This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 122 Jackson D</p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>7/15/2015-A. APPR. SUSPENSE FILE 7/15/2015-July 15 set for first hearing. Placed on APPR. suspense file.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) 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 establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions and other existing laws.</p>	
<p>SB 158 Huff R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>5/1/2015-S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/7/2015)</p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project.</p> <p>This bill would authorize the department or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.</p>	
<p>SB 207 Wieckowski D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>7/17/2015-A. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/14/2015)</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires a state agency expending moneys from the fund to create a record, prior to the expenditure, that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified.</p> <p>This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 231 Gaines R</p> <p>Transportation programs.</p>	<p>7/14/2015-A. APPR. 7/14/2015-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 9. Noes 0.) (July 13). 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, to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would include water-borne transit as an eligible project that may be funded under these 2 programs. Because the bill would expand the allowable purposes for which the continuously appropriated funds allocated to the program may be expended, it would thereby make an appropriation. This bill contains other existing laws.</p>	
<p>SB 321 Beall D</p> <p>Motor vehicle fuel taxes: rates: adjustments.</p>	<p>7/13/2015-A. REV. & TAX SUSPENSE FILE 7/13/2015-July 13 set for first hearing. Placed on REV. & TAX. suspense file.</p>	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided.</p> <p>This bill for the 2015-16 fiscal year and each fiscal year thereafter would, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year . This bill contains other related provisions and other existing laws.</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p>SB 348 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>7/16/2015-S. ENROLLMENT 7/16/2015-In Senate.</p> <p>Ordered to engrossing and enrolling.</p>	<p>The California Environmental Quality Act (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 exempts from its requirements railroad grade separation projects that eliminate existing grade crossings or that reconstruct existing grade separations. CEQA authorizes a lead agency, if it determines that a project is exempt from the requirements of CEQA, to file a notice of exemption with specific public entities.</p> <p>This bill would require a lead agency, if it determines that the above exemption applies to a project that the agency approves or determines to carry out, to file a notice of exemption with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county. Because the bill would impose additional duties on local agencies with regards to the filing of a notice of exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 350 De León D</p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>7/16/2015-A. APPR. 7/16/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, as defined, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. Under existing law, a violation of the Public Utilities Act is a crime.</p> <p>This bill would require that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources to be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030. The bill would require the governing boards of local publicly owned electric utilities to ensure that specified quantities of electricity products from eligible renewable energy resources be procured for specified compliance periods to ensure that the procurement of electricity products from eligible renewable energy resources achieve 50% of retail sales by December 31, 2030. The bill would exclude all facilities engaged in the combustion of municipal solid waste from being eligible renewable energy resources. The bill would require community choice aggregators and electric service providers to prepare and submit renewable energy procurement plans. The bill would revise other aspects of the RPS Program, including, among other things, the enforcement provisions and would require penalties collected from retail sellers for noncompliance to be deposited in the Electric Program Investment Charge Fund. The bill would require the PUC to direct electrical corporations to include in their proposed procurement plans a strategy for procuring a diverse portfolio of resources that provide a reliable electricity supply. The bill would require the PUC and the Energy Commission to take certain actions in furtherance of meeting the state's clean energy and pollution reduction objectives. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 358 Jackson D</p> <p>Conditions of employment: gender wage differential.</p>	<p>7/9/2015-A. APPR. 7/9/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law regulates the payment of compensation to employees by employers and prohibits an employer from conditioning employment on requiring an employee to refrain from disclosing the amount of his or her wages, signing a waiver of the right to disclose the amount of those wages, or discriminating against an employee for making such a disclosure.</p> <p>This bill would revise that prohibition to eliminate the requirement that the wage differential be within the same establishment, and instead would prohibit an employer from paying any of its employees at wage rates less than those paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, as specified. The bill would revise and recast the exceptions to require the employer to affirmatively demonstrate that a wage differential is based upon one or more specified factors, including a seniority system, a merit system, a system that measures earnings by quantity or quality of production, or a bona fide factor other than sex, as specified. The bill would also require the employer to demonstrate that each factor relied upon is applied reasonably, and that the one or more factors relied upon account for the entire differential. The bill would prohibit an employer from discharging, or in any manner discriminating or retaliating against, any employee by reason of any action taken by the employee to invoke or assist in any manner the enforcement of these provisions. The bill would authorize an employee who has been discharged or discriminated or retaliated against, in the terms and conditions of his or her employment because the employee engaged in any conduct delineated in these provisions, to recover in a civil action reinstatement and reimbursement for lost wages and work benefits caused by the acts of the employer, including interest thereon, as well as appropriate equitable relief. The bill would prohibit an employer from prohibiting an employee from disclosing the employee's own wages, discussing the wages of others, inquiring about another employee's wages, or aiding or encouraging any other employee to exercise his or her rights under these provisions. The bill would also increase the duration of employer recordkeeping requirements from 2 years to 3 years. By changing the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>SB 391 Huff R</p> <p>Assault and battery: transit employees.</p>	<p>5/1/2015-S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 4/21/2015)</p>	<p>Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment.</p> <p>This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 400 Lara D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>7/14/2015-A. APPR. 7/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (July 13). Re-referred to Com. on APPR.</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. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law makes a specified continuous appropriation to the High-Speed Rail Authority from the fund.</p> <p>This bill would require the High-Speed Rail Authority to allocate not less than 25% of the moneys continuously appropriated to the authority from the fund to projects that either reduce or offset greenhouse gas emissions directly associated with the construction of the high-speed rail project and provide a co-benefit of improving air quality. The bill would require priority to be given within this expenditure category to measures and projects that are located in communities in areas designated as extreme nonattainment. The bill would expand the purposes of a continuous appropriation, thereby making an appropriation.</p>	
<p>SB 413 Wieckowski D</p> <p>Public transit: prohibited conduct.</p>	<p>7/14/2015-A. APPR. 7/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (July 14). Re-referred to Com. on APPR.</p>	<p>Existing law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise on the facilities, vehicles, or property of the public transportation system, in specified circumstances.</p> <p>This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing unreasonably loud sound equipment on or in a public transportation system facility or vehicle. The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person if the public transportation agency enacts an ordinance to that effect, after a public hearing. This bill contains other related provisions and other existing laws.</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p>SB 461 Hernandez D</p> <p>State Highway Route 164: relinquishment.</p>	<p>7/14/2015-A. APPR. 7/14/2015-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 16. Noes 0.) (July 13). Re-referred to Com. on APPR.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law authorizes the commission to relinquish certain state highway segments to local agencies.</p> <p>This bill would authorize the commission to relinquish specified portions of State Highway Route 164 to the County of Los Angeles and to the City of South El Monte, under specified conditions.</p>	
<p>SB 481 Hueso D</p> <p>Local government: auditors: independence.</p>	<p>7/16/2015-S. CONCURRENCE 7/16/2015-In Senate. Concurrence in Assembly amendments pending.</p>	<p>Existing law requires, with certain exceptions, that all city, county, city and county, and district employees who conduct audits or that conduct audit activities of those respective agencies, conduct their work under the general and specified standards prescribed by the Institute of Internal Auditors or the Government Auditing Standards issued by the Comptroller General of the United States, as appropriate. Those standards generally provide, among other things, that auditors should be independent of the activities they audit. Existing law makes every willful omission to perform any duty enjoined by law upon any public officer, or person holding any public trust or employment, where no special provision is made for the punishment of that delinquency, a crime.</p> <p>This bill would prohibit the general counsel of the city, county, city and county, or district, or the employees of the general counsel from having direct oversight over the city, county, city and county, and district employees that conduct audits or that conduct audit activities of those respective agencies. This bill contains other related provisions and other existing laws.</p>	
<p>SB 491 Committee on Transportation and Housing</p> <p>Transportation: omnibus bill.</p>	<p>7/14/2015-A. APPR. 7/14/2015-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 16. Noes 0.) (July 13). Re-referred to Com. on APPR.</p>	<p>Existing law authorizes certain air districts to impose a vehicle registration fee surcharge to be used for projects and programs to improve air quality. Existing law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures.</p> <p>This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 508 Beall D</p> <p>Transportation funds: transit operators: pedestrian safety.</p>	<p>7/16/2015-A. THIRD READING 7/16/2015-Read second time. Ordered to third reading.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law authorizes an operator to satisfy the applicable ratio of fare revenues to operating costs by supplementing its fare revenues with local funds, as defined. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes.</p> <p>This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of local funds. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation. This bill contains other related provisions and other existing laws.</p>	
<p>SB 529 Pan D</p> <p>Transportation funding: Downtown/Riverfront Streetcar Project.</p>	<p>4/16/2015-S. T. & H. 4/16/2015-Re-referred to Com. on T. & H.</p>	<p>Existing law provides various sources of funding for transportation projects.</p> <p>This bill would appropriate \$10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 579 Jackson D</p> <p>Employees: time off.</p>	<p>7/16/2015-A. APPR. 7/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law prohibits an employer who employs 25 or more employees working at the same location from discharging or discriminating against an employee who is a parent, guardian, or grandparent having custody of a child in a licensed child day care facility or in kindergarten or grades 1 to 12, inclusive, for taking off up to 40 hours each year for the purpose of participating in school activities, subject to specified conditions. Existing law requires an employee to provide documentation regarding these activities upon request by an employer and provides remedies to employees discharged, demoted, or in any other manner discriminated against as a result of his or her exercise of this right to take time off.</p> <p>This bill would revise references to a child day care facility to instead refer to a child care provider. The bill would include the addressing of a child care provider emergency or a school emergency, as defined, and the finding, enrolling, or reenrolling of a child in a school or with a child care provider as activities for which a parent having custody of a child shall not be discriminated against or discharged, as described above. The bill would define "parent" for these purposes as a parent, guardian, stepparent, foster parent, or grandparent of, or a person who stands in loco parentis to, a child, thereby extending these protections to an employee who is a stepparent or foster parent or who stands in loco parentis to a child. This bill contains other related provisions and other existing laws.</p>	
<p>SB 599 Mendoza D</p> <p>Employment: public transit service contracts.</p>	<p>7/8/2015-A. APPR. SUSPENSE FILE 7/8/2015-July 8 set for first hearing. Placed on APPR. suspense file.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified.</p> <p>This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	
<p>SB 698 Cannella R</p> <p>Active Transportation Program: school zone safety projects.</p>	<p>5/1/2015-S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/19/2015)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes.</p> <p>This bill would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 767 De León D</p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>7/16/2015-A. APPR. 7/16/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified.</p> <p>This bill would delete the above-referenced provisions relative to extension of the transactions and use tax and an amended ordinance and expenditure plan, The bill would instead authorize the MTA to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 1 Beall D</p> <p>Transportation funding.</p>	<p>7/14/2015-S. T. & I.D. 7/14/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.</p> <p>This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and \$0.10 of the \$0.22 per gallon increase in the diesel fuel excise tax imposed by the bill, a \$0.12 per gallon storage tax on motor vehicle fuel and \$0.10 of the \$0.22 per gallon storage tax on diesel fuel imposed by the bill, an increase of \$35 in the annual vehicle registration fee, a new \$100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, a new annual road access charge on each vehicle, as defined, of \$35, and repayment, over a 3-year period, of outstanding loans made in previous years from certain transportation funds to the General Fund. This bill contains other related provisions and other existing laws.</p>	
<p>SBX1 2 Huff R</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>6/30/2015-S. T. & I.D. 7/1/2015-From printer.</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 to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 3 Vidak R</p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>7/1/2015-S. T. & I.D. 7/2/2015-From printer.</p>	<p>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 general obligation bonds in the amount of \$9 billion 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 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds 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 bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election.</p>	
<p>SBX1 4 Beall D</p> <p>Transportation funding.</p>	<p>7/8/2015-S. THIRD READING 7/8/2015-From printer. Read second time. Ordered to third reading.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p>	
<p>SBX1 5 Beall D</p> <p>Transportation funding.</p>	<p>7/8/2015-S. THIRD READING 7/8/2015-From printer. Read second time. Ordered to third reading.</p>	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 6 Runner R</p> <p>Greenhouse Gas Reduction Fund: transportation expenditures.</p>	<p>7/13/2015-S. T. & I.D. 7/14/2015-From printer.</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 to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would delete the continuous appropriations from the fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects. This bill contains other related provisions and other existing laws.</p>	
<p>SBX1 7 Allen D</p> <p>Diesel sales and use tax.</p>	<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, as of July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>	
<p>SBX1 8 Hill D</p> <p>Public transit: funding.</p>	<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</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 to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	
<p>SBX1 9 Moorlach R</p> <p>Department of Transportation.</p>	<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>	<p>Existing law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs.</p> <p>This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
<p>SBX1 10 Bates R</p> <p>Regional transportation capital improvement funds.</p>	<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires funds available for regional projects to be programmed by the commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Existing law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others.</p> <p>This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant. These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the California Transportation Commission to incorporate the regional transportation improvement programs into the state transportation improvement program. The bill would eliminate the role of the California Transportation Commission in programming and allocating funds to these regional projects, but would retain certain oversight roles of the commission with respect to expenditure of the funds. The bill would repeal provisions governing computation of county shares over multiple years and make various other conforming changes.</p>	

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
<p>SBX1 11 Berryhill R</p> <p>California Environmental Quality Act: exemption: roadway improvement.</p>	<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>	<p>The California Environmental Quality Act (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 extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons. The bill would also expand the exemption to include state roadways. This bill contains other existing laws.</p>	
<p>SBX1 12 Runner R</p> <p>California Transportation Commission.</p>	<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>	
<p>SBX1 13 Vidak R</p> <p>Office of the Transportation Inspector General.</p>	<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes.</p> <p>This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded.</p>	

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
<p>SBX1 14 Cannella R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>7/16/2015-S. PRINT 7/16/2015- Introduced. Read first time. Referred to Com. on T. & I.D. To print.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	
<p>SCA 5 Hancock D</p> <p>Local government finance.</p>	<p>7/16/2015-S. GOV. & F. 7/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.</p>	<p>The California Constitution provides that all property is taxable, unless exempted by the California Constitution or by federal law. The California Constitution authorizes the Legislature to classify personal property for differential taxation or for exemption by means of a statute approved by a 2/3 vote of the membership of each house. This measure would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes.</p> <p>This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 7/24/15

Bill ID/Topic	Location	Summary	Position
<p>SCAX1 1 Huff R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>7/8/2015-S. T. & I.D. 7/8/2015-Re-referred to Com. on T. & I.D.</p>	<p>Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law.</p> <p>This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. ○ This bill contains other related provisions and other existing laws.</p>	



BOARD OF DIRECTORS 2015

SHIRLEY HARRIS, CHAIR
ZOE KERSTEEN-TUCKER, VICE CHAIR
JEFF GEE
CAROLE GROOM
ROSE GUILBAULT
KARYL MATSUMOTO
PETER RATTO
CHARLES STONE
ADRIENNE TISSIER

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, AUGUST 5, 2015 – 3:00 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of June 3, 2015

INFORMATIONAL

2. Update on Connect, Redwood City! Pilot Program Findings
3. Update on the Metropolitan Transportation Commission Transit Sustainability Project

Committee Members: Karyl Matsumoto, Adrienne Tissier, Peter Ratto

NOTE:

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

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA
MINUTES OF PLANNING, DEVELOPMENT AND SUSTAINABILITY
COMMITTEE MEETING
COMMITTEE OF THE WHOLE
JUNE 3, 2015**

Committee Members Present: K. Matsumoto (Committee Chair), P. Ratto, A. Tissier

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

Other Board Members Absent, Constituting Committee of the Whole: S. Harris

Staff Present: J. Ackemann, J. Averill, J. Cassman, A. Chan, J. Conger, G. Harrington, J. Hartnett, C. Harvey, R. Haskin, D. Kim, M. Martinez, N. McKenna, M. Simon, S. van Hoften

Committee Chair Karyl Matsumoto called the meeting to order at 3:00 p.m.

Approval of Minutes of Planning, Development and Sustainability Committee Meeting of March 11, 2015

Motion/Second: Ratto/Guilbault

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Ratto, Stone, Tissier

Absent: Harris

Proclamation Declaring June 18, 2015 as Dump the Pump Day

Jayne Ackemann, Manager, Communications, said staff has been engaged in this program with the American Public Transportation Association since 2005. On June 18 staff will have a meet and greet with customers at the Colma Transit Center and enter them into a drawing when they take a selfie in the bus cutout and post to Twitter.

Motion/Second: Guilbault/Gee

Ayes: Gee, Groom, Guilbault, Kersteen-Tucker, Matsumoto, Ratto, Stone, Tissier

Absent: Harris

Update on Senior Mobility Initiative and Veterans Mobility Corps

Doug Kim, Director, Planning, reported:

- Seniors are the fastest growing segment of SamTrans' customer base.
- The Senior Mobility Program includes:
 - The Senior Mobility Guide
 - Providing information and assistance
 - Partnering with the California Highway Patrol (CHP) and the American Association of Americans Retired Persons for the driver safety classes
 - Supporting the Peninsula Jewish Community Center volunteer driver program in Foster City
 - Mobility ambassadors

- Mobility ambassadors educate seniors and persons with disabilities on alternatives to paratransit. Since inception the program has trained 700 seniors on using fixed-route service.
- Veterans Mobility Corps is a new initiative to broaden mobility options for veterans 65 years or older or those with physical or mental disabilities.
 - The program builds off the Mobility Ambassador Program.
 - The program is in partnership with Next Step Center at the Menlo Park Veterans Administration (VA) Medical Center.
- Why focus on Veterans' Mobility?
 - Veterans make up 6.6 percent of San Mateo County's population.
 - The ratio of injuries to fatalities is 16 to one and is five times higher than the Vietnam War.
 - Twenty percent of veterans from Iraq and Afghanistan have traumatic brain injuries and 38 percent with traumatic brain injuries have transportation problems.
- Transportation challenges include:
 - Providing access to VA medical services in Menlo Park, Palo Alto, and San Francisco.
 - Veterans are at greater risk of post-traumatic stress syndrome (PTSD), unemployment, homelessness, and suicide.
 - Veterans who miss appointments have higher rates of depression.
 - Insufficient volunteer driver programs.
- Next steps:
 - Launching Veterans Mobility Corps Program in June.
 - Finalizing volunteer training classes with the VA on how to reach as many veterans as possible.
 - Exploring donating unclaimed lost and found bikes to wounded veterans.

Committee Chair Matsumoto said the South San Francisco Elks Club has an active veterans group.

Director Adrienne Tissier said 36 percent of veterans are in the North County and the North County has the largest ridership. She said the hard part is the facilities for the veterans tend to be Mid or South County. Director Tissier said it would be helpful if there could be more outreach in the North County to reach those that need the service.

Director Zoe Kersteen-Tucker asked how staff will be getting the volunteer ambassadors. Jean Conger, Program Coordinator, said staff will be issuing a press release and using social media. She said once the word gets out she believes veterans will respond to helping other veterans and form a bond.

Director Tissier thanked staff for participating in the CHP Age Well Drive Smart Program. This program has helped get seniors to take the bus.

Jim Hartnett, General Manager/CEO, said staff may want to contact the presiding judge of San Mateo County Superior Court Judge John "Jack" L. Grandsaert. He is the

judge in charge of the county's veterans court and they have some transportation issues to preventative treatment centers for people that come through his court.

Mr. Hartnett said when he first served on this Board, Director Tissier brought up this very issue of senior mobility and thanked her for her insight to start this program.

Director Rose Guilbault asked about bicycle program for veterans and if the idea behind obtaining bicycles for the veterans is so they can complete their first and last mile. Mr. Kim said yes.

Director Jeff Gee said to not forget the veterans at community colleges.

Director Charles Stone asked about the specific challenges veterans face using transit and how it can improve their quality of life. Dan Edenhouse, VA Hospital, said there are a wide variety of veterans with different issues. There are a lot of younger veterans with mental health issues related to their service. If there is a cognitive problem, issues can range from purchasing a ticket to getting on the correct bus. He said in the case of someone with mental health conditions such as depression or PTSD there are issues related to focus and cognition. This program is a way for veterans to bond with other veterans they can trust and help get them past the initial learning issues.

Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2015

Committee Chair Matsumoto asked about the report showing the bus procurement being held up because of a delay in specifications for contracts and procurement. Gigi Harrington, Deputy CEO, said there are some staff vacancies in the operations division that need to be filled for this type of procurement.

Committee Chair Matsumoto said in the report on the San Carlos Transit Center, it shows the project schedule was extended by 12 months due to delay in design process and awaiting approval from city of San Carlos. Chuck Harvey, Deputy CEO, said staff is working on the design of the transit center and getting approvals from the California Department of Transportation on signal changes on El Camino Real.

Adjourned: 3:29 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **CONNECT, REDWOOD CITY! PILOT PROGRAM FINDINGS**

ACTION

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

SIGNIFICANCE

The Last Mile Connection Pilot Program, later rebranded as “Connect, Redwood City!” began in 2011. The pilot program implemented Transportation Demand Management (TDM) strategies in Redwood City, which sought to provide a variety of last-mile travel options that reduce vehicle use and greenhouse gas emissions. The pilot program was a partnership between the San Mateo County Transit District, Peninsula Congestion Relief Alliance, San Mateo County, and city of Redwood City under a Climate Initiatives grant from the Metropolitan Transportation Commission (MTC).

The TDM strategies included the following:

- Car Share: Zipcar provided three hybrid vehicles for short-term rental at the Redwood City Caltrain station.
- Short-distance Vanpool: 14 vanpools offered local employees transport to worksites not reasonably accessible by public transit from home-based pick-up points.
- Telework and Flex-schedules: The County of San Mateo launched a program that allowed employees to test alternatives to a traditional work arrangement.
- Bike Share: Seven bike share stations available for short-term use were located at the Redwood City Caltrain Station and throughout downtown.

In addition, the pilot program included marketing that targeted residents, employers and employees, as well as an evaluation component.

The pilot program ended on March 31, 2015. At the August 5, 2015 Board meeting, staff will present findings summarized in a final evaluation report and discuss lessons learned from the pilot program. Staff will also describe the future of these TDM programs in Redwood City and their potential application to other cities.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared By:	Melissa Reggiardo, Planner	650-508-6283
Project Manager:	Douglas Kim, Director of Planning	650-508-6278

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **UPDATE: METROPOLITAN TRANSPORTATION COMMISSION (MTC) TRANSIT
SUSTAINABILITY PROJECT (TSP)**

ACTION

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

SIGNIFICANCE

MTC adopted the TSP final recommendations on May 23, 2012, establishing TSP performance measures and targets for the seven large San Francisco Bay Area transit operators: San Mateo County Transit District (District), Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (JPB), Golden Gate Bridge, Highway & Transportation District (GGBHTD), San Francisco Municipal Transportation Agency (SFMTA), and Santa Clara Valley Transportation Authority (VTA).

As part of the TSP final recommendations and pursuant to the District's Strategic Plan adopted by the Board on February 13, 2013, the District is required to achieve a 5 percent real reduction by Fiscal Year (FY) 2017 for one of the following three performance measures: 1) cost per service hour, 2) cost per passenger, or 3) cost per passenger hour. The benchmarks for the 5 percent reductions are the highest reported costs for each measure between FY2008 and FY2011. On an annual basis, the District is required to submit data to MTC on the progress of achieving its reduction targets. MTC will analyze the District's progress in meeting these targets in FY2018. By FY2019, MTC will link existing and new operating and capital funds administered by MTC to the progress that operators have made towards achieving the targets in their strategic plans.

This year, the District is required to submit its metrics for FY2014. Staff will give a presentation that discusses these metrics at the August 5, 2015 meeting, and will discuss any updates to strategies being used to achieve the required reductions.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

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

Prepared by: Barrow Emerson, Principal Planner

650-508-6382



SHIRLEY HARRIS, CHAIR
ZOE KERSTEEN-TUCKER, VICE CHAIR
JEFF GEE
CAROLE GROOM
ROSE GUILBAULT
KARYL MATSUMOTO
PETER RATIO
CHARLES STONE
ADRIENNE TISSIER

JIM HARTNETT
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 5, 2015 – 3:15 p.m.
or immediately following Committee meetings

1. ROLL CALL

2. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of Board of Directors Meeting of June 3, 2015
- b. Acceptance of Statement of Revenues and Expenses for May 2015
- c. Acceptance of Quarterly Investment Review and Fixed Income Report for the Quarter Ended June 30, 2015

3. PUBLIC COMMENT

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

4. CALL FOR A PUBLIC HEARING AT THE OCTOBER 7, 2015 MEETING TO CONSIDER CHANGES TO CODIFIED TARIFF RELATED TO FIXED-ROUTE AND PARATRANSIT FARES AND FARE POLICIES

5. REPORT OF THE CHAIR

- a. Board Retreat Ad-hoc Committee Update (Kersteen-Tucker, Matsumoto, Tissier)

6. REPORT OF THE GENERAL MANAGER/CEO

- a. Presentation of Awards to:
 - Carlos Aquino, 25-Year Safe Driver
 - John Espinoza, 25-Year Safe Driver
 - Renato Tuazon, 25-Year Safe Driver
 - Danilo Gemanil, 20-Year Safe Driver

7. COMMUNITY RELATIONS COMMITTEE – Z. KERSTEEN-TUCKER

MOTION

- a. Proclamation Recognizing the 25th Anniversary of the Americans with Disabilities Act

SUBJECTS DISCUSSED

- b. Accessibility Update
- c. Paratransit Coordinating Council Update
- d. Citizens Advisory Committee Liaison Report
- e. Multimodal Ridership Report – May and June 2015

8. FINANCE COMMITTEE – R. GUILBAULT

ORDINANCE

- a. Authorize Salary Ordinance No. 98 Amending Table of Position Classifications

RESOLUTIONS

- b. Authorize Approval and Ratification of the Fiscal Year 2016 District Insurance Program with Wells Fargo Insurance Services for a Total Premium Cost of \$1,845,146
- c. Authorize Entering into a Memorandum of Understanding with Greenbelt Alliance for Fiscal Year 2016 Staffing Support for the Grand Boulevard Initiative Community Leaders Roundtable in the Amount of \$7,656
- d. Authorize Filing Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds
- e. Authorize the Disposition and Transfer of Fleet Radio Communications Equipment and First Generation Automatic Vehicle Location Electronics
- f. Authorize Award of Contract to United Site Services of California to Furnish, Service and Maintain Portable Toilets for a Total Estimated Cost of \$250,800 for a Five-Year Term

INFORMATIONAL

- g. Information on the Statement of Revenues and Expenses for June 2015
- h. Update on the Execution of the Fiscal Year 2016 Fuel Hedging Program

9. LEGISLATIVE COMMITTEE – A. TISSIER

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

10. PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE – K. MATSUMOTO

SUBJECT DISCUSSED

- a. Update on Connect, Redwood City! Pilot Program Findings
- b. Update on the Metropolitan Transportation Commission Transit Sustainability Project

11. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

12. BOARD MEMBER REQUESTS/COMMENTS

13. DATE, TIME AND PLACE OF NEXT MEETING – September 2, 2015 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

14. GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): PCAM, LLC v. San Mateo County Transit District, Peninsula Traffic Congestion Relief Alliance, and Peninsula Corridor Joint Powers Board, Case No. CIV533496

15. ADJOURNMENT

INFORMATION FOR THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING
JUNE 3, 2015**

Board Members Present: J. Gee, C. Groom, R. Guilbault, Z. Kersteen-Tucker, K. Matsumoto, P. Ratto, C. Stone, A. Tissier

Board Members Absent: S. Harris (Chair)

Staff Present: J. Averill, J. Cassman, A. Chan, G. Harrington, J. Hartnett, C. Harvey, R. Haskin, M. Martinez, N. McKenna, M. Simon, S. van Hoften

Vice Chair Zoe Kersteen-Tucker called the meeting to order at 3:29 p.m.

CONSENT CALENDAR

- a. Approval of Minutes of Board of Directors Meeting of May 6, 2015
- b. Acceptance of Statement of Revenues and Expenses for April 2015

Motion/Second: Stone/Gee

Ayes: Gee, Groom, Guilbault, Matsumoto, Ratto, Stone, Tissier, Kersteen-Tucker

Absent: Harris

PUBLIC COMMENT

None

ADOPTION OF AMENDED AND RESTATED CODIFIED TARIFF AND APPROVAL OF ASSOCIATED TITLE VI EQUITY ANALYSIS (Day Pass Price Reduction Extension)

Rita Haskin, Executive Officer, Customer Service and Marketing, said this will reduce the price of the Day Pass at 2.5 times the one-way fare instead of the original 3.5 times. The Citizens Advisory Committee (CAC) has endorsed this recommendation and no other comments were received. Ms. Haskin said the tariff also includes some non-substantive corrections. Staff is also asking the Board to approve the Title VI Equity Analysis for the continued reduction. The analysis shows there is not a disproportionate burden or disparate impact.

Director Karyl Matsumoto asked if the Day Pass is better for low-income customers. Ms. Haskin said the Day Pass is good for customers who are taking three or more trips per day.

Motion/Second: Gee/Stone

Ayes: Gee, Groom, Guilbault, Matsumoto, Ratto, Stone, Tissier, Kersteen-Tucker

Absent: Harris

REPORT OF CHAIR

Board Retreat Ad-hoc Committee Update (Kersteen-Tucker, Matsumoto, Tissier)

Vice Chair Kersteen-Tucker said the Board retreat ad-hoc committee met and are recommending the retreat take place on a weekday in September or October, from 10 a.m. to 3 p.m. at the San Mateo County Event Center. The committee proposes hiring a third-party facilitator for the retreat.

REPORT OF THE GENERAL MANAGER/CEO

Jim Hartnett, General Manager/CEO reported:

- The following employees were recognized:
 - Juan Casiano was presented with a 30-Year Safe Driver Award.
 - James Dobell was presented with a 30-Year Safe Driver Award.
 - Devendra Chandra was presented with a 25-Year Safe Driver Award.
 - Robert Nelson was presented with a 25-Year Safe Driver Award.
 - Trinidad Ramirez was presented with a 20-Year Safe Driver Award.
 - Generosa Maranan was presented with a 25-Year Safe Worker Award.
- Coffee with Jim continues with employees and he has also been attending department staff meetings.
- The Strategic Plan objectives are incorporated into the adopted Fiscal Year (FY) 2016 Operating Budget.
- Organizational capacity and financial stability are being discussed in his executive team staff meetings.

COMMUNITY RELATIONS COMMITTEE – Z. Kersteen-Tucker

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council Update
- c. CAC Liaison Report
- d. Mobility Management Report – Fixed-Route Bus Service
- e. Multimodal Ridership Report – April 2015

FINANCE COMMITTEE – R. Guilbault

RESOLUTIONS

- a. Approval of FY2016 Operating Budget in the Amount of \$139,091,958
- b. Approval of FY2016 Capital Budget in the Amount of \$42,403,029
- c. Authorize Implementation of Fuel Hedging Program for the Fiscal Year Ending June 30, 2016, Including Authorization of Execution and Delivery of Documents and Payment of Commodity Price Cap Premium for Such Program
- d. Authorize Award of contract to C.A.R.E. Evaluators, LLC to Provide Americans with Disabilities Act Paratransit Eligibility Assessment Services for a Fixed Price of \$2,458,984 for a Five-Year Term
- e. Authorize Executing Contracts Over \$100,000 for Technology Related Products and Services to Vendors Under Cooperative Purchasing Agreements for FY2016 for an Aggregate Not-to-Exceed Amount of \$1.5 Million

- f. Authorize Executing Contracts Over \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for FY2016 for an Aggregate Not-to-Exceed Amount of \$850,000
- g. Authorize the General Manager/CEO or his Designee to Award a Contract on an Expedited Basis for the Removal, Demolition, and Replacement of the Oil/Water Separator at North Base at a Cost Not-to-Exceed \$375,000 with Options Not-to-Exceed \$250,000

ORDINANCE

- h. Approval of Salary Ordinance No. 97

Motion/Second: Guilbault/Ratto

Ayes: Gee, Groom, Guilbault, Matsumoto, Ratto, Stone, Tissier, Kersteen-Tucker

Absent: Harris

LEGISLATIVE COMMITTEE – A. Tissier

SUBJECT DISCUSSED

State and Federal Legislative Update

PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE – K. Matsumoto

MOTION

- a. Proclamation Declaring June 18, 2015 as Dump the Pump Day

Motion/Second: Ratto/Stone

Ayes: Gee, Groom, Guilbault, Matsumoto, Ratto, Stone, Tissier, Kersteen-Tucker

Absent: Harris

SUBJECTS DISCUSSED

- b. Update on Senior Mobility Initiative and Veterans Corp
- c. Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2015

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

None

DATE AND TIME OF NEXT MEETING – August 6, 2015, at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

Mr. Hartnett requested the meeting be adjourned in memory of former employee Jim DeHart who passed away in May at the age of 61. Mr. DeHart worked at the District as a service planner for 38 years, but that only scratches the surface of what he meant to the friends and colleagues who worked with him. He was smart, helpful, kind, cheerful, and in so many ways embodied the sense of family and caring that is distinct to the District. Mr. DeHart's friends would find it fitting that he be remembered by the SamTrans Board today.

Recessed to closed session at 4:04 p.m.

Reconvened at 4:59 p.m.

GENERAL COUNSEL PROPOSAL

Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Ling La v. San Mateo County Transit District, Case No. 3:14-cv-07168WHO

Joan Cassman, Legal Counsel, said the Board unanimously approved the settlement of the case of Ling La vs. San Mateo County Transit District in the amount of \$75,000, which will be paid by the District Employment Practices Liability Policy.

Motion/Second: Tissier/Stone

Ayes: Gee, Groom, Guilbault, Matsumoto, Ratto, Stone, Tissier, Kersteen-Tucker

Absent: Harris

Real Estate Negotiations, Pursuant to Government Code Section 54956.8 Property: (1) Property Located at the Northeast Corner of El Camino Real and Holly Street in San Carlos and (2) Property Located at the Southeast Corner of El Camino Real and Holly Street in San Carlos

Agency Negotiators: Joan Cassman and Brian Fitzpatrick

Negotiating Parties: legacy Partners Residential LLC

Under Negotiation: Price and Terms of Lease

Ms. Cassman, Legal Counsel, said the Board unanimously approved a Resolution to revise business terms and authorize the General Manager/CEO to execute amendments to option agreement with Legacy Residential Partners, LLC.

Motion/Second: Stone/Guilbault

Ayes: Gee, Groom, Guilbault, Matsumoto, Ratto, Stone, Tissier, Kersteen-Tucker

Absent: Harris

Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): PCAM, LLC v. San Mateo County Transit District, Peninsula Traffic Congestion Relief Alliance, and Peninsula Corridor Joint Powers Board; Case No. CIV 533496

Ms. Cassman said no action was taken on the litigation matter of Parking Company of America vs. the District, Peninsula Traffic Congestion Relief Alliance, and Peninsula Corridor Joint Powers Board.

The meeting adjourned in memory of former employee Jim DeHart at 5:03 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Rita P. Haskin
Executive Officer, Customer Service and Marketing

SUBJECT: **CALL FOR A PUBLIC HEARING FOR CODIFIED TARIFF CHANGES**

ACTION

Staff recommends the Board schedule a public hearing at its October 7, 2015 Board meeting to consider possible changes to its codified tariff related to fixed-route and paratransit fares and fare policies. Proposed changes to be considered include:

Fixed route

- Expanding the age at which a customer may utilize the "Youth" fare from 17 years to 18 years
- Allowing two children age four or younger instead of one child age four or younger to ride free with a fare-paying adult
- Simplifying the SamTrans fare structure by consolidating two zones into one and charging a local fare on all buses
- Adding "Youth" to the "Eligible Discount" category
- Increasing fares in 2016 and 2019
- Establishing a discount for using Clipper e-cash
- Additional non-substantive clarifications

Paratransit

- Increasing fares in 2016 and 2019

SIGNIFICANCE

Setting the public hearing will allow staff to publicize the proposal and schedule community meetings to solicit input from customers and the general public on the proposed changes. Staff also will reach out to other stakeholder groups, such as the SamTrans Citizens Advisory Committee and San Mateo County Paratransit Coordinating Council.

BUDGET IMPACT

Holding a public hearing will not impact the budget.

BACKGROUND

Staff regularly evaluates the agency's fare policies and prices to determine if they need to be adjusted to reflect market and operational conditions. SamTrans last increased fixed-route fares in 2010 and paratransit fares in 2010 (Lifeline) and 2011 (full fares).

Prepared by: Rita P. Haskin, Executive Officer, Customer Service and Marketing 650-508-6248