

APRIL 1, 2015
SAMTRANS BOARD MEETING

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BOARD OF DIRECTORS 2015

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GENERAL MANAGER/CEO

AGENDA

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

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

WEDNESDAY, APRIL 1, 2015 – 2 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 March 11, 2015
4. Recommend Appointment of Citizens Advisory Committee Members

INFORMATIONAL

5. Accessibility Update – Tina Dubost
6. Paratransit Coordinating Council Update - Mike Levinson
7. Citizens Advisory Committee Liaison Report
8. Mobility Management Report – Paratransit
9. Multimodal Ridership Report – February 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
MARCH 11, 2015**

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

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

Other Board Members Absent, Constituting Committee of the Whole: C. Groom

Staff Present: J. Averill, J. Cassman, T. Dubost, G. Harrington, C. Harvey, R. Haskin, M. Martinez, N. McKenna, M. Scanlon, M. Simon, S. van Hoffen

Swearing in of Peter Ratto (Representing Board of Supervisors – Transit Expert)

Martha Martinez, District Secretary, administered the Oath of Office to Director Ratto.

Chair Shirley Harris congratulated and welcomed Director Ratto to the Board.

Committee Chair Zoe Kersteen-Tucker called the meeting to order 2:07 at p.m.

Approval of Minutes of Community Relations Committee (CRC) Meeting of February 4, 2015

Motion/Second: Tissier/Guilbault

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

Absent: Groom

Accessibility Update – Tina Dubost

Tina Dubost, Manager, Accessible Transit Services, said the *San Mateo County Paratransit Rider's Guide* was recently reprinted. She said the report is the same except the cover now includes the swoosh that is on the paratransit vehicles, and the readability of the map has been improved.

Paratransit Coordinating Council (PCC) Update – Mike Levinson

Mike Levinson, PCC Chair, said an Appreciation Party has been planned for First Transit on April 14 at the Daly City Library. A date has not been set for the Coastsides event. A report was distributed on all presentations given by the PCC.

Citizens Advisory Committee (CAC) Liaison Report -

Kathy Gilbert, Vice Chair, CAC, congratulated the Board on the appointment of Director Ratto. She said it is the CAC's loss, but the Board's gain. Ms. Gilbert said Margaret Pye is now chair. The CAC received a presentation on the Short-Range Transit Plan.

Mobility Management Report – Shuttles

Chuck Harvey, Deputy CEO, reported:

- There are 31 routes serving 16 Caltrain stations and eight routes serving Bay Area Rapid Transit stations.
- The San Mateo County Transportation Authority (TA) funds 12 routes and two serve the South San Francisco Ferry Terminal.
- Three million annual trips were provided in Fiscal Year (FY) 2014, providing 8.8 million passenger a “last mile” connection.
- More than 400 businesses participate in the Shuttle Program. Some of the business partners are Genentech, Oracle, and Hewlett-Packard.
- Public partners include:
 - Bay Area Air Quality Management District
 - City/County Association of Governments of San Mateo County
 - Peninsula Traffic Congestion Relief Alliance (Commute.org)
 - Several cities on the Peninsula
 - Peninsula Corridor Joint Powers Board (JPB)
 - TA
- FY2015 funding (SamTrans):
 - Employer – 68.3 percent
 - Assembly Bill (AB) 434 – 22.1 percent
 - SamTrans – 9.6 percent
- FY2015 funding (Caltrain):
 - Employer – 41.4 percent
 - AB 434 – 20.7 percent
 - TA Measure A – 20.3 percent
 - JPB - 17.6 percent
- Caltrain and SamTrans shuttles depend on many funding partnerships.
- Even with fluctuations in the economy, most shuttle sponsors continue to participate.
- Shuttle average weekday ridership (AWR) is just below 12,000.
- Shuttle contractors can adjust service rapidly to meet specific and/or changing needs by matching schedules to train arrivals and departures and matching vehicle size to meet route demand.
- Shuttle operators are prepared to respond to unplanned situations, adjusting schedules, bus bridging and supporting various Caltrain emergency operations.
- New operator contract:
 - Joint procurement with Caltrain, SamTrans, and Commute.org.
 - The purpose was to increase purchasing power, reduce parallel public expenditures, and reduce staffing resources.
 - New contract with MV Transportation will be effective July 1, 2015.
 - New fleet features includes updated branding, reduced fleet emissions, three ADA-compliant vehicle classes, two bike capacity racks, and head and curbside electronic destination signs.

Committee Chair Kersteen-Tucker asked if there is a demand for bike capacity on the shuttles. Mr. Harvey said demand is growing.

Committee Chair Kersteen-Tucker asked if there is a way to do multiple-year funding from the partners. Mr. Harvey said due to the sources of funding, multiple-year funding would not be possible.

Director Adrienne Tissier said she has heard people say the shuttles are leaving before people arrive at the shuttle stop. Mr. Harvey said it is a timing issue. If the driver can see the people heading towards the shuttle they can wait, but if the shuttle has been waiting five or 10 minutes the shuttle driver needs to leave.

Multimodal Ridership Report – January 2015

Mr. Harvey reported:

- AWR January 2015 compared to January 2014
 - Bus was 42,010, an increase of 1.9 percent.
 - Paratransit was 1,040, an increase of 4 percent.
 - Caltrain was 51,010, an increase of 3.3 percent.
 - Caltrain shuttle was 11,730, a decrease of 4.8 percent.
- Total year to date January 2015 compared to January 2014
 - Bus ridership was 7,690,680, an increase of 2.8 percent.
 - Paratransit ridership was 189,520, an increase of 4 percent.
 - Caltrain ridership was 10,675,840, an increase of 9.2 percent.
 - Shuttles ridership was 1,755,970, an increase of 8 percent.
 - Total ridership on all modes was 20,312,000, an increase of 6.6 percent.

Public Comment

Andy Chow, Redwood City, said he wanted to congratulate Director Ratto on his appointment to the Board. For many years they served on the CAC together. He applauds the Board of Supervisors on their recommendation.

Adjourned: 2:30 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: **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 February 10 PCC meeting are attached. Minutes from the January 28, 2015 SAAC meeting are not yet available.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No additional information.

Prepared by: John Sanderson, Accessibility Coordinator,
Accessible Transit Services

650-508-6475

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

**MEETING MINUTES
February 10, 2015**

ATTENDANCE: Members Present: Mike Levinson, Chair; Dr. Michal Settles, Vice-Chair; Maureen Dunn, Senior Focus; Nancy Keegan, San Carlos Adult Day Services; Judy Garcia, Consumer; Sammi (Wilhelmina) Riley; Barbara Kalt, Rosener House; Tina Dubost, SamTrans; Vincent Merola, CiD; Dinae Cruise, Consumer; Susan Capeloto, DOR; Jim Engvall, COD; Marie Violet, Sequoia Hospital.

GUESTS: Patti Smith, Consumer; Dave Daley, First Transit; Talib Salamin, Serra Taxi Cab; Lynn Spicer, First Transit; Elly Colwell, SamTrans; Mark Weinstein, First Transit; Erin Swartz, PCC Staff; Linda Rhine, Nelson-Nygaard.

ABSENTEES: Dale Edwards, Consumer; Dr. Aki Eejima, Consumer; and Sandra Lang, COA.

(Member Attendance: 13, Quorum—YES.)

WELCOME/INTRODUCTION

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

APPROVAL OF THE JANUARY PCC MINUTES

Vincent motioned and Dinae seconded the approval of the January minutes. Marie abstained from voting to approve the minutes. Vincent requested a correction to the January minutes showing that he abstained from voting to approve the December minutes.

COMMITTEE REPORTS

A. ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)

In Sandra's absence, Tina provided an update on the Ad-hoc Committee review of complaints. She said that John is doing detailed research, including analysis of specific comments. John will provide a progress report for the April AL-Com meeting.

B. GRANT/BUDGET REVIEW

Barbara requested a Measure A funding update from Tina. One concern Tina shared was that on the Measure A website, it states that 307,000 customers were served. The number actually reflects 277,000 Redi-Wheels trips and 30,000 RediCoast one-way trips in the most recent fiscal year. Judy asked Tina for clarification about how one-way trips with multiple stops are counted. Tina stated that each segment of the trip would be counted individually. Linda clarified that other transit agencies refer to "one-way trips" as "boardings."

Linda also asked about paratransit funding provided through Measure A. Tina distributed a handout, "Information on San Mateo County Measure A", that showed the

Paratransit Budget FY 2014 and Expenses FY 2014. Tina reviewed the \$14.8 million in revenues that include several sources: Passenger fares were \$0.8 million, Transportation Development Act Funds were \$1.8 million, State Transit Assistance was \$0.6 million, District Sales Tax was \$1.1 million, Transportation Authority was \$1.4 million, Measure M (Motor Vehicle Reg. Fee) was \$1.4 million, Operating Grants were \$0.4 million, Interest (Paratransit Trust Fund) was \$0.3 million and San Mateo County Measure A funds were \$5.0 million. Tina pointed out that passenger fares make up about 6% of the total revenues, meaning that 94% comes from government subsidies.

Expenses for FY 2014 totaled \$13.7 million dollars. The Expenses were: Redi-Wheels operations at \$5.8 million, Other related costs were \$2.4 million and Sedan service at \$3.1 million, ADA Accessibility support at \$0.8 million, Coastside ADA support (RediCoast) at \$1.3 million, and Insurance for \$0.3 million. One other important item on the handout was zero trip denials by SamTrans in FY 2014.

Barbara asked about the Transportation Authority funding and the old Measure A (San Mateo County) sales tax funding. Tina clarified that the Transportation Authority funding is specifically designated for projects related to all modes of transportation. The San Mateo County Measure A funding is used for a variety of services throughout San Mateo County and is not limited to transportation. Tina added that SamTrans was given San Mateo County Measure A money for two years, but it is not an ongoing revenue source that can be counted on from year to year. The interest earned on the paratransit trust fund from the old Measure A was originally thought to provide sufficient funding for paratransit services, but the amount of paratransit service provided has increased and the cost of paratransit services has exceeded the amount projected. These supplemental funds served as backfill in the budget and allowed SamTrans to not cut back on its level of service. If these funds are not forthcoming in future years, then SamTrans will have to rely on other funding sources. Tina noted that the projected expenses are less than anticipated revenues, which was done to cover unanticipated overages and other excess costs, such as insurance claims.

Barbara asked if it would be possible to request a change on the Measure A website, to change the language of the text to read, "boardings" for clarification. Vincent asked for more details about structural deficit reductions. Tina noted that some of the deficit included payments to BART for the extension into San Mateo County. Mike noted that deficit might include payments for future financial obligations. Vincent clarified that the language of Measure A did not specify expansions to paratransit services.

C. EDUCATION COMMITTEE

Maureen reported that the Education Committee will be meeting again in March. She presented the PCC Outreach Presentation Evaluation Report for 2014, covering seven outreach activities and Jackie Speier's Seniors on the Move Conference. Feedback from the audience rated the outreach presentations as "very good" or "excellent". Written comments from attendees and presenters were all constructive and positive. Many comments on the survey revealed that the information presented was useful and will be shared with friends and colleagues.

D. EXECUTIVE COMMITTEE

Mike Levinson said that the Executive Committee met yesterday. The Executive Committee confirmed that the transition to First Transit is going well. Dave Daley confirmed that the union contract has been finalized. He reported that the health insurance matter has been settled and that additional drivers are receiving coverage.

The committee also discussed planning the First Transit Appreciation Party for Tuesday, April 14, 2015. Mike said that the PCC would meet that day from 4:00 to 6:00 p.m. and the party would be held from 6:00 to 8:00 p.m. on the fourth floor meeting room of the SamTrans building in San Carlos. Tina will make the room reservations. Tina also offered to coordinate with Michal and Linda on an appreciation event for the Coastside drivers and staff.

Mike added that the Executive Committee followed up on policy issues being reviewed by the ERC. The PCC roster has also been updated to reflect the new PCC members and the transition to First Transit. An updated copy will be distributed without showing personal information for members.

Mike also reviewed the attendance policy for PCC members. Three absences are allowed per year and then a letter will be sent to the member. Mike asked that members send Erin or Linda an email if they anticipate an absence from a PCC meeting. Mike reminded the PCC members that a substitute can be sent from agencies to provide an update.

COASTSIDE TRANSPORTATION COMMITTEE QUARTERLY REPORT

Tina presented the Coastside Transportation Committee Quarterly Report. Average weekday ridership is up 12% over the past year. No Shows and Late Cancels are relatively stable. Same day cancels have decreased significantly from the same time period last year. On time performance is consistently good, at 97% in December 2014 and 98% in 2015. Complaints per 1000 trips were 1.3, which is equal to 3 complaints. The standard is 2.5 complaints per 1000 trips. So few rides are taken on RediCoast that even a few complaints appear as a significant increase in the statistics. Of the three complaints, two were found to be valid and one determination is still in progress. One of the complaints was about a late pick-up and another was about a broken brake light. The third complaint was about driver safety.

Tina confirmed that this report will be provided to the Coastside Committee and the AL-Com on a quarterly basis. Maureen suggested reformatting the report, so that it matches the layout of the Redi-Wheels MOPS reports. Michal will check with the Coastside Committee to determine if they have a formatting preference. Nancy thanked Tina for providing the information in today's report. Nancy asked if this report could be provided each quarter for the PCC, in addition to the AL-Com meeting notes.

SAMTRANS/REDI-WHEELS REPORT

E. Operational Report

Tina recognized the SamTrans maintenance department for achieving 153,000 miles without any road calls. The standard is 20,000 miles per road call.

Tina confirmed that the transition to First Transit is going well and she thanked Dave and Lynn for their hard work to help make this possible.

Dinae and Mike noted that the new sedans are very comfortable and well-marked.

Tina also passed along a compliment for Kelly, a First Transit reservationist, who set up an inter-county transfer trip for a customer. Dave added that Kelly also handles a large number of the certification reservations.

Tina added that the contract for Care Evaluators has been extended through July 2015 while SamTrans works to complete the RFP process. Patti Smith, a guest, mentioned that she had a great experience with Care Evaluators.

Tina shared updated copies of the *San Mateo County Paratransit Rider's Guide*. Tina pointed out that the new guide includes the new Redi-Wheels logo and a clearer service area map. The first page of the *Guide* provides information for riders who would like to request information in other languages.

F. Performance Summary

Tina presented the Performance Measures Report and noted that the report is formatted to show the most recent data in the left-hand column. Total trips requested increased from November to December 2014. Trips scheduled were higher in December 2014 than at that same point in 2013. Same day cancels and Total trips served also increased. Inter-County Transfer Trips have declined. On-time performance and Productivity are both below the standard in December 2014, but the numbers for January 2015 show improvement. Average phone wait time is 1.4 minutes and meets the SamTrans standard. The graph, "Taxis – Percentage of Total Trips," shows that taxi use fluctuates. Tina confirmed that standards for Redi-Wheels and RediCoast are the same, except for productivity. On the Coastside, it is lower because of the rural nature of the service area.

Michal asked about the effect on service during the stormy weather days in December. Lynn said that there were a lot of cancellations. Drivers were told to slow down and be extra careful. There were no major incidents during that time!

Elly provided the Monthly Comment Statistics Report. Policy and Service related comments were up slightly in December 2014, from November 2014 while compliments decreased. Average response time to customers was within the standard. Elly thanked Lynn for the assistance with customer comments.

In the Monthly Comment Statistics Report, Elly highlighted a decrease the Compliments category and increases for Driver conduct and Dispatcher error complaints.

G. Safety Report

Lynn reported that RediCoast had zero incidents and First Transit six non-preventable incidents. In the non-preventable incidents reports, two vehicles were damaged and another was rear-ended. The other incidents were a hit and run accident and vehicle struck a parked car. There were five preventable incidents. None of the incidents

reported on today resulted in any injuries. All drivers involved have been re-trained. Mike asked Dave Daley to describe the process for handling incidents with drivers. Dave noted that drivers are given a letter outlining the specific incident and how to avoid it in the future. The drivers also work through a retraining process. Issues of concern are addressed with all drivers in the safety meetings.

Dinae said that she was dropped off at a place that was not a designated stop at Stanford University Hospital (300 Pasteur Drive, Palo Alto) posing a safety issue. Tina and Lynn agreed to look into this issue.

LIAISON REPORTS

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal reported that the Coastside agenda has changed and the PCC packet includes the updated meeting dates and times for 2015. The next meeting, located at 925 Main Street in Half Moon Bay, will be held from 9:30 to 11:00 a.m. on Thursday, February 19, 2015. Michal noted that the RediCoast contract with MV Transportation ends on October 31, 2017, with an option to renew for another five years through November 1, 2022. Tina will not be able to attend the next Coastside meeting; John Sanderson will provide an updated statistics report in her absence. John Sanderson will also talk about the eligibility contract, performance standards, and he will distribute copies of the new *San Mateo County Paratransit Rider's Guide*. Michal invited everyone to the next meeting. She will provide an update at the next PCC meeting.

B. AGENCY

Barbara reported that the agencies have not met recently. Another meeting will likely be scheduled in the next few months.

C. EFFICIENCY REVIEW COMMITTEE (ERC)

In Aki's absence, Linda reported that the ERC met last Tuesday. In that meeting, a lively discussion took place about No-Show/Late Cancels. Tina agreed to bring sample policies from other Bay Area Transit Agencies to the next meeting for comparative purposes. The full PCC will be given an update report in 4-6 months. Mike added that the retreat will be discussed in an upcoming meeting and the issue mentioned by Linda could be a topic of discussion. Linda noted that the PCC retreat is scheduled for Tuesday, June 9, 2015, from 10:00 a.m. until 3:00 p.m.

D. COMMISSION ON AGING (COA)

Sandra absent, no report available.

E. COMMISSION ON DISABILITIES (COD)

Jim reported that he was unable to attend the last COD meeting.

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

Vincent reported that a "Know Your Rights" presentation will be held on March 4 from 1-2:30 at SV Foundation (13000 So. El Camino Real) in San Mateo. Vincent will send a copy to Erin and Linda to forward to the PCC members.

G. DEPARTMENT OF REHABILITATION (DOR)

Susan announced that Darlene Rutkowski, Staff Services Manager at the Department of Rehabilitation has announced her retirement. Susan reported that clients continue to be placed in good jobs and operations are going well. She observed that the transition to First Transit has been going well for the DOR clients and staff using this service.

H. METROPOLITAN TRANSPORTATION COMMISSION (MTC)

No report available.

OTHER BUSINESS

Patti Smith, a Redi-Wheels rider, shared a concern about service to UCSF on Parnassus. She said that the San Francisco Paratransit service from Stonestown Galleria Mall (her Redi-Wheels drop-off point) to UCSF is very poor, however the Redi-Wheels portion of the trip was good. Patti related that her trip included a transfer at Stonestown and then a shared ride that extended out to 44th Avenue, which took much longer than 511.org trip planner service predicted. Patti noted that due to a cast on her leg, she is unable to walk long distances. Tina pointed out that the ADA requirements established require the paratransit service area to be set to be within .75 miles within the fixed route bus service. Parnassus is beyond the .75 mile radius, which is why San Francisco Paratransit in SF suggests using 511.org to plan trips. Travel time on paratransit is supposed to be comparable to fixed-route service. Mike and Patti discussed the possibility of submitting a request to include UCSF as a destination beyond the Redi-Wheels service area. The PCC members also suggested that Patti contact the SF Paratransit Coordinating Council for advocacy in that service area. Linda offered to put Patti in contact with the San Francisco PCC staff person. Tina confirmed that Patti plans her trips backwards, so that the SF portion of the trip is planned first, so that Redi-Wheels portion can coordinate a pickup at the correct time. Vincent also offered to put Patti in contact with the San Francisco Independent Living Center for assistance with advocacy on this issue.

Mike reported that the hold recording for ride reservations states "please continue to hold" is redundant without including the estimated hold time.

Judy asked Tina about a friend of hers that hasn't used Redi-Wheels in a long time. She asked about how he can start using Redi-Wheels again. Judy wanted to know if her friend would have to go through the recertification process again. Tina offered the correct phone number for Judy's friend to call to find out if he is still certified. Redi-Wheels can provide service to/from the recertification meeting for Judy's friend.

Patti Smith asked the PCC to consider hosting a blog or some other forum for riders to communicate online about their experiences using paratransit services.

On Tuesday, February 10, 2015 from 6:00-7:30 p.m., Rosener House and the Alzheimer's Association are hosting, "Know the 10 signs of Alzheimer's - Early Detection Matters." This workshop will take place at Peninsula Volunteers Rosener House Adult Day Services, 500 Arbor Road in Menlo Park. For more information or to RSVP, please contact Florence Marchick at [\(650\) 322-0126](tel:6503220126) or email fmarkchick@peninsulavolunteers.org

On Thursday, February 12, 2015 from 3:00-5:00 p.m., Catholic Charities Adult Day Services - San Mateo County and the Alzheimer's Association are hosting, "Compassionate Communication: Connecting with Memory Impaired Individuals." This workshop will take place at 787 Walnut Street in San Carlos. To RSVP, contact Trish Hurst at [\(650\) 592-9325](tel:6505929325)

The next PCC meeting is scheduled for March 10, 2015 from 1:30-3:30 p.m. The Education Meeting will take place that day from 12:00 to 1:00 p.m.

MEETING ADJOURNED: 3:19 p.m.

SAMTRANS ACCESSIBILITY ADVISORY COMMITTEE

MEETING SUMMARY – January 28th, 2014

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

ABSENT: Donald Jacobberger, Karen Vanderwoert

GUEST:

SAMTRANS STAFF: Tina Dubost, Barrow Emerson, Richard Lesser, John Sanderson

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

The minutes from the November 3, 2014 meeting were approved.

Fixed Route Bus and Caltrain

A. Bus Rapid Transit (BRT) Planning for El Camino Real

Barrow Emerson, Principal Planner, said SamTrans won a planning grant for Bus Rapid Transit (BRT), to provide limited stop, or skip-stop service, on El Camino Real, SamTrans' central transportation corridor. This long-term implementation phasing would build off the SamTrans Service Plan and the Grand Boulevard Initiative. It is not currently funded or scheduled for construction.

BRT may be considered a precursor to light rail service someday on heavily traveled routes. BRT service resembles light rail, as they both use a dedicated lane and loading platform style stops.

Current ridership on the ECR route is now 13,000 to 14,000 customers per day. By 2020, it is anticipated to be up to 20,000. By implementing a faster BRT, this number could be increased to 24,000 passengers per day.

Tina Dubost suggested analyzing the senior and disabled boarding numbers for stops on the route, which is available through farebox data.

Barrow Emerson said that there would be no more than ½ mile between stops, and facilities serving seniors and people with disabilities, schools, and hospitals are prioritized for stops.

The fewer stops there are, the faster the route travels. Weighing whether to eliminate specific stops involves considering factors including ridership using the stop, and the purposes of nearby destinations, as well as frequency of any local service and other factors. Keeping the ECR's current 104 stops and overlaying with a rapid route would grow ridership less, and increase costs more than having a "hybrid route" with fewer stops. These are alternatives under consideration.

Transit Signal Priority (TSP) can change a light a few seconds early to release the bus without unduly affecting traffic. It would cost \$2.4 M dollars to put this into the 120 signals on the route, and would reduce travel time by another 15 minutes.

A "queue jump" is another way to decrease travel time, by changing the bus lane light early to allow the bus to move to the front of the queue.

BRT lanes on the El Camino Real can only be added where there are more than two lanes available. This can be an area currently used for a parking lane or landscaping, for instance. Ten miles have been identified thus far, and would cost about a million dollars a mile for bus lane construction.

Both center-running and side-running lanes are possibilities. Cam Acker pointed out that center-running lanes present particular difficulty for visually impaired travelers, who must cross lanes of traffic to get to a center lane platform, where safety is a concern. She said this was discussed at VTA, and unfortunately that agency decided to go with using a center lane. She hopes that SamTrans would opt for the safer and easier side lane.

Alec Karp encouraged working with the blind and visually impaired community, as well as those with physical and other disabilities. If a bus stop is eliminated, some will have to use paratransit services. Having both a local and limited line can help to preserve accessibility. Doris Maez agreed – like on Caltrain.

Alec Karp pointed out that differentiating express or limited stop routes by the color of the vehicle is helpful. It has a psychological impact – It may be easier to look out for the red bus, for example. Cam Acker pointed out that VTA does this, but sometimes the red 522 bus is replaced by a white bus. Barrow Emerson remarked that reserving certain color buses for specific routes reduces flexibility for using the bus fleet. Sometimes vehicle inventory may require using buses on different lines, and then confusion may ensue when a bus does not have its usual color.

Richard Lesser asked if the new stops would have level boarding. Barrow Emerson responded that it may possible, depending on street condition. Ideally, BRT would include off-vehicle fare purchase and level boarding, speeding up service.

V. Vote on Change to Committee By-Laws – Future Meetings To Be Held on the Second Wednesday of Alternate Months

The change to the by-laws was approved by a quorum.

VI. Paratransit Update – John Sanderson

The transition from sub-contractor MV Transportation to the new contract with First Transit was effective January 1st, and has gone very smoothly, with high workforce retention (drivers, staff). There are not many vacancies to fill. The employees already know each other, their jobs, and systems. The operation is closely monitored to address issues as they arise.

The RFP (Request For Proposals) for the new Paratransit Eligibility contract is moving forward. The current contract will be extended by a couple of months in the interim. In response to Alec Karp's question, Tina Dubost said that no information can be given about the RFP in progress, but she can say that the eligibility process, with functional assessment, will remain the same, and there will be no interruption in processing for any transition. The location of the evaluation center could change, as that facility is rented by the contractor.

Vincent Merola asked if "renew by mail" is part of the contract. Tina Dubost responded that all she can say at this time is that there is a general statement about this in the contract.

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

Half Moon Bay now has a place to buy and load Clipper cards, at Ace Hardware.

Discount bus tokens remain a popular way to pay fare.

On time performance for SamTrans is good. The ECR route is doing great.

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

Their last meeting was January 14th.

Budget assumptions for fiscal years 2016 and 2017 went to the Board of Directors in April, and were voted on in June. Growth is projected to be 5% in 2016 and 7% in 2017.

Transportation to Levi Stadium was a continuing topic. Most extensions are in the Alum Rock area. Larger train cars are being added. Sunday, February 7th, 2016, will bring the Super Bowl to the stadium.

BART's extension from Fremont to Milpitas to San Jose is anticipated to open in 2018.

VTA will be conducting a "Greater Streets Corridor Study" in the next six month period, looking to improve facilities and stops, increase routes, reduce transit time, improve operations.

VTA light rail is looking to increase operating speeds. The train currently goes 35 mph, while traffic goes 45 mph. The Public Utilities Commission says that if the trains are made faster, the intersections must be improved.

IX. Announcements and Other Business

Vincent Merola, Systems Change Coordinator at The Center for Independence of Individuals with Disabilities (CID), was voted in as the newest Committee member.

IX. Set Date for Next Meeting

The next meeting set for Wednesday, March 11th, from 11:30 AM to 1:00 PM.

**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: **MOBILITY MANAGEMENT REPORT: PARATRANSIT SERVICE**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – FEBRUARY 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 as a separate line.

AVERAGE WEEKDAY RIDERSHIP – FEBRUARY 2015 COMPARED TO FEBRUARY 2014

Total District Modes – 160,170, an increase of 8.3 percent.

Bus – 43,660, an increase of 5.5 percent.

Paratransit – 1,070, the same as FY2014.

Caltrain – 56,140, an increase of 9.5 percent.

Shuttles – 11,810, a decrease of 4.8 percent.

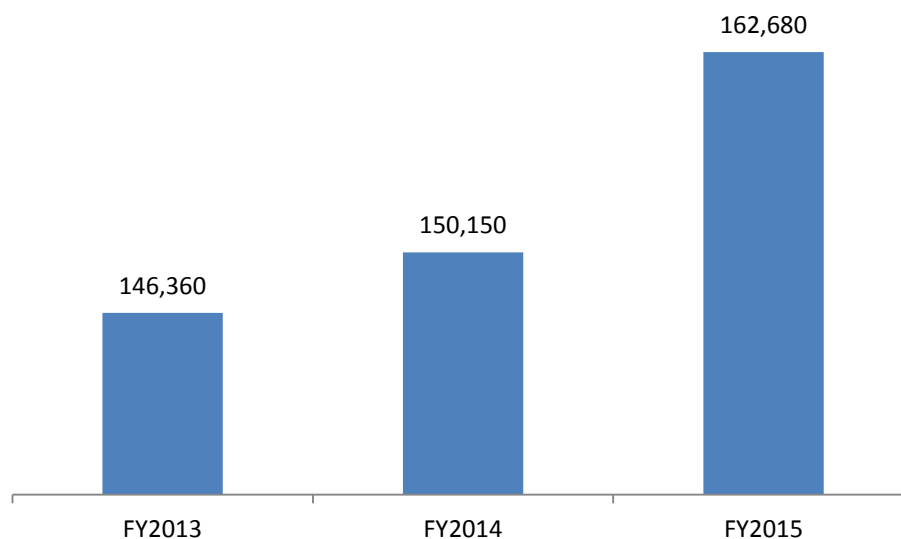
**Table A
Average Weekday Ridership**

February 2015 Average Weekday Ridership				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	41,690	41,370	43,660	5.5%
Paratransit	1,050	1,070	1,070	0.0%
Caltrain	48,030	51,260	56,140	9.5%
Shuttles	10,710	12,410	11,810	-4.8%
Total	101,480	106,100	112,690	6.2%
BART Extension (No Daly City)	44,370	41,830*	47,480	13.5%
Grand Total	145,850	147,930	160,170	8.3%
Weekdays	20	20	20	

February 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	40,870	41,560	43,020	3.5%
Paratransit	1,050	1,060	1,100	3.8%
Caltrain	47,870	52,020	57,250	10.1%
Shuttles	10,720	10,880	11,660	7.2%
Total	100,500	105,520	113,030	7.1%
BART Extension (No Daly City)	45,860	44,630*	49,650	11.2%
Grand Total	146,360	150,150	162,680	8.3%

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

**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 February for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – FEBRUARY 2015 COMPARED TO FEBRUARY 2014

All District Modes – 3,756,700, an increase of 6.5 percent.

Bus – 1,029,710, an increase of 6.2 percent.

Paratransit – 24,690, an increase of 2.8 percent.

Caltrain – 1,362,580, an increase of 9.2 percent.

Shuttles – 243,880, a decrease of 4.5 percent.

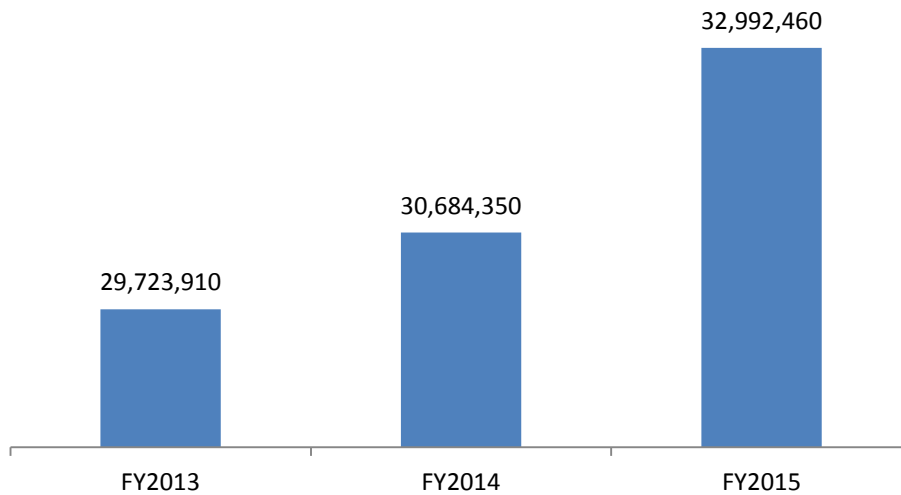
**Table B
Total Ridership**

February 2015 Total Monthly Ridership				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	979,580	969,530	1,029,710	6.2%
Paratransit	23,660	24,010	24,690	2.8%
Caltrain	1,166,990	1,247,350	1,362,580	9.2%
Shuttles	216,340	255,370	243,880	-4.5%
Total	2,386,560	2,496,270	2,660,860	6.6%
BART Extension (No Daly City)	1,034,470	1,032,470*	1,095,830	6.1%
Grand Total	3,421,040	3,528,740	3,756,700	6.5%
Weekdays	20	20	20	

February 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	8,223,270	8,447,520	8,720,390	3.2%
Paratransit	201,770	206,310	214,210	3.8%
Caltrain	10,126,790	11,024,790	12,038,420	9.2%
Shuttles	1,872,780	1,880,970	1,999,850	6.3%
Total	20,424,600	21,559,600	22,972,860	6.6%
BART Extension (No Daly City)	9,299,310	9,124,750*	10,019,590	9.8%
Grand Total	29,723,910	30,684,350	32,992,460	7.5%

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

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – February 2015

Family Resource Fair – SamTrans participated in the Family Resource Fair sponsored by the Health Plan of San Mateo County and *The Daily Journal*. The fair, held at Tanforan Shopping Center, provided an opportunity for families to learn about resources offered by agencies throughout the county. SamTrans staffed a table and provided information on destinations served by SamTrans and different ways to pay for the ride. *The Daily Journal* distributed flyers that included our sponsorships, ran eight ads in its paper, and included a SamTrans web banner on its website.

Partnership – Market Research & Development staff work with a number of event organizers to co-promote events that will generate bus ridership and provide added value to current SamTrans customers. In February, SamTrans partnered with the Bay Area Travel & Adventure Show and Disney on Ice presents *Let's Celebrate*. Both event sponsors provided a \$5 off general admission for 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, APRIL 1, 2015 – 2:20 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 March 11, 2015
2. Acceptance of Statement of Revenues and Expenses for February 2015
3. Authorize the Filing of Annual Cap and Trade Funding Applications and Certifications/Assurances with the California State Department of Transportation
4. Authorize the Filing of Applications to the California Governor's Office of Emergency Services for State Proposition 1B Transit Security Grant Program Funds
5. Authorize Applying for \$305,296 in Transit Performance Initiative Program Funds from the Metropolitan Transportation Commission
6. Update on the Bond Issuance of March 17, 2015 and Authorize Approval of the Increase of estimated Issuance Fees and Expenses Not to Exceed \$842,600 Fee Previously Estimated at \$590,000

CONTRACT

7. Authorize Rejection of Single Bid for Purchase and Installation of Two New Bus-Top Scaffold Systems and to Negotiate a Contract on the Open Market

INFORMATIONAL

8. Assessment of the Fiscal Year 2015 Fuel Hedge 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
MARCH 11, 2015**

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

Committee Members Absent: C. Groom

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

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

Committee Chair Rose Guilbault called the meeting to order at 2:30 p.m.

Approval of Minutes of Finance Committee Meeting of February 4, 2015

Motion/Second: Tissier/Harris

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

Absent: Groom

Acceptance of Statement of Revenues and Expenses for January 2015

Gigi Harrington, Deputy CEO, said January revenue is better than budget by \$6 million. Expenses are \$3.5 million below budget. Fuel was \$2.09 per gallon last week and year to date is \$2.47 per gallon. The fuel hedge has not been tripped.

Motion/Second: Tissier/Gee

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

Absent: Groom

Authorize Approval of Debt Refinancing Structure and Financing Documents and Post-Issuance Tax Compliance Procedures

Ms. Harrington said this is in conjunction with the refinancing of the 2015 debt. She is looking at a structure that will save the District approximately \$3 million a year in interest costs. Ms. Harrington said the last time the District was rated it received an AA+ from Moody's and an AA- from Standard and Poor's (S&P). This year the District received an AAA from S&P and an AA+ from Fitch. Ms. Harrington said she will go to market the week of March 16 and close in April.

Motion/Second: Gee/Matsumoto

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

Absent: Groom

Authorize Entering into a Memorandum of Understanding with the Peninsula Jewish Community Center (PJCC) to Pass Through \$52,000 of Federal Transit Administration New Freedom Funds

Melissa Reggiardo, Planner, said this will be for a volunteer driver program called the Get Up and Go Program. This program provides transportation services for seniors who do not drive and helps facilitate a greater level of independence. In March 2014 the Metropolitan Transportation Commission awarded the District \$52,000 for the PJCC's volunteer driver program.

Motion/Second: Kersteen-Tucker/Matsumoto

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

Absent: Groom

Authorize the Disposition of 74 Surplus Rolling Stock

Ms. Harrington said this item authorizes staff to dispose of 39 1998 40-foot Gillig buses and other assorted vehicles. She said frequently the buses are purchased by other transit entities.

Motion/Second: Tissier/Stone

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

Absent: Groom

Authorize Award of Contract to Kimball Midwest for Furnishing and Servicing Bolts, Nuts, Fasteners and Related Items for a Total Estimated Cost of \$141,799 for a Five-Year Term
No discussion.

Motion/Second: Harris/Tissier

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

Absent: Groom

Adjourned: 2:38 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
FEBRUARY 28, 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 February 2015 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 14) are \$4,315,038 or 4 percent **better** than revised budget. *Passenger Fares* (page 1, line 1) are **better** than budget by \$187,925 or 1.5 percent, *Sales Tax* (page 1, line 9) is **better** than budget by \$3,958,625 or 8 percent, and *Other Interest, Rent & Other Income* (page 1, line 12) are \$463,432 or 10.8 percent **better** than budget, offset by *SMCTA Measure A* (page 1, line 4) which is **worse** than budget by \$247,006 or 4.1 percent.

Expenses: *Total Expenses* (page 4, line 72) are \$3,939,894 or 4.6 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$3,046,534 or 4.4 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$897,037 or 8.7 percent.

BUDGET IMPACT

Budget amendments adopted at the February 4, 2015 Board meeting through Resolution No. 2015-8 are reflected in the Revised Budget. The amendment accounts for an increase in the District half-cent sales tax revenue.

Prepared By: Jeannie Chen, Senior Accountant 650-508-6259
Sheila Tiyyao, Manager, General Ledger 650-508-7752

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

% OF YEAR ELAPSED: **66.7%**

	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	1,485,431	12,368,404	12,433,458	12,245,533	101.5	18,368,300	18,368,300	67.7
2	Local TDA and STA Funds	3,360,301	32,287,283	26,882,409	26,882,409	100.0	40,323,614	40,323,614	66.7
3	Operating Grants	667,149	5,275,706	5,313,828	5,313,828	100.0	6,892,643	6,892,643	77.1
4	SMCTA Measure A	594,124	5,677,240	5,780,527	6,027,533	95.9	9,140,000	9,140,000 (B)	63.2
5	SM County Measure A	416,667	2,916,285	3,375,872	3,375,872	100.0	5,000,000	5,000,000	67.5
6	AB434 Funds	28,598	377,333	368,098	388,000	94.9	582,000	582,000	63.2
7	Subtotal - Operating Revenues	6,552,270	58,902,252	54,154,194	54,233,177	99.9	80,306,558	80,306,558	67.4
Other Revenue Sources									
9	District 1/2 Cent Sales Tax	6,917,200	44,006,364	53,313,625	49,355,000	108.0	72,000,000	75,000,000	71.1
10	Investment Interest	72,781	589,808	603,594	631,630	95.6	948,840	948,840	63.6
11	Pass through to Other Agencies	25,347	202,779	240,390	240,390	100.0	383,948	383,948	62.6
12	Other Interest, Rent & Other Income	371,934	4,353,525	4,740,608	4,277,176	110.8	6,921,784	6,921,784	68.5
13	Subtotal - Other Revenues	7,387,262	49,152,476	58,898,217	54,504,196	108.1	80,254,572	83,254,572	70.7
14	Total Revenues	13,939,532	108,054,727	113,052,411	108,737,373	104.0	160,561,130	163,561,130	69.1
15	Capital Assistance	1,263,894	20,955,748	18,222,562	18,222,562	100.0	49,474,302	85,875,511 (A)	21.2
16	Reserves Programmed for Capital	402,249	5,477,018	16,559,698	16,559,698	100.0	0	12,619,744 (A)	131.2
17	Total Sources of Funds	15,605,675	134,487,493	147,834,671	143,519,633	103.0	210,035,432	262,056,384	56.4
USES OF FUNDS									
Operations									
21	Motor Bus	7,797,647	64,752,025	66,634,528	69,681,062	95.6	106,595,744	108,095,744	61.6
22	A. D. A. Programs	1,051,866	9,118,628	9,361,379	10,258,416	91.3	15,386,631	15,386,631	60.8
23	Caltrain	521,667	3,626,669	4,173,333	4,173,333	100.0	6,260,000	6,260,000	66.7
24	Other Multi-modal Programs	18,568	1,854,296	1,749,131	1,745,453	100.2	2,913,140	2,913,140	60.0
25	Subtotal - Operating Costs	9,389,747	79,351,617	81,918,371	85,858,265	95.4	131,155,515	132,655,515	61.8
Other Uses of Funds									
27	Pass through to Other Agencies	25,347	202,779	240,390	240,390	100.0	388,948	388,948	61.8
28	Debt Service	2,037,403	14,264,654	16,299,221	16,299,221	100.0	24,449,078	24,449,078	66.7
29	Fiscal Agent Fees	1,125	17,748	15,880	18,423	86.2	27,635	27,635	57.5
30	Land Transfer Interest Expense	0	0	0	0	0	45,895	45,895	0.0
31	Subtotal - Other Uses of Funds	2,063,875	14,485,180	16,555,491	16,558,034	100.0	24,911,556	24,911,556	66.5
32	Capital Programs	2,228,924	27,125,977	35,548,218	35,548,218	100.0	55,331,570	104,352,522 (A)	34.1
33	NET Uses of Funds	13,682,547	120,962,774	134,022,081	137,964,516	97.1	211,398,641	261,919,593	51.2
34	NET SURPLUS / (DEFICIT)	1,923,129	13,524,720	13,812,590	5,555,117	248.6	(1,363,210)	136,790	10097.7

% 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.

(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									
FEBRUARY 2015									
								% OF YEAR ELAPSED:	66.7%
	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	1,416,633	11,832,661	11,892,994	11,690,667	101.7	17,536,000	17,536,000	67.8
2	LOCAL (TDA) TRANSIT FUND:								
3	General Operating Assistance	2,871,551	26,371,605	22,972,410	22,972,410	100.0	34,458,615	34,458,615	66.7
4	STATE TRANSIT ASSISTANCE:								
5	Local STA Operating Assistance	307,843	4,357,277	2,462,746	2,462,746	100.0	3,694,119	3,694,119	66.7
6	OPERATING GRANTS								
7	TOTAL OPERATING GRANTS	599,998	4,893,178	4,932,321	4,932,321	100.0	6,504,231	6,504,231	75.8
8	DISTRICT 1/2 CENT SALES TAX:								
9	General Operating Assistance	2,136,952	13,644,740	20,362,718	24,111,409	84.5	38,991,765	40,491,765	50.3
10	Accessibility Fixed Route	98,454	774,856	787,112	679,027	115.9	1,018,540	1,018,540	77.3
11	TOTAL 1/2 CENT SALES TAX	2,235,406	14,419,596	21,149,830	24,790,435	85.3	40,010,305	41,510,305	51.0
12	INVESTMENT INTEREST INCOME:								
13	Investment Interest Income	51,802	422,122	437,487	412,560	106.0	620,090	620,090	70.6
14	OTHER REVENUE SOURCES:								
15	Overnight Deposits Interest Income	16	0	110	0	0.0	0	0	0.0
16	Rental Income	108,026	778,018	1,000,625	862,400	116.0	1,293,600	1,293,600	77.4
17	Advertising Income	58,750	705,634	648,864	690,000	94.0	1,035,000	1,035,000	62.7
18	Other Income	147,622	971,933	1,137,141	867,523	131.1	1,443,784	1,443,784	76.4
19	TOTAL OTHER REVENUES	314,414	2,455,585	2,786,739	2,419,923	115.2	3,772,384	3,772,384	73.9
20									
21	TOTAL MOTOR BUS	7,797,647	64,752,025	66,634,528	69,681,062	95.6	106,595,744	108,095,744	61.6
22									
23	AMERICAN DISABILITIES ACT:								
24	Passenger Fares Redi-Wheels	68,799	535,743	540,464	554,867	97.4	832,300	832,300	64.9
25	Local TDA 4.5 Redi-Wheels	144,468	1,182,585	1,155,743	1,155,743	100.0	1,733,614	1,733,614	66.7
26	Local STA - Paratransit	36,439	375,817	291,511	291,511	100.0	437,266	437,266	66.7
27	Operating Grants	67,152	382,528	381,507	381,507	100.0	388,412	388,412	98.2
28	Sales Tax - District ADA Programs	0	0	0	645,137	0.0	1,050,989	1,050,989	0.0
29	Sales Tax - Paratransit Suppl. Coastside	116,821	700,713	952,673	890,200	107.0	1,335,300	1,335,300	71.3
30	Interest Income - Paratransit Fund	20,979	247,211	166,107	219,070	75.8	328,750	328,750	50.5
31	SMCTA Measure A Redi-Wheels	72,457	2,050,571	1,607,194	1,854,200	86.7	2,880,000	2,880,000	55.8
32	SM County Measure A	416,667	2,916,285	3,375,872	3,375,872	100.0	5,000,000	5,000,000	67.5
33	Measure M Paratransit	108,085	727,175	890,308	890,308	100.0	1,400,000	1,400,000	63.6
34	TOTAL ADA PROGRAMS	1,051,866	9,118,628	9,361,379	10,258,416	91.3	15,386,631	15,386,631	60.8
35									
36	MULTI-MODAL TRANSIT PROGRAMS:								
37	Transfer from SMCTA for Caltrain	521,667	3,626,669	4,173,333	4,173,333	100.0	6,260,000	6,260,000	66.7
38	AB434 Funds - SamTrans Shuttle	28,598	377,333	368,098	388,000	94.9	582,000	582,000	63.2
39	Employer SamTrans Shuttle Funds	(50,565)	1,170,765	1,063,560	966,944	110.0	1,749,400	1,749,400	60.8
40	Sales Tax - SamTrans Shuttle Program	28,252	229,882	219,917	254,443	86.4	377,640	377,640	58.2
41	Sales Tax - Gen. Operating Asst.	12,282	76,315	97,557	136,067	71.7	204,100	204,100	47.8
42									
43	TOTAL MULTIMODAL	540,234	5,480,964	5,922,465	5,918,787	100.1	9,173,140	9,173,140	64.6
44									
45	TOTAL REVENUES	9,389,747	79,351,617	81,918,371	85,858,265	95.4	131,155,515	132,655,515	61.8

% 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 FEBRUARY 2015								
% OF YEAR ELAPSED: 66.7%								
EXPENSES	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	4,112,462	33,938,652	34,718,840	35,362,460	98.2	52,325,457	52,991,178	65.5
2								
3 Services:								
4 Board of Directors	42,955	29,242	165,980	168,039	98.8	51,750	192,748	86.1
5 Contracted Vehicle Maintenance	77,866	449,415	745,378	986,885	75.5	1,625,280	1,625,280	45.9
6 Property Maintenance	69,870	815,628	624,134	825,167	75.6	1,242,000	1,242,000	50.3
7 Professional Services	163,788	2,030,170	1,681,277	1,708,157	98.4	4,720,740	4,746,015	35.4
8 Technical Services	437,360	3,509,360	3,830,351	3,818,406	100.3	5,704,354	5,879,244	65.2
9 Other Services	74,511	602,711	872,540	908,624	96.0	2,447,741	2,921,376	29.9
10								
11 Materials & Supply:								
12 Fuel & Lubricants	240,448	3,590,278	3,038,502	4,164,167	73.0	6,333,750	6,158,750	49.3
13 Bus Parts & Materials	186,317	1,212,839	1,285,551	1,286,888	99.9	1,911,257	1,911,257	67.3
14 Uniforms & Driver Expense	13,441	272,541	297,027	359,674	82.6	444,235	444,235	66.9
15 Timetables & Tickets	484	72,867	80,464	134,600	59.8	201,900	201,900	39.9
16 Office Supplies / Printing	29,375	165,252	211,845	241,969	87.6	339,062	354,818	59.7
17 Other Materials & Supply	11,731	78,142	81,782	108,167	75.6	159,500	159,500	51.3
18								
19 Utilities:								
20 Telecommunications	41,297	248,188	248,301	444,116	55.9	666,174	666,174	37.3
21 Other Utilities	82,098	746,262	736,805	747,667	98.5	1,084,000	1,084,000	68.0
22 Insurance Costs	173,951	2,262,506	1,631,866	1,681,040	97.1	2,681,400	2,681,400	60.9
23 Workers' Compensation	370,433	1,935,139	2,474,302	2,487,080	99.5	3,443,160	3,443,160	71.9
24 Taxes & License Fees	36,572	327,609	298,106	426,929	69.8	552,894	727,894	41.0
25 Fixed Route Accessibility	98,454	774,856	787,112	679,027	115.9	1,018,540	1,018,540	77.3
26 Leases & Rentals	10,554	75,570	87,458	90,021	97.2	134,631	134,631	65.0
27 Promotional & Legal Advertising	16,367	137,553	122,355	193,600	63.2	289,400	289,400	42.3
28 Training & Business Travel	19,792	102,004	232,100	237,717	97.6	292,075	292,075	79.5
29 Dues & Membership	7,073	60,490	57,818	58,796	98.3	87,624	87,624	66.0
30 Postage & Other	2,267	32,056	43,780	70,793	61.8	102,180	105,905	41.3
31								
32 Total District Operated Buses	6,319,465	53,469,331	54,353,672	57,189,988	95.0	87,859,104	89,359,104	60.8
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,164,663	9,704,808	10,116,117	10,243,687	98.8	15,365,530	15,365,530	65.8
36 Other Related Costs	25,723	270,366	253,466	253,353	100.0	380,030	380,030	66.7
37 Insurance Costs	112,639	435,256	448,267	436,648	102.7	655,000	655,000	68.4
38 Coastside Services	136,640	566,524	1,103,612	1,238,300	89.1	1,857,450	1,857,450	59.4
39 Redit Coast Non-ADA	17,493	147,512	152,113	148,147	102.7	222,220	222,220	68.5
40 Other Related Costs	3,720	43,172	47,775	50,980	93.7	76,470	76,470	62.5
41 La Honda - Pescadero	5,450	36,313	35,700	36,753	97.1	55,130	55,130	64.8
42 SamCoast - Pescadero	11,163	77,850	120,127	78,767	152.5	118,150	118,150	101.7
43 Other Related Cost - SamCoast	692	894	3,678	4,440	82.8	6,660	6,660	55.2
44 Total Contracted Bus Service	1,478,183	11,282,694	12,280,856	12,491,074	98.3	18,736,640	18,736,640	65.5
45								
46 TOTAL MOTOR BUS	7,797,647	64,752,025	66,634,528	69,681,062	95.6	106,595,744	108,095,744	61.6

% 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.

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

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

% OF YEAR ELAPSED: **66.7%**

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT	PRIOR	CURRENT	REVISED	% REV	APPROVED	REVISED	% REV
	ACTUAL	ACTUAL	ACTUAL	BUDGET (C)	BUDGET	BUDGET	BUDGET	BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	388,400	3,758,038	3,948,681	4,196,440	94.1	6,294,660	6,294,660	62.7
Other Related Costs	204,810	1,579,544	1,602,748	2,041,036	78.5	3,060,554	3,060,554	52.4
ADA Sedan/Taxi Service	236,043	2,078,636	2,067,127	2,089,147	98.9	3,133,720	3,133,720	66.0
ADA Accessibility Support	74,070	507,904	595,223	698,265	85.2	1,047,397	1,047,397	56.8
Coastside ADA Support	116,821	872,782	952,673	890,200	107.0	1,335,300	1,335,300	71.3
Insurance Costs	31,722	321,724	194,928	343,328	56.8	515,000	515,000	37.9
TOTAL ADA PROGRAMS	1,051,866	9,118,628	9,361,379	10,258,416	91.3	15,386,631	15,386,631	60.8
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	521,667	3,626,669	4,173,333	4,173,333	100.0	6,260,000	6,260,000	66.7
Total Caltrain Service	521,667	3,626,669	4,173,333	4,173,333	100.0	6,260,000	6,260,000	66.7
OTHER SUPPORT								
SamTrans Shuttle Service	6,285	1,777,981	1,651,575	1,609,387	102.6	2,709,040	2,709,040	61.0
Bicycle Coordinating Activities	0	0	0	16,667	0.0	25,000	25,000	0.0
Maintenance Multimodal Facilities	12,282	76,315	97,557	119,400	81.7	179,100	179,100	54.5
Total Other Support	18,568	1,854,296	1,749,131	1,745,453	100.2	2,913,140	2,913,140	60.0
TOTAL MULTI-MODAL PROGRAMS	540,234	5,480,964	5,922,465	5,918,787	100.1	9,173,140	9,173,140	64.6
TOTAL EXPENSES	9,389,747	79,351,617	81,918,371	85,858,265	95.4	131,155,515	132,655,515	61.8

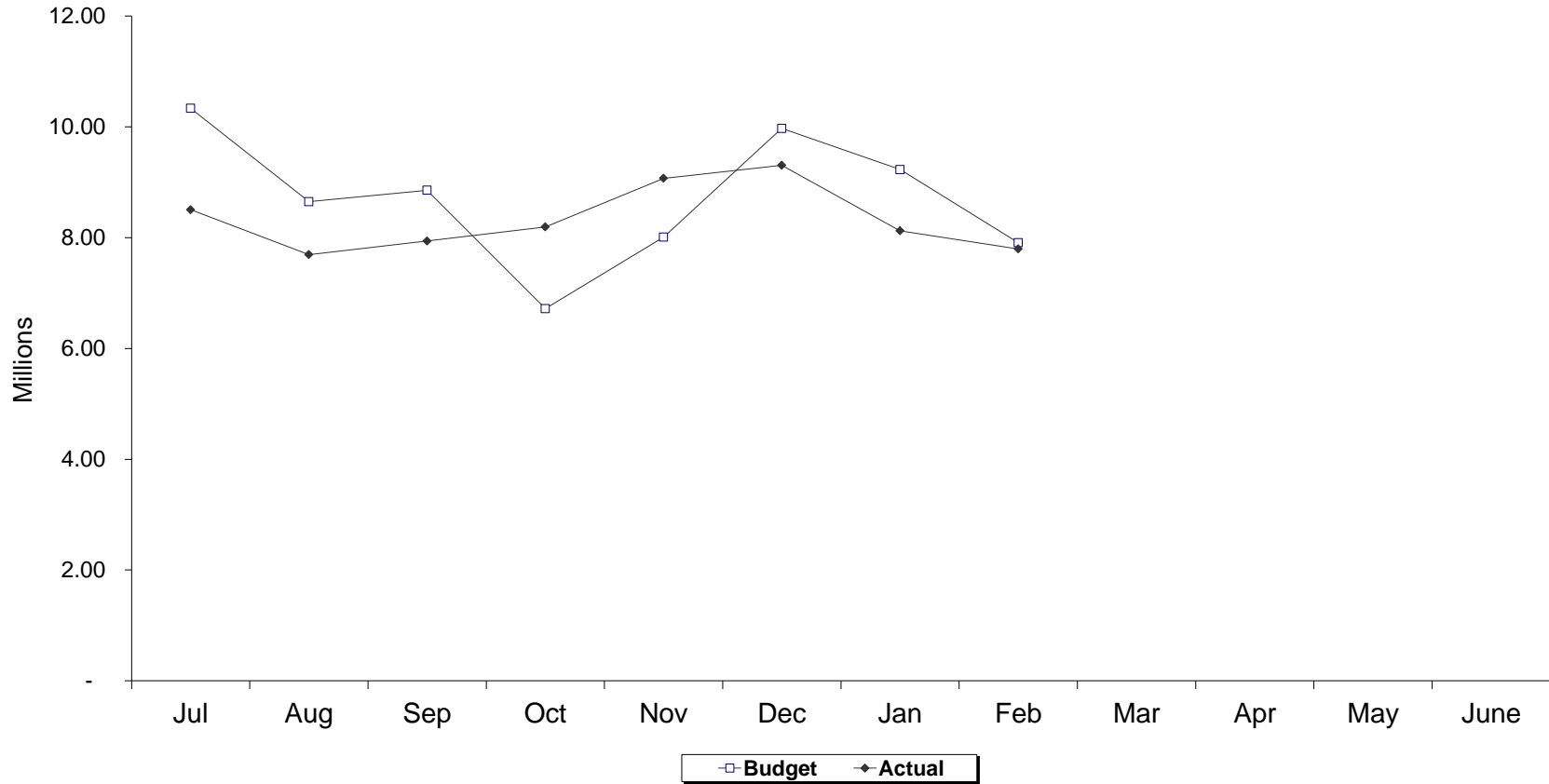
% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% REV BUDGET" column, please note that individual line items reflect variations due to seasonal activities during the year.

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

SAN MATEO COUNTY TRANSIT DISTRICT

MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2015

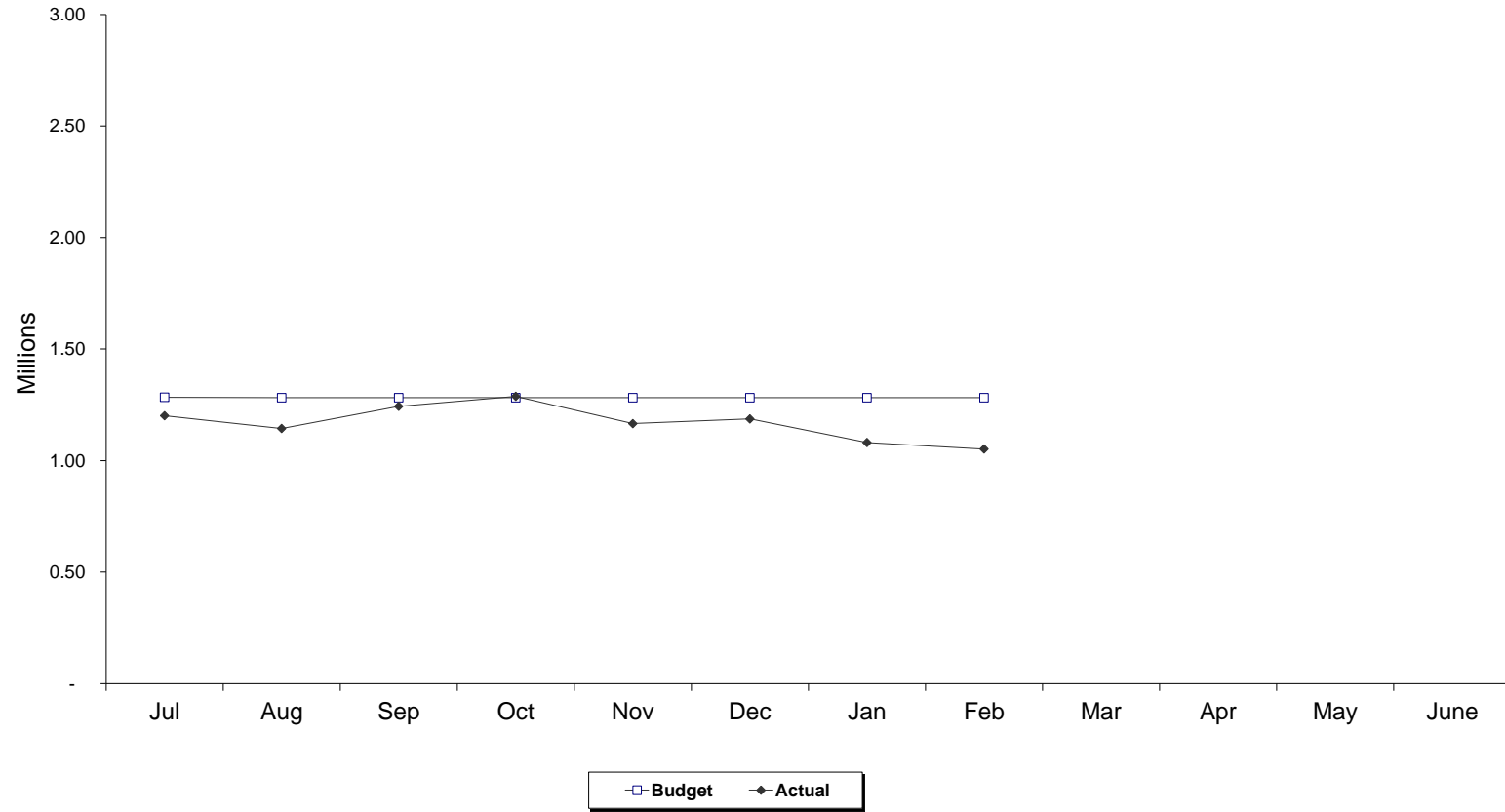


	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	10,335,340	8,648,809	8,857,293	6,717,493	8,011,046	9,971,673	9,230,121	7,909,287					
Actual	8,504,261	7,693,790	7,938,461	8,196,033	9,071,238	9,307,843	8,125,253	7,797,647					
CUMULATIVE EXPENSES													
Budget	10,335,340	18,984,149	27,841,442	34,558,935	42,569,981	52,541,654	61,771,776	69,681,062					
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					
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					
Variance %	17.72%	14.68%	13.31%	6.44%	2.74%	3.48%	4.75%	4.37%					

SAN MATEO COUNTY TRANSIT DISTRICT

ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2015

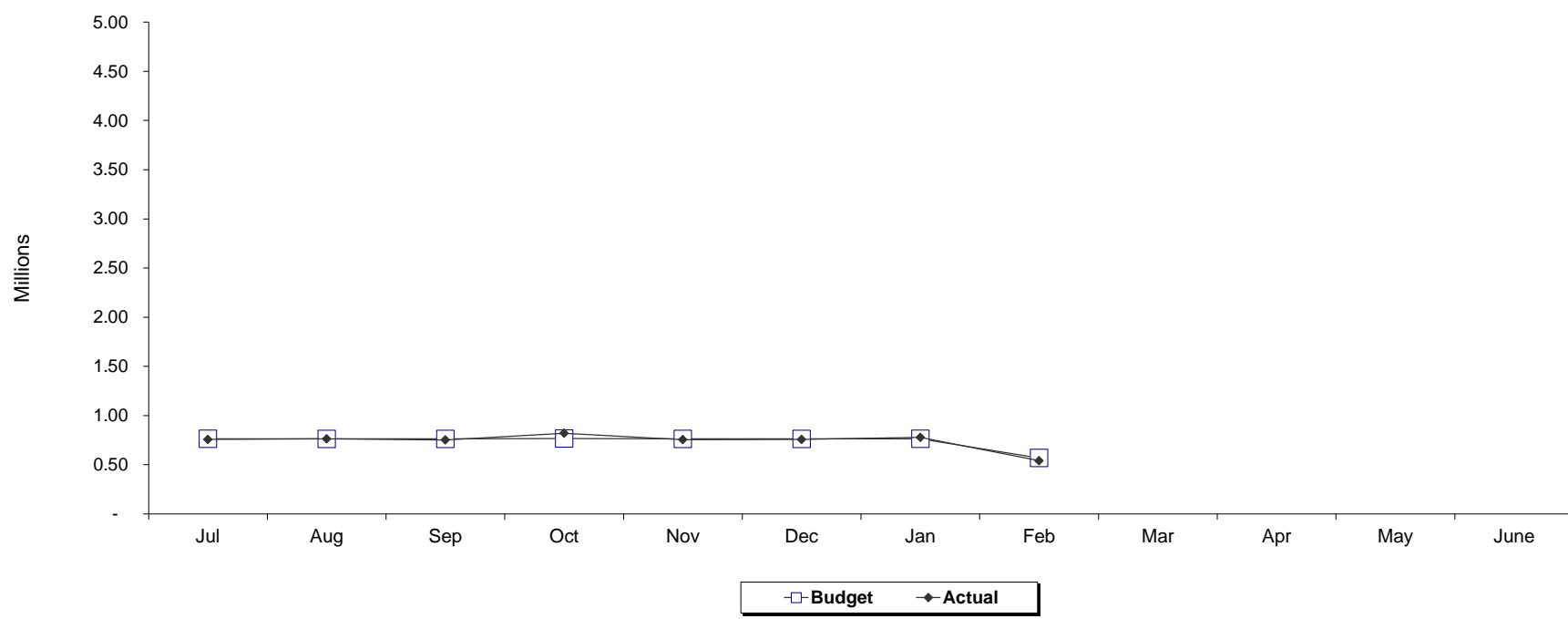


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,284,052	1,282,052	1,282,052	1,282,052	1,282,052	1,282,052	1,282,052	1,282,052				
Actual	1,201,166	1,143,821	1,243,330	1,287,912	1,165,721	1,186,659	1,080,903	1,051,866				
CUMULATIVE EXPENSES												
Budget	1,284,052	2,566,104	3,848,156	5,130,208	6,412,260	7,694,312	8,976,364	10,258,416				
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				
Variance - F(U)	82,886	221,117	259,839	253,979	370,309	465,702	666,850	897,037				
Variance %	6.46%	8.62%	6.75%	4.95%	5.78%	6.05%	7.43%	8.74%				

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				
Actual	756,768	762,497	752,414	819,808	755,657	757,587	777,500	540,234				
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				
Actual	756,768	1,519,264	2,271,678	3,091,486	3,847,143	4,604,731	5,382,231	5,922,465				
Variance - F(U)	7,341	8,263	19,257	(33,533)	(25,781)	(19,960)	(32,352)	(3,678)				
Variance %	0.96%	0.54%	0.84%	-1.10%	-0.67%	-0.44%	-0.60%	-0.06%				

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

February 28, 2015

DESCRIPTION	TOTAL	INTEREST	PREPAID INT	INTEREST	INTEREST	ADJ.	INTEREST
	INVESTMENT	RECEIVABLE	RECEIVABLE	EARNED	RECEIVED		RECEIVABLE
	2-28-15	1-31-15	1-31-15	2-28-15	2-28-15		2-28-15
RESERVE FOR CAPITAL PROJ	8,060,595.00	11,139.79	0.00	4,060.72	5,931.00	(33.76)	9,235.75
LAIF -- CAPITAL PROJ	76,563.99	17.58	0.00	16.18	0.00	0.00	33.76
REIMB SECURITIES -- L76R	80,092,195.33	147,781.80	0.00	39,836.42	66,025.00	(143.54)	121,449.68
LAIF -- REIMB FUNDS L76R	44,603,567.13	9,891.91	0.00	9,426.63	0.00	0.00	19,318.54
PARATRANSIT FUNDS	24,942,600.50	50,193.44	0.00	19,977.77	32,000.00	(70.32)	38,100.89
LAIF -- PARATRANSIT	5,069,923.48	1,164.36	0.00	1,071.49	0.00	0.00	2,235.85
BANK OF AMERICA	0.00	0.00	0.00	0.00	0.00	0.00	0.00
WELLS FARGO	14,312.50	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	52,895,193.21	2,846.24	0.00	711.56	0.00	0.00	3,557.80
	<u>215,754,951.14</u>	<u>223,035.12</u>	<u>0.00</u>	<u>75,100.77</u>	<u>103,956.00</u>	<u>(247.62)</u>	<u>193,932.27</u>

FEB 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 02/28/15	74,853.15
Add:	
CEO Interest	0.00
Less:	
Commissions	(3,901.86)
Capital Gain(Loss)	<u>150.00</u>
Total Interest & Capital Gain(Loss)	<u><u>71,101.29</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	611,999.70
Add:	
CEO Interest	0.00
Less:	
Commissions	(64,265.66)
Capital Gain(Loss)	<u>150.00</u>
Total Interest & Capital Gain(Loss)	<u><u>547,884.04</u></u>

Balance Per Ledger as of 02/28/15

Deferred Int Acct. 210852/3	8,256.78
Interest Acct. 409102	5,702.30
Interest Acct. 409101	598,042.01
Less Bank Fees 530040	(64,267.05)
Gain(Loss) Acct. 405210	<u>150.00</u>
	<u><u>547,884.04</u></u>

**SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R
February 28, 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	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE	
			PURCHASE PRICE	ADJUSTED 06-30-14	VALUE 2/28/15					REC'VBLE 1/31/15	INT REC'VBLE 2/28/15	EARNED 2/28/15	RECEIVED 2/28/15	RECEIVED DATE		REC'VBLE 2/28/15	LESS PREPAID 2/28/15		
<u>U.S. TREASURY NOTES AND BONDS</u>																			
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,006,100.00	2,005,460.00	07-15-16	0.625%	34.7222	28	587.02		972.22			(5.37)	1,553.87	1,553.87	2,000,000	
US TREASURY NOTE	912828WX4	08-27-14	5,999,531.25	6,003,300.00	6,006,540.00	07-31-16	0.500%	83.3333	28	15,082.87		2,333.33	15,000.00		(12.89)	2,403.31	2,403.31	6,000,000	
US TREASURY NOTE	912828VR8	12-11-2014	8,018,125.00	8,034,157.61	8,019,360.00	08-15-16	0.625%	138.8889	28	23,097.83		3,888.89	25,000.00		(53.02)	1,933.70	1,933.70	8,000,000	
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,486,060.00	8,517,255.00	10-15-16	0.625%	147.5694	28	15,908.31		4,131.94			(45.40)	19,994.85	19,994.85	8,500,000	
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	10,014,800.00	11-15-16	0.625%	173.6111	28	13,466.85		4,861.11			(26.86)	18,301.10	18,301.10	10,000,000	
																			43.70%
<u>GOVERNMENT BONDS</u>																			
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,514,535.00	8,510,795.00	11-24-15	0.450%	106.2500	30	7,118.75		3,187.50				10,306.25	10,306.25	8,500,000	
FFCB	31331H5L7	5-11-07	1,020,404.50	1,032,327.00	995,372.00	12-29-15	6.125%	161.6319	30	5,172.22		4,848.96				10,021.18	10,021.18	950,000	
FNMA	3135G0UM3	5-29-13	3,999,600.00	4,002,840.00	4,000,520.00	02-26-16	0.520%	57.7778	25	8,955.56		1,444.45	10,400.00		(0.01)	0.00	0.00	4,000,000	
FNMA	3135G0VH3	5-30-13	6,031,500.00	6,017,280.00	6,000,180.00	03-04-16	0.750%	125.0000	30	18,375.00		3,750.00				22,125.00	22,125.00	6,000,000	
FNMA	3135G0VA8	5-15-13	15,026,145.00	15,025,500.00	15,022,950.00	03-30-16	0.500%	208.3333	30	25,208.33		6,250.00				31,458.33	31,458.33	15,000,000	
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,976,450.00	4,993,150.00	07-05-16	0.375%	52.0833	30	1,354.16		1,562.50			0.01	2,916.67	2,916.67	5,000,000	
FNMA	3135G0YE7	03-07-14	5,009,800.00	5,003,000.00	5,009,400.00	08-26-16	0.625%	86.8056	30	13,454.86		2,604.17	15,625.00			434.03	434.03	5,000,000	
FNMA	313396LD3	1/13/15	4,996,150.00	5,000,000.00	4,996,933.33	09-01-15	0.000%	0.0000	30	0.00		0.00				0.00	0.00	5,000,000	
																			56.30%
<u>CASH AND CASH EQUIVALENTS</u>																			
FEDERATED US TREASURY MMF		12-4-14	0.00	0.00	0.00					0.04		1.35				1.39	1.39	0	
LAIF			0.00	0.00	0.00					9,891.91		9,426.63	0.00			19,318.55	19,318.55	0	
TOTAL LAIF			0.00	0.00	0.00														
TOTAL A/C 121100 & 112010			84,040,820.91	84,073,449.61	84,092,715.33														
<u>MATURED/CALLED</u>																			
FNMA	3135G0UM3	5-29-13	(3,999,600.00)	(4,002,840.00)	(4,000,520.00)	02-27-15												(4,000,000)	
TOTAL			80,041,220.91	80,070,609.61	80,092,195.33					147,781.80	0.00	39,836.42	66,025.00		(143.54)	121,449.68	121,449.68	78,950,000	
25-Mar-15												39,692.88							

**SAN MATEO COUNTY TRANSIT DISTRICT
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES
February 28, 2015**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 2/28/15	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 1/31/15	PREPAID INT REC'VBLE 2/28/15	INTEREST EARNED 2/28/15	INTEREST RECEIVED 2/28/15	ADJ.	INTEREST REC'VBLE 2/28/15	INT REC'VBLE LESS PREPAID 2/28/15	PAR VALUE
U.S. TREASURY NOTES AND BONDS																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,909,875.00	7,909,875.00	06-15-16	0.500%	109.7222	28	5,208.79		3,072.22		(33.76)	8,247.25	8,247.25	7,900,000
GOVERNMENT BONDS																	
HOUSING URBAN DEVEL	911759EB0	12-23-08	155,581.50	150,760.50	150,720.00	08-01-17	7.908%	32.9500	30	5,931.00		988.50	5,931.00		988.50	988.50	150,000
LAIF			0.00	0.00	0.00					17.58		16.18	0.00		33.76	33.76	0
MATURED/CALLED CALLED																	
TOTAL LAIF			0.00	0.00	0.00												
TOTAL A/C 121100 & 112010			8,045,397.85	8,060,635.50	8,060,595.00												
TOTAL			<u>8,045,397.85</u>	<u>8,060,635.50</u>	<u>8,060,595.00</u>					<u>11,139.79</u>	<u>0.00</u>	<u>4,060.72</u>	<u>5,931.00</u>	<u>(33.76)</u>	<u>9,235.75</u>	<u>9,235.75</u>	<u>8,050,000</u>

0.638%

4,026.96

16-Mar-15

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
February 28, 2015**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 2/28/15	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 1/31/15	PP INTEREST REC'VBLE 2/28/15	INTEREST EARNED 2/28/15	INTEREST RECEIVED 2/28/15	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 2/28/15	INT REC'VBLE LESS PREPAID 2/28/15	PAR VALUE
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828WX4	08-27-14	4,749,628.91	4,752,612.50	4,755,177.50	07-31-16	0.500%	65.9722	28	11,940.61		1,847.22	11,875.00		(10.21)	1,902.62	1,902.62	4,750,000
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,505,610.00	5,511,165.00	10-15-16	0.625%	95.4861	28	10,293.61		2,673.61			(29.38)	12,937.84	12,937.84	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	5,001,150.00	5,007,400.00	11-15-16	0.625%	86.8056	28	6,733.43		2,430.56			(13.44)	9,150.55	9,150.55	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,619,960.72	4,620,470.00	4,624,058.00	01-31-17	0.875%	111.8056	28	20,236.19		3,130.56	20,125.00		(17.30)	3,224.45	3,224.45	4,600,000
GOVERNMENT BONDS																		
FNMA	31398AU34	2-15-12	5,299,150.00	5,117,150.00	5,044,800.00	07-28-15	2.375%	329.8611	30	989.58	0.00	9,895.83			0.01	10,885.42	10,885.42	5,000,000
20.12%																		
CASH INVESTMENT																		
LAIF			0.00	0.00	0.00					1,164.36	0.00	1,071.49	0.00			2,235.85	2,235.85	0
MATURED/CALLED																		
TOTAL LAIF			0.00	0.00	0.00													
TOTAL A/C 122010			5,299,150.00	5,117,150.00	5,044,800.00													
TOTAL			25,141,610.73	24,996,992.50	24,942,600.50					50,193.44	0.00	19,977.77	32,000.00	0.00	(70.32)	38,100.89	38,100.89	24,850,000
						Paratransit	0.9995%											
						All Restricted	0.5171%					19,907.45						

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

BUDGET AMENDMENTS

Amount	Line Item	Description
Feb-15 \$ 3,000,000	Page 1, line 10: District 1/2 Cent Sales Tax	Approved by Board in February 2015 increase District sales tax based on new projection of \$75M
<u>\$ 3,000,000</u>	Total	<u>\$ -</u> Total

BUDGET REVISIONS

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

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

3/23/15 5:42 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	5,800,699	Sep. 14	6,020,700	220,001	6,020,700																								
Aug. 14	5,250,000	5,800,699	Oct. 14	6,020,700	220,001	6,020,700																								
Sep. 14	6,650,000	7,347,552	Nov. 14	7,844,200	496,648	7,844,200																								
3 Months	17,150,000	18,948,951		19,885,600	936,649	19,885,600																								
Oct. 14	5,725,000	6,325,524	Dec. 14	7,645,425	1,319,901	7,645,425 (1)																								
Nov. 14	5,725,000	6,325,524	Jan. 15	6,510,400	184,876	6,510,400 (1)																								
Dec. 14	6,955,000	6,955,000	Feb. 15	8,472,200	1,517,200	8,472,200 (1)																								
6 Months	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			5,400,000 (1)																								
Feb. 15	5,400,000	5,400,000	Apr. 15			5,400,000 (1)																								
Mar. 15	6,700,000	6,700,000	May 15			6,700,000																								
9 Months	53,055,000	56,055,000		42,513,625	3,958,625	60,013,625																								
Apr. 15	6,115,000	6,115,000	Jun. 15			6,115,000																								
May 15	6,215,000	6,215,000	Jul. 15			6,215,000																								
Jun. 15	6,615,000	6,615,000	Aug. 15			6,615,000																								
FY2015 Total	72,000,000	75,000,000	FY2015 Total	42,513,625	3,958,625	78,958,625																								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 20%; text-align: right;">19,885,600</td> <td style="width: 20%;"></td> <td style="width: 30%; text-align: left;">1st Quarter</td> </tr> <tr> <td></td> <td style="text-align: right;">22,628,025</td> <td></td> <td style="text-align: left;">2nd Quarter</td> </tr> <tr> <td></td> <td style="text-align: right;">10,800,000</td> <td></td> <td style="text-align: left;">3rd Quarter</td> </tr> <tr> <td></td> <td style="text-align: right;">0</td> <td></td> <td style="text-align: left;">4th Quarter</td> </tr> <tr> <td></td> <td style="text-align: right;"><u>53,313,625</u></td> <td></td> <td style="text-align: left;">YTD Actual Per Statement of Revenues & Expenses</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="text-align: left;">(Includes Accrual for Quarterly Adjustment)</td> </tr> </table>								19,885,600		1st Quarter		22,628,025		2nd Quarter		10,800,000		3rd Quarter		0		4th Quarter		<u>53,313,625</u>		YTD Actual Per Statement of Revenues & Expenses				(Includes Accrual for Quarterly Adjustment)
	19,885,600		1st Quarter																											
	22,628,025		2nd Quarter																											
	10,800,000		3rd Quarter																											
	0		4th Quarter																											
	<u>53,313,625</u>		YTD Actual Per Statement of Revenues & Expenses																											
			(Includes Accrual for Quarterly Adjustment)																											

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **AUTHORIZE THE FILING OF ANNUAL CAP AND TRADE FUNDING
APPLICATIONS AND CERTIFICATIONS/ASSURANCES**

ACTION

Staff proposes the Finance Committee recommend the Board authorize the General Manager/CEO, or his designee, to submit annual funding applications to the State of California Department of Transportation (Caltrans) and to file and execute annual certifications, assurances and other documentation as required to receive California Low Carbon Transportation Operations Program (LCTOP) funds for the San Mateo County Transit District (District).

SIGNIFICANCE

The LCTOP is one of several funding programs that are part of a broad-based State effort to invest proceeds from the Cap-and-Trade Auction Program to reduce greenhouse gas emissions as required under California's climate action law, Assembly Bill 32. Caltrans is the administering agency for the LCTOP. Each eligible funding recipient is required to submit a resolution approved by its governing body authorizing the designated agency officer(s) to execute any action necessary for the processing of applications associated with LCTOP funds. These funds will be available to the District starting at the end of Fiscal Year (FY) 2015. LCTOP funds will be distributed annually on a formula basis to transit agencies and metropolitan planning organizations, such as the Metropolitan Transportation Commission in the Bay Area. Similar to the State Transit Assistance Program, transit agencies will receive a portion of the LCTOP funds directly based on operating revenues.

BUDGET IMPACT

There is no impact on the FY2015 budget. LCTOP funds will be programmed as part of annual operating and capital budgets beginning in FY2016. Approximately \$575,000 will be available to the District at the end of FY2015. Future year allocations will depend on cap and trade auction revenues. The FY2015 funding allocated to the District must be spent within two-years while future allocations may be banked to fund larger projects. Deliberation on the project(s) to receive the funding will occur as part of the FY2016 budget development process.

BACKGROUND

The LCTOP is one of several programs in the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP provides capital funding as well as operational assistance for expanded transit service to reduce greenhouse gas emissions and improve mobility. The LCTOP program will be funded annually with five percent of the auction proceeds from the State's cap-and-trade program.

Prepared by: Peter Skinner, Senior Grants Analyst

650-622-7818

RESOLUTION NO. 2015 -

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

* * *

**AUTHORIZE THE FILING OF ANNUAL CAP AND TRADE FUNDING APPLICATIONS AND
EXECUTION OF CERTIFICATIONS AND ASSURANCES**

WHEREAS, the San Mateo County Transit District (District) is an eligible project sponsor and may receive State funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to State-funded transit projects require each local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the California Department of Transportation (Caltrans) as the administrative agency for the LCTOP; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors, including the District; and

WHEREAS, the General Manager recommends, and the Finance Committee concurs, that the District delegate authority to the General Manager/CEO, or his designee, to file annual applications for LCTOP funding, execute any documents required to apply for and receive LCTOP funding, and execute any amendments thereto.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District, hereby:

1. Agrees to comply with all conditions and requirements set forth in the annual Certifications and Assurances, applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

2. Authorizes the General Manager/CEO, or his designee, to take such actions as may be necessary to give effect to this resolution, including filing annual funding applications, executing any agreements, certifications and assurances, related amendments, or other documentation that may be required to receive the funds.

Regularly passed and adopted this 1st day of April 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 and Development

SUBJECT: **AUTHORIZE THE FILING OF APPLICATIONS FOR STATE PROPOSITION 1B
TRANSIT SECURITY GRANT PROGRAM FUNDS**

ACTION

Staff proposes the Finance Committee recommend the Board authorize the General Manager/CEO, or his designee, to submit grant applications, with concurrent Letter of No Prejudice (LONP) requests, to the California Governor's Office of Emergency Services (Cal OES) and to file and execute certifications, assurances and other documentation as required to receive \$1,106,406 in Fiscal Year 2014/2015 Proposition 1B (Prop 1B) California Transit Security Grant Program (CTSGP) funds from the State for transportation security projects.

SIGNIFICANCE

Cal OES requires eligible recipients of Prop 1B CTSGP funds to submit resolutions approved by their governing bodies that authorize the designated agency officer(s) to execute any action necessary for the processing of applications associated with the programming and receipt of funds. Approval of this item will meet Cal OES's CTSGP funding requirement.

In the event the State Controller is unable to sell a sufficient amount of bonds to fund all Prop 1B capital projects around the State, including San Mateo County Transit District (District) projects, the District will request a LONP to enable work to proceed utilizing District funds, which would then be reimbursed once bond proceeds become available.

BUDGET IMPACT

There is no budget impact related to this action. Projects proposed to be funded with Prop 1B CTSGP funds may include fencing, emergency communications equipment, and the installation of closed circuit television cameras. These projects will be vetted through the upcoming Fiscal Year 2016 Capital Budget development cycle.

Staff expects the projects selected through this process will be funded with 100 percent Prop 1B CTSGP monies as these grant funds do not require a local match.

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, otherwise known as Prop 1B, was approved by California voters on November 7, 2006. Prop 1B includes a funding program specifically for transit safety and security projects, known as the CTSGP. The State Controller develops a list of eligible transit operators and the amount of funds that each operator is eligible to receive on an annual basis. Funding allocations are contingent on bond sales, which have been delayed in recent years due to the State's current fiscal environment.

Board authorization for the filing of applications by the agency's appointed agent is a Cal OES requirement. To allow greater flexibility, Cal OES does not require applicants to list each project on their governing body resolutions. The District's certified resolution will be filed with Cal OES after adoption by the Board.

Prepared by: Peter Skinner, Senior Grants Analyst

650-622-7818

RESOLUTION NO. 2015 -

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

* * *

**AUTHORIZE THE FILING OF APPLICATIONS FOR STATE PROPOSITION 1B
TRANSIT SECURITY GRANT PROGRAM FUNDS**

WHEREAS, the California Transit Security Grant Program (CTSGP) is a program for capital security and safety projects that is part of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, otherwise known as Proposition 1B, which was approved by California voters on November 7, 2006; and

WHEREAS, the CTSGP is administered by the California Governor's Office of Emergency Services (CalOES); and

WHEREAS, the State Controller develops an annual list with the amounts that each eligible project sponsor is programmed to receive; and

WHEREAS, CalOES requires all eligible recipients of CTSGP funds to submit resolutions approved by their governing bodies that authorize appointed agents to take any actions necessary for the processing of applications; and

WHEREAS, due to a lack of available bond funding for new projects, the State Controller's Office may be unable to allocate CTSGP funds in a timely manner; and

WHEREAS, Assembly Bill 672, signed by the governor on October 11, 2009, authorizes approval of a Letter of No Prejudice (LONP), which allows an eligible applicant to expend its own funds to proceed with work on CTSGP-eligible project and be reimbursed once CTSGP funds are available; and

WHEREAS, the San Mateo County Transit District (District) is on a list of eligible applicants for CTSGP funds; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board provide the General Manager/CEO, or his designee, the authorization to submit applications for Fiscal Year (FY) 2015 CTSGP funds, with concurrent LONPs, and to file and execute certifications and assurances and any other documentation required by CalOES.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District (District), hereby:

1. Authorizes the General Manager/CEO, or his designee, to file applications and concurrent LONPs with CalOES for FY2015 Proposition 1B CTSGP funds; and
2. Authorizes the General Manager/CEO, or his designee, to take such other actions as may be necessary to give effect to this resolution, including executing any agreements, certifications and assurances or other documentation that may be required to receive the funds.

Regularly passed and adopted this 1st day of April 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 and Development

SUBJECT: **AUTHORIZE THE FILING OF AN APPLICATION FOR TRANSIT PERFORMANCE
INITIATIVE PROGRAM FUNDS**

ACTION

Staff proposes the Committee recommend the Board authorize the General Manager/CEO, or his designee to:

1. Submit an application for Transit Performance Initiative (TPI) funding to the Metropolitan Transportation Commission (MTC) for TPI program funds in an amount of \$305,296 to help fund implementation of the SamTrans Service Plan (SSP); and
2. Execute a subsequent funding agreement with MTC and provide any other documentation required to receive the Federal funds; and
3. Take such other actions as may be necessary, including executing any agreements, certifications and assurances or other documentation required, in order to receive the TPI funds.

SIGNIFICANCE

This action will provide \$305,296 in TPI funds to help offset costs associated with the implementation of the SSP. Specifically, the funds will be used to continue to help offset the cost of the price reduction of the Day Pass and to provide real time bus schedule information on the SamTrans website and on a mobile application.

BUDGET IMPACT

Grant funds and the local match will be included in the Fiscal Year (FY) 2016 Budget. The required local match is a minimum of 11.47 percent, or \$39,554.

BACKGROUND

The TPI Program, administered by the MTC, provides financial rewards to the region's large transit operators based on demonstrated improvements in ridership and/or productivity. Funds in the TPI Program are distributed through a formula based on annual increases in ridership and increases in passengers per revenue hour. The San Mateo County Transit District's (District) formula share of TPI funds for FY2015 is

\$305,296. In order to distribute the funds to the District, the MTC requires the Board of Directors to adopt a resolution, in a form approved by the MTC, authorizing the filing of an application for TPI funds, committing any necessary matching funds and stating the assurance to complete the project.

Prepared By: Rebecca Arthur, Senior Grant Analyst

650-508-6368

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZE THE FILING OF AN APPLICATION FOR TRANSIT PERFORMANCE INITIATIVE
PROGRAM FUNDS**

WHEREAS, the San Mateo County Transit District (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$305,296 in funding assigned to MTC for programming discretion, which includes Federal funding administered by the Federal Highway Administration (FHWA) and Federal or State funding administered by the California Transportation Commission (CTC) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation Alternatives Program (TAP)/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the SamTrans Service Plan Implementation (herein referred to as PROJECT) for the Transit Performance Initiative (herein referred to as PROGRAM); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, state statutes, including California Streets and Highways Code §§ 182.6, 182.7, and 2381 (a)(1), and California Government Code § 14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional Discretionary Funding; and

WHEREAS, APPLICANT is an eligible sponsor for Regional Discretionary Funding; and

WHEREAS, as part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. The commitment of any required matching funds; and
2. That the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and

3. That the project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and

4. The assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's Federal Transportation Improvement Program (TIP); and

5. That the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and

6. That the project will comply with all project-specific requirements as set forth in the Program; and

7. That APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and

8. In the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that Applicant is authorized to execute and file an application for funding for the Project for Regional Discretionary Funding under MAP-21 for continued funding; and

BE IT FURTHER RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 or continued funding; and

BE IT FURTHER RESOLVED that APPLICANT will provide any required matching funds; and

BE IT FURTHER RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and

BE IT FURTHER RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to

deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and

BE IT FURTHER RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and

BE IT FURTHER RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and

BE IT FURTHER RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and

BE IT FURTHER RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and

BE IT FURTHER RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and

BE IT FURTHER RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

BE IT FURTHER RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and

BE IT FURTHER RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

BE IT FURTHER RESOLVED that APPLICANT authorizes its General Manager/CEO, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution, and if approved, to include the PROJECT in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

Regularly passed and adopted this 1st day of April 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: **UPDATE ON THE BOND ISSUANCE OF MARCH 17, 2015 AND APPROVAL OF THE INCREASE OF ESTIMATED ISSUANCE FEES AND EXPENSES NOT TO EXCEED \$842,600 FEE PREVIOUSLY ESTIMATED AT \$590,000.**

ACTION

Staff proposes the Committee recommend the Board:

1. Approve the increase in the estimated issuance fees and expenses of not to exceed \$842,600, previously estimated at \$590,000.
2. Update the Board on pricing and sale activity for the March 17, 2015 issuance of the 2015 Refunding Bonds.

SIGNIFICANCE

Board authorization is required to (1) approve the increase in the estimated bond issuance fees and expenses related to the 2015 Refunding Bonds, (2) authorize the Chair, Vice Chair, General Manager/CEO or the Deputy CEO, Finance and Administration to execute the issuance fee and expenses documents and pay all appropriate expenses at the appropriate time.

BUDGET IMPACT

Approval of the increase in issuance fees and bond counsel expenses to \$842,600 will result in the possible increase in issuance fees in the amount up to, but not exceeding, \$252,600 over the previously estimated cost of \$590,000. The fees will be paid through the proceeds of the Bonds.

BACKGROUND

March 17, 2015 issuance of SamTrans Limited Tax Bonds, Refunding 2015 Series A and B. On Tuesday, March 17, SamTrans sold its Limited Tax Bonds, Refunding 2015 Series A and B in the aggregate amount of \$250,245,000 (the "2015 Bonds"). The issuance included both tax-exempt and taxable bonds. As previously reported, the 2015 Bonds were rated "AAA" by Standard & Poor's and "AA+" by Fitch.

The 2015 Bonds refunded all of the San Mateo County Transit District's (District) outstanding debt. The refunding produced total debt service savings of \$54.71 million and net present value savings of \$42.47 million, or 14.86 percent of bonds that were refunded. The District lowered annual debt service by \$3 million annually from Fiscal Year (FY) 2021 through FY2034, and close to that annual amount in FY2016 through FY2020. These savings are important factors to the District's long-term financial stability.

The 2015 Bonds sale was a significant success. The interest rate market was favorable due to weaker housing and manufacturing news.

SamTrans received over \$1 billion of orders from investors for \$210 million of tax-exempt bonds offered; in other words, the issue was oversubscribed by five times. As a result, JPMorgan, as book-running co-senior manager, was able to lower yields in each maturity from levels at which the 2015 Bonds were initially offered.

JPMorgan told SamTrans that investors responded positively to the high ratings for the 2015 Bonds and the closed lien structure.

Request for approval to increase estimated Costs of Issuance Associated with 2015 Debt Refinancing not to exceed \$842,600.

The District will incur an estimated \$842,600 in costs, a \$252,600 increase from the previous estimate of \$590,000 associated with the 2015 Debt Refinancing, known as "costs of issuance." These expenses will be paid from the proceeds of the 2015 Refunding Bonds and include:

- An increased estimated cost up to \$450,000 for Orrick, Herrington & Sutcliffe, LLP, previously estimated at \$275,000, to serve as the District's bond counsel for this transaction. The estimated increase is \$175,000. The estimated increase is due to the following changes in the engagement:
 - The original strategy called for refunding of one series of bonds. The approved strategy will refund of all outstanding bonds with costs associated with the analysis of various structures and research to support tax analysis related to refunding all series of bonds.
 - The approved strategy is to market two series of bonds, tax-exempt and taxable increasing the need for analysis and documentation.
 - The original strategy called for the refunding of the bonds under the existing indenture. The approved strategy allowed for a new indenture, which accommodated current market provisions and eliminated the requirement for a reserve fund. Additional costs included the amendment of State Board of Equalization Agreement related to the new indenture.
 - The original strategy assumed the use of State and Local Government Treasury Securities (SLGs) to fund escrow. The approved strategy uses an open market treasury securities escrow rather than SLG escrow, adding additional documentation to be reviewed and revised, including a Request for Proposal for bidding agent, bidding agent certificate, bidding

agent-required bidding agent agreement, and term sheet for bids for open market securities.

- The termination of Debt Service Fund Agreement required an extensive set of reporting and compliance documentation imposed by the Debt Service Fund Agreement provider counsel, including Dodd Frank representations and a request for a consent required from the insurer.
 - The revision of the Strategic Plan and Short Range Transit Plan released at the end of 2014 increased the need for additional review and verification against audited financial statements and other materials on the SamTrans website.
 - Due to the efforts to reduce costs and the upturn in the economy since the SamTrans 2009 financing, the disclosure from 2009 needed to be replaced rather than simply updated.
 - Changes in valuation procedures at California Public Employees Retirement System required additional disclosure and required the addition of current allocation of wages and benefits among the three business units.
 - Timing of the financing coincided with the process to select new General Manager/CEO. This necessitated additional disclosure and also required upper level staff involvement to support the issuance during a period of significant time constraints.
- An amount of \$92,500, plus expenses, will be paid to the District's financial advisor, Ross Financial, contingent upon the closing of the transaction. This estimate is increased by \$2,500 from previous estimate.
 - An estimated \$300,100 will be needed for rating agency fees, trustee/escrow agent fees, bond printer, verification agent and other miscellaneous costs. The rating fees are not contingent on the closing of the 2015 Refunding Bonds. This estimate changed by \$75,100 primarily to include the new estimated escrow termination fees and to include Hanson Bridgett's issuer council fees.

The savings estimates identified in this Staff Report are inclusive of these expenses.

Project Manager: Gigi Harrington, Deputy CEO

650-508-7950

RESOLUTION NO. 2015-
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA

APPROVAL OF THE INCREASE OF ESTIMATED ISSUANCE FEES AND EXPENSES NOT TO EXCEED \$842,600 FEE PREVIOUSLY ESTIMATED AT \$590,000.

WHEREAS, pursuant to the San Mateo County Transit District Act (constituting Part 15 of Division 10 of the Public Utilities Code of the State of California) and Chapter 6 of Part I of Division 2 of Title 5 of the Government Code of the State of California, as referenced in the San Mateo County Transit District Act (hereinafter collectively referred to as the "Law"), the Board of Directors (Board of Directors) of the San Mateo County Transit District ("District) is authorized the increase of estimated issuance costs to \$842,600;

WHEREAS, the District has identified the need to increase the estimated issuance cost approve to \$842,600 from a previous estimation of \$590,000 for costs related to the 2015 bond issuance. These increase in cost include new cost information related to the rating agency fees, legal counsel and document review, financial management consultation, and other related expenses and fees of the 2015 bond issuance.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transit District as follows:

Section 1. **Findings.** The Board of Directors hereby finds and determines that the foregoing recitals are true and correct.

Section 2. **Authorization of to increase the estimated issuance costs up to \$842,600.** The cost of issuance for the 2015 bonds by the District of not to exceed \$842,600 is therefore authorized and approved.

Section 3. **Effective Date.** This Resolution shall take effect immediately upon its passage.

Regularly passed and adopted the 1st day of April, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

C. H. (Chuck) Harvey
Deputy CEO

SUBJECT: **AUTHORIZE REJECTION OF SINGLE BID FOR THE PURCHASE AND
INSTALLATION OF TWO NEW BUS-TOP SCAFFOLD SYSTEMS AND
NEGOTIATION OF A CONTRACT ON THE OPEN MARKET**

ACTION

Staff proposes that the Committee recommend that the Board:

1. Reject the single bid received from Ferris Hoist & Repair (Ferris), which staff determined to be non-responsive.
2. Authorize the District to solicit the open market to identify qualified firms that can provide and install two new bus-top scaffold systems.
3. Authorize the General Manager/CEO, or his designee, to negotiate a contract for the purchase and installation of the needed equipment. The resulting contract will be presented to the Board for award if the contract amount will be over \$100,000.

SIGNIFICANCE

There are only two bus-top scaffold (scaffolds) manufacturers that sell the equipment, either directly or through distributors. Approval of the above actions will allow rejection of the single bid received and will authorize staff to approach the contractors directly to negotiate a fair and reasonable price.

Last year, the District purchased 25 hybrid buses (buses) for the first time. Maintenance personnel must access the tops of the buses for maintenance and inspections. The scaffolds will provide a safe platform for this purpose.

BUDGET IMPACT

Rejection of the bids will have no budget impact.

BACKGROUND

An Invitation for Bids (IFB) was issued on the District's procurement website to obtain bids for the purchase and installation of two new scaffolds. Staff advertised the IFB in a local newspaper of general circulation. Solicitation notifications also were sent to

interested bidders. The District received one bid, which was not a Small Business Enterprise or Disadvantaged Business Enterprise, as listed below:

Company	Bid Amount
1. Ferris Hoist & Repair, Hayward, CA	\$119,950

Upon review by staff and Legal Counsel, Ferris' bid was found to be non-responsive for its failure to submit the required bidder's security, which is a material irregularity that cannot be waived by the District. Staff contacted other potential bidders to determine why they did not submit a bid. One indicated that it would be too expensive to ship the scaffolds and install at the District, and therefore, felt it would not be competitive. The other did not bid because it was not able to find a subcontractor in time to assemble and install the scaffolds.

In 2014, the District purchased its first fleet of 25 hybrid powered buses (buses). The buses are serviced, dispatched, and maintained at both the North and South Bases. To safely repair the new buses, new tooling and equipment are required because the hybrid battery system and components are located on the roof of the bus. Two scaffolds (one each for the North and South Bases) to facilitate safe access to the bus roofs during routine maintenance and inspection are essential and will ensure that repair work can strictly comply with relevant Occupational Health and Safety (OH&S) requirements.

Under the District's procurement rules, the District may reject all bids following a formal bid process and purchase the equipment on the open market when it is in the best interest of the District to do so. Staff has concluded that it is in the best interest of the District not to re-issue the IFB for two reasons. First, there is an urgent need to obtain the scaffolds to ensure a safe working environment that complies with OH&S requirements. Second, only two vendors which sell the scaffold system, each of which would need to subcontract for scaffold assembly and installation. Staff believes the District can coordinate this process and successfully contract with a responsible vendor to obtain the best value for the District.

Contract Officer: Brian Geiger 650-508-7973
Project Manager: Elliott Rivas, Superintendent, Bus Maintenance 650-508-6267

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Harnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **ASSESSMENT OF THE FISCAL YEAR 2015 FUEL HEDGING PROGRAM**

ACTION

This item is presented for informational purposes only.

SIGNIFICANCE

A Fuel Hedging Program (Program) was instituted for Fiscal Year (FY) 2015 to cover 65 percent of the San Mateo County Transit District's (District) projected diesel fuel usage, which was approximately 1.2 million gallons.

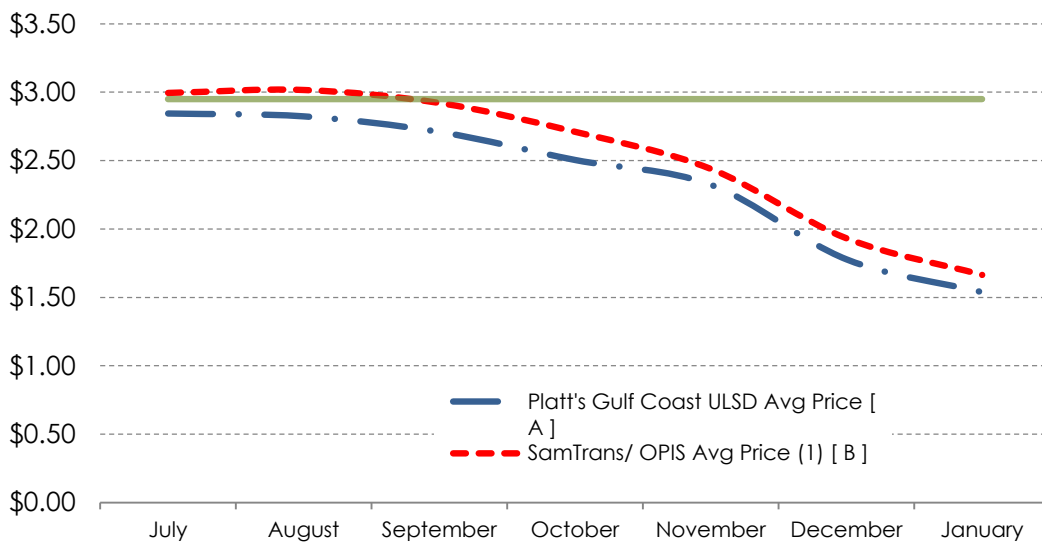
The Program allowed the District to reduce uncertainty in the fuel budget for FY2015 by locking in the market price at the time the fuel hedging transaction was executed.

Consistent with its Fuel Hedging Policy adopted on April 2, 2014, the District purchased a price cap of \$2.95 per gallon based on the Platt's Gulf Coast Ultra Low Sulfur Diesel (ULSD) index. The counterparty on the FY2015 transaction was Barclays Bank PLC.

The price cap from the transaction was based on ULSD index while the actual District purchase price was based on the average weekly spot price from San Francisco Oil Price Information Service (OPIS) index. The average price of the ULSD index has been consistently below the \$2.95 cap price thus far in FY2015. Despite the dramatic decline in oil price in the past six months, the ULSD index has a correlation of 0.993 with the OPIS index. The correlation for the prior five years also remains strong at 0.988. The cost of the cap was \$171,000, which was paid by the District as an upfront premium. The following table and graph summarize the results of the FY2015 Program to date:

	Platt's Gulf Coast ULSD Avg Price [A]	SamTrans/ OPIS Avg Price ⁽¹⁾ [B]	Variance of ULSD Price [A - B]	Executed Cap Price [C]	+Variance of ULSD Price & Cap Price [A - C]	Payment from Barclays [D]
July	2.8443	2.9948	(0.1505)	2.95	(0.1057)	0.00
August	2.8234	3.0164	(0.1930)	2.95	(0.1266)	0.00
September	2.7095	2.9212	(0.2117)	2.95	(0.2405)	0.00
October	2.5045	2.7103	(0.2058)	2.95	(0.4455)	0.00
November	2.3231	2.4393	(0.1162)	2.95	(0.6269)	0.00
December	1.7779	1.9319	(0.1540)	2.95	(1.1721)	0.00
January	1.5378	1.6641	(0.1263)	2.95	(1.4122)	0.00
February	1.8127	2.1135	(0.3008)	2.95	(1.1373)	0.00
YTD						0.00

⁽¹⁾ Excluding Taxes and Fees



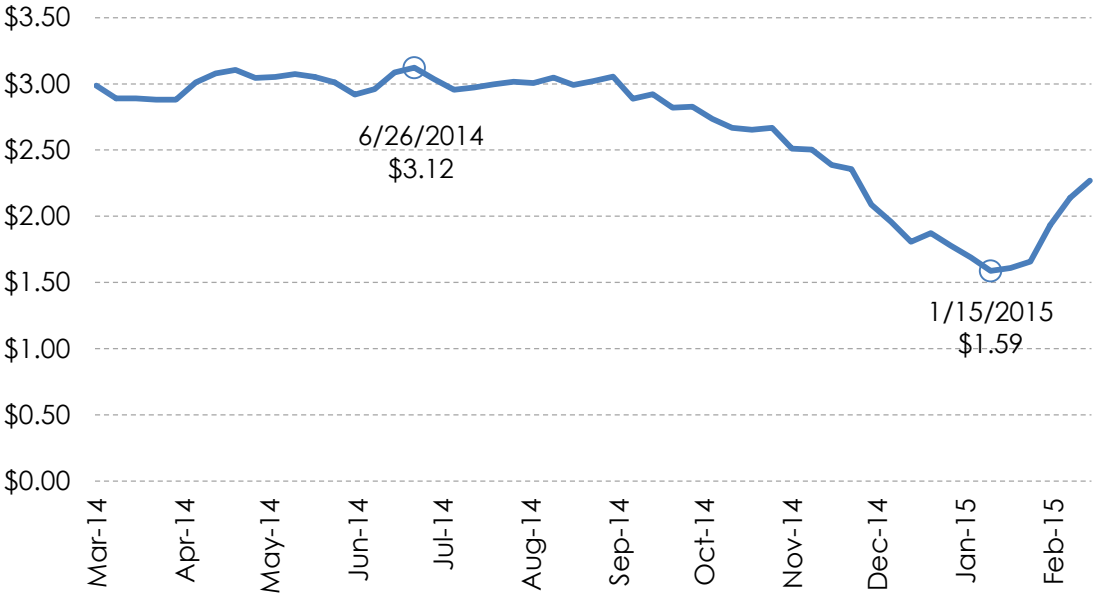
BUDGET IMPACT

There is no impact to the Budget.

BACKGROUND

The District purchases fuel from Pinnacle Petroleum based on the average weekly spot price from OPIS index, exposing the District to market price fluctuation. During the past 12-month period from March 2014 to February 2015, the price of OPIS has ranged from a high of \$3.12 per gallon in the last week of June 2014 to a low of \$1.59 in the mid-January of 2015.

OPIS Weekly Index Average Fuel Price San Francisco



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, APRIL 1, 2015 – 2:40 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of March 11, 2015
2. Proclamation Declaring April 9, 2015 Stand Up for Transportation Day

INFORMATIONAL

3. 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
MARCH 11, 2015**

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

Other Board Members Present, Constituting Committee of the Whole: J. Gee, R. Guilbault, S. Harris, Z. Kersteen-Tucker, P. Ratto

Other Board Members Absent, Constituting Committee of the Whole: C. Groom

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

Committee Chair Adrienne Tissier called the meeting to order at 2:38 p.m.

Approval of Minutes of Legislative Committee Meeting of February 4, 2015

Motion/Second: Guilbault/Harris

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

Absent: Groom

Update on the State and Federal Legislative Program

State Update

Seamus Murphy, Director, Government and Community Affairs, said the deadline for introducing legislation was February 27.

Staff is in support of a bill that would give transit agencies more flexibility for disposal of lost and found items that are unclaimed after 30 days.

Staff is in support to extend and approve new goals associated with the State's greenhouse gas reduction efforts.

Assembly Member Kevin Mullin has a spot bill to start a conversation on how to address congestion on Highway 101.

Federal Update

Mr. Murphy said the Legislative Program approved at the February meeting focuses on using coalition outreach and advocacy as a strategy for accomplishing legislative goals. Staff has been working hard to build relationships with organizations that are like-minded at the State, Federal and local levels to advance these priorities.

Mr. Murphy said this week Directors Zoe Kersteen-Tucker and Karyl Matsumoto were at the American Public Transportation Association Legislative Conference in Washington, D.C., to speak with the District's delegation about the need for long-term surface transportation reauthorization and the need to reestablish a discretionary program for

bus projects and state of good repair. Next week Chair Shirley Harris will be in Washington, D.C., with a delegation from the Metropolitan Transportation Commission and the Silicon Valley Leadership Group.

Public Comment

Jerry Grace, San Pablo, wanted to know about the new high-speed trains. Committee Chair Tissier said staff will speak to him about his questions.

Adjourned: 2:45 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: **PROCLAMATION DECLARING APRIL 9, 2015 AS "STAND UP FOR
TRANSPORTATION DAY"**

ACTION

Staff proposes the Board adopt the proclamation designating April 9, 2015, as "Stand Up for Transportation Day."

SIGNIFICANCE

Under the leadership of the American Public Transportation Association, the San Mateo County Transit District is joining transit agencies across America on April 9 to urge Congress to pass a new surface transportation authorization before the current funding program expires. SamTrans and its partner agencies in the Bay Area will hold a news conference to call attention to the critical role that transit and transportation infrastructure plays our community. Following the adage that "a picture is worth a thousand words," a short video will highlight the need for funding at the local level. America needs to invest \$86 billion just to bring the nation's existing transit infrastructure into a state of good repair. The time to make this investment is now. It's time to "Stand Up for Transportation."

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Our nation needs to continually maintain and modernize its infrastructure to assure that everyday life remains safe, functional and sustainable for American citizens and for business. Unfortunately, funding for infrastructure needs has been cut over decades and America's bridges, roads and transportation system are in crisis and need a massive injection of funding to avert catastrophic system failures. This requires collective action and sustained public investment in infrastructure notably at the Federal level. The transportation industry, in near unanimity, is advocating Congress for a long-term, sustainable and reliable transportation funding bill.

**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

Legislation

Staff continues to monitor and take positions on newly introduced bills including:

Assembly Constitutional Amendment 4 (Frazier) - Support

This bill reduces the voter threshold from two-thirds of voters in a city, county, or special district to 55 percent within the jurisdiction for a new, extended or increased tax for local transportation projects.

Senate Bill (SB) 348 (Galgiani) - Support

Until January 1, 2016, California Environmental Quality Act is exempt when closing a railroad grade crossing under the authority of the Public Utilities Commission if the crossing presents a threat to public safety. This exemption also applies to any crossing for high-speed rail. This bill extends the exemption to January 1, 2019.

SB 413 (Wieckowski) - Support

This bill allows transit agencies to fine anyone who fails to yield seating reserved for an elderly or disabled person. The bill also allows transit agencies to use an administrative process to cite and process minors in violation of prohibited acts, removing them from the criminal process.

Public Employees' Pension Reform Act (PEPRA)/13(c) Litigation

The Department of Labor (DOL) is appealing the December 2014 court decision that found the DOL acted in violation with the Federal Administrative Procedures Act in its application of 13(c) to PEPRA. The DOL continues to hold or decertify various Federal Transit

Administration (FTA) grants that are currently pending, including a SamTrans grant. It is anticipated that the appeal process could take up to one year to complete.

In the meantime, the State and Sacramento Regional Transit District are requesting that a Rule 70 motion be applied which would order the grants to be considered or released. They are also requesting an expedited hearing date on this motion with a timeline of less than 90 days.

The California Transit Association is gathering data from public transit systems to profile the impact of the delayed FTA grants. In addition, they are encouraging transit systems to reach out to their respective congressional delegations and update them on the status of the litigation and encourage the FTA to release the pending grants.

FEDERAL ISSUES

San Mateo County Transit District staff accompanied Chair Shirley Harris, Metropolitan Transportation Commission staff and Commissioners and a delegation from the Silicon Valley Leadership Group in Washington D.C. for a series of meetings with Congressional leaders, committee staff, administration officials and public transportation advocacy groups.

These meetings were focused on fostering support for Federal actions that will advance the region's major transportation infrastructure priorities, including Caltrain Modernization.

While officials were realistic about the challenge of finding agreement on revenues needed to grow federal transportation programs generally, they were very optimistic about the Peninsula Corridor Electrification Project's ability to compete for discretionary funding and Federal financing at currently appropriated levels.

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

650-508-6388

**San Mateo County Transit District
State Legislative Matrix 3/24/15**

Bill ID/Topic	Location	Summary	Position
<p>AB 2 Alejo D</p> <p>Community revitalization authority.</p>	<p>12/1/2014-A. PRINT 12/2/2014-From printer. May be heard in committee January 1.</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 state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization 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, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.</p>	

**San Mateo County Transit District
State Legislative Matrix 3/24/15**

Bill ID/Topic	Location	Summary	Position
<p>AB 4 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>1/16/2015-A. TRANS. 1/16/2015-Referred to Com. on TRANS.</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>	

San Mateo County Transit District State Legislative Matrix 3/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 6 Wilk R</p> <p>Bonds: transportation: school facilities.</p>	<p>1/16/2015-A. TRANS. 1/16/2015-Referred to Coms. on TRANS. and ED.</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 3/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 21 Perea D</p> <p>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</p>	<p>1/16/2015-A. NAT. RES. 1/16/2015-Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020.</p> <p>This bill would require the state board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. 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-Action From NAT. RES.: 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 3/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 33 Quirk D</p> <p>California Global Warming Solutions Act of 2006: scoping plan.</p>	<p>1/22/2015-A. NAT. RES. 1/22/2015-Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels in 1990. The 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. The act requires the scoping plan to be updated at least once every 5 years.</p> <p>This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.</p>	
<p>AB 61 Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>1/22/2015-A. TRANS. 1/22/2015-Referred to Com. on TRANS.</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.</p>	

San Mateo County Transit District State Legislative Matrix 3/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 156 Perea D</p> <p>California Global Warming Solutions Act of 2006: investment plan.</p>	<p>2/2/2015-A. NAT. RES. 2/2/2015-Referred to Com. on NAT. RES.</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 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.</p> <p>This bill would require the department to include in the 3-year investment plan an allocation to provide technical assistance to disadvantaged communities to assist them in proposing specified projects for inclusion in the 3-year investment plan.</p>	

**San Mateo County Transit District
State Legislative Matrix 3/24/15**

Bill ID/Topic	Location	Summary	Position
<p>AB 194 Frazier D</p> <p>High-occupancy toll lanes.</p>	<p>2/9/2015-A. TRANS. 2/9/2015-Referred to Com. on TRANS.</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 delete the requirement that the above-described 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 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 provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. This bill contains other related provisions and other existing laws.</p>	
<p>AB 227 Alejo D</p> <p>Transportation funding.</p>	<p>2/17/2015-A. TRANS. 2/17/2015-Referred to Coms. on TRANS. and BUDGET.</p>	<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>	

**San Mateo County Transit District
State Legislative Matrix 3/24/15**

Bill ID/Topic	Location	Summary	Position
<p>AB 318 Chau D</p> <p>Lost money and goods: restoration to owner.</p>	<p>3/12/2015-A. JUD. 3/18/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<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.</p> <p>This bill would provide that if that lost property is found on a vehicle of public conveyance or on public transit property that it instead turned in to the public transit agency. The bill would provide 30 days for the owner to return and claim the property under specified rules and if the property is not claimed within 30 days, the public transit agency would be authorized to dispose of the property to a charitable organization. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>AB 326 Frazier D</p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>2/23/2015-A. L. & E. 2/23/2015-Referred to Com. on L. & E.</p>	<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 make technical, nonsubstantive changes to the latter provisions and delete obsolete provisions. This bill contains other existing laws.</p>	
<p>AB 378 Mullin D</p> <p>State Highway 101 corridor.</p>	<p>2/18/2015-A. PRINT 2/19/2015-From printer. May be heard in committee March 21.</p>	<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>	<p>Support</p>

San Mateo County Transit District State Legislative Matrix 3/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 464 Mullin D</p> <p>Transactions and use taxes: maximum combined rate.</p>	<p>3/5/2015-A. REV. & TAX 3/5/2015-Referred to Com. on REV. & TAX.</p>	<p>Existing law authorizes cities and counties, 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>	<p>Support</p>
<p>AB 471 Harper R</p> <p>Employment.</p>	<p>2/23/2015-A. PRINT 2/24/2015-From printer. May be heard in committee March 26.</p>	<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>	
<p>AB 516 Mullin D</p> <p>Vehicles: temporary license plates.</p>	<p>3/5/2015-A. TRANS. 3/5/2015-Referred to Com. on TRANS.</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 numbered report-of-sale forms 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. A violation of the Vehicle Code is a crime.</p> <p>This bill would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to provide temporary license plates, and would require the system to begin operation on or before January 1, 2017. The bill would also require, commencing January 1, 2017, a motor vehicle dealer or lessor retailer to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate. Because a violation of this provision would be 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>AB 528 Baker R</p> <p>San Francisco Bay Area Rapid Transit District: strikes: prohibition.</p>	<p>2/23/2015-A. PRINT 2/24/2015-From printer. May be heard in committee March 26.</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>	
<p>AB 828 Low D</p> <p>Vehicles: transportation network companies.</p>	<p>3/12/2015-A. U. & C. 3/12/2015-Referred to Coms. on U. & C. and TRANS.</p>	<p>Existing law defines "commercial vehicle," for the purposes of the Vehicle Code, as a motor vehicle of a type required to be registered under that code that is used or maintained for the transportation of persons for hire, compensation, or profit or designed, used, or maintained primarily for the transportation of property. Existing law, the Passenger Charter-party Carriers' Act, provides for the regulation of transportation network companies by the Public Utilities Commission. Existing law defines a "transportation network company" to mean an organization, including, but not limited to, a corporation, limited liability company, partnership, sole proprietor, or any other entity, operating in California that provides prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers using a personal vehicle.</p> <p>This bill would exclude from the definition of "commercial vehicle," for purposes of the Vehicle Code, any motor vehicle operated in connection with a transportation network company.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 857 Perea D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>2/26/2015-A. PRINT 2/27/2015-From printer. May be heard in committee March 29.</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 would make technical, nonsubstantive changes to these provisions. This bill contains other existing laws.</p>	
<p>AB 869 Cooper D</p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>3/16/2015-A. TRANS. 3/16/2015-Referred to Com. on TRANS.</p>	<p>Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing.</p> <p>This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger misconduct may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger misconduct to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions. This bill contains other related provisions and other existing laws.</p>	
<p>AB 877 Chu D</p> <p>Transportation: property acquisition.</p>	<p>2/26/2015-A. PRINT 2/27/2015-From printer. May be heard in committee March 29.</p>	<p>Existing law provides that when the Department of Transportation or the High-Speed Rail Authority acquires title to real property for highway or high-speed rail purposes, as specified, and leases that property for commercial or business uses to the former owner for a term exceeding 6 months, the department or authority, as the case may be, may secure fire insurance for the property if the former owner requests the coverage and the premium is included in the rental agreed to be paid.</p> <p>This bill would make nonsubstantive changes to these provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1068 Allen, Travis R</p> <p>California Environmental Quality Act: priority projects.</p>	<p>3/19/2015-A. NAT. RES. 3/19/2015-Referred to Coms. on NAT. RES. and JUD.</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 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>3/23/2015-A. TRANS. 3/23/2015-Referred to Com. on TRANS.</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 projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of an existing crime, 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: gross axle weight.</p>	<p>3/23/2015-A. TRANS. 3/23/2015-Re-referred to Com. on TRANS.</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.</p>	
<p>AB 1364 Linder R</p> <p>California Transportation Commission.</p>	<p>3/23/2015-A. TRANS. 3/23/2015-Referred to Com. on TRANS.</p>	<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>	

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Bill ID/Topic	Location	Summary	Position
<p>ACA 4 Frazier D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>2/27/2015-A. PRINT 3/2/2015-Read first time.</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 special tax 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 shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.</p>	<p>Support</p>
<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. 3/17/2015-Set for hearing April 15.</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>	

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<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. 3/17/2015-Set for hearing April 15.</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>3/24/2015-S. T. & H. 3/24/2015-Action From SECOND READING: Read second time and amended.Re-referred to T. & H..</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 large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds 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>3/16/2015-S. E.Q. 3/19/2015-April 15 set for first 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.</p> <p>This bill would require the state board to approve a statewide greenhouse gas emissions limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 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.</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 64 Liu D</p> <p>California Transportation Plan.</p>	<p>1/15/2015-S. T. & H. 1/15/2015-Referred to Com. on T. & H.</p>	<p>Existing law requires various transportation planning activities by state and regional agencies. Existing law requires the Department of Transportation to prepare the California Transportation Plan and to update the plan by December 31, 2015, and every 5 years thereafter. Existing law specifies certain subject areas for the movement of people and freight to be considered in the plan. Existing law requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law requires the department to consult with and coordinate its planning activities with specified entities, including the California Transportation Commission, and to provide an opportunity for public input. Existing law authorizes the California Transportation Commission to present the results of its review and comment to the Legislature and the Governor.</p> <p>This bill would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.</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>3/12/2015-S. E.Q. 3/17/2015-Set for hearing April 15.</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.</p>	
<p>SB 207 Wieckowski D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.</p>	<p>2/19/2015-S. E.Q. 3/17/2015-Set for hearing April 15.</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 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.</p> <p>This bill would additionally require the 3-year investment plan to identify conflicting or overlapping policies, where applicable, in current state strategies to meeting the state's greenhouse gas emissions reduction goals and targets by sector.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 231 Gaines R</p> <p>Transportation programs.</p>	<p>2/26/2015-S. T. & H. 2/26/2015-Referred to Com. on T. & H.</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 that serves as the key transit trunk line in a region 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 related provisions and other existing laws.</p>	
<p>SB 321 Beall D</p> <p>Motor vehicle fuel taxes: rates: adjustments.</p>	<p>3/5/2015-S. G. & F. 3/5/2015-Referred to Com. on GOV. & F.</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 would, for the 2015-16 fiscal year and each fiscal year thereafter, 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 average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality. This bill would authorize, for rate adjustments made after January 1, 2015, in order to reduce the potential volatility of the revenues generated by the motor vehicle fuel tax, the board to make partial adjustments over 3 consecutive years to take into account the net revenue gain or loss of any fiscal year. This bill contains other related provisions and other existing laws.</p>	

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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>3/5/2015-S. E.Q. 3/17/2015-Set for hearing April 15.</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.</p> <p>This bill would extend to January 1, 2019 the repeal date for those provisions. Because the bill would impose additional duties on local agencies with regard to providing notice of an exemption from CEQA, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>SB 358 Jackson D</p> <p>Conditions of employment: wages and working conditions: gender wage differential.</p>	<p>3/5/2015-S. L. & I.R. 3/5/2015-Referred to Com. on L. & I.R.</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 discharging an employee for making such a disclosure. Existing law establishes similar prohibitions in connection with disclosing an employer's workplace conditions.</p> <p>This bill would extend the prohibitions described above to discussions and inquiries regarding the wages of an employee, the wages of other employees, and workplace conditions. The bill would require an employer to post these provisions in a conspicuous location frequented by employees during the hours of the workday. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 391 Huff R</p> <p>Assault and battery: transit employees.</p>	<p>3/5/2015-S. PUB. S. 3/5/2015-Referred to Com. on PUB. S.</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>	
<p>SB 413 Wieckowski D</p> <p>Public transit: prohibited conduct.</p>	<p>3/5/2015-S. T. & H. 3/5/2015-Referred to Com. on T. & H.</p>	<p>Existing law makes it a crime, punishable as an infraction or misdemeanor, as specified, for 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.</p> <p>This bill would restate this 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 sound equipment on or in a public transportation system facility or vehicle. By revising the definition of a crime, the bill would thereby impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	Support
<p>SB 491 Committee on Transportation and Housing</p> <p>Transportation: omnibus bill.</p>	<p>3/12/2015-S. T. & H. 3/12/2015-Referred to Com. on T. & H.</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 to hold at least one annual public meeting for the purpose of adopting criteria for expenditure of the funds and to review those expenditures.</p> <p>This bill would delete the requirement for an annual public meeting to adopt criteria for expenditure of funds, unless the criteria have been modified from the previous year. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 3/24/15

Bill ID/Topic	Location	Summary	Position
<p>SB 508 Beall D</p> <p>Transit operations: financial requirements.</p>	<p>3/12/2015-S. T. & H. 3/12/2015-Referred to Com. on T. & H.</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 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 health coverage, pension, fuel, insurance, and claims settlement costs. The bill would also exempt startup costs for new transit services for up to 2 years. 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 or other lease financing mechanisms. This bill contains other related provisions and other existing laws.</p>	

**San Mateo County Transit District
State Legislative Matrix 3/24/15**

Bill ID/Topic	Location	Summary	Position
<p>SB 579 Jackson D</p> <p>Employees: sick leave.</p>	<p>3/12/2015-S. L. & I.R. 3/12/2015-Referred to Com. on L. & I.R.</p>	<p>Existing law requires an employer who provides sick leave for employees to permit an employee to use the employee's accrued and available sick leave entitlement to attend to the illness of a family member, as prescribed, and prohibits an employer from denying an employee the right to use sick leave or taking specific discriminatory action against an employee for using, or attempting to exercise the right to use, sick leave to attend to such an illness.</p> <p>This bill would additionally require that employer to permit an employee to use sick leave to address a childcare or school emergency, as defined, and would prohibit an employer from denying an employee the right to use sick leave or taking specific discriminatory action against an employee for using, or attempting to exercise the right to use, sick leave to address a childcare or school emergency.</p>	
<p>SB 599 Mendoza D</p> <p>Employment: public transit service contracts.</p>	<p>3/12/2015-S. L. & I.R. 3/12/2015-Referred to Com. on L. & I.R.</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>3/19/2015-S. E.Q. 3/19/2015-Referred to Coms. on E.Q. and T. & H.</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>	

**San Mateo County Transit District
State Legislative Matrix 3/24/15**

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>3/19/2015-S. T. & H. 3/19/2015-Referred to Coms. on T. & H. and GOV. & F.</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 authorize the MTA to impose an additional transportation transaction and use tax at a rate of 0.5% subject to various requirements, including the adoption of an expenditure plan and voter approval. This bill contains other related provisions and other existing laws.</p>	



SHIRLEY HARRIS, CHAIR
ZOE KERSTEEN-TUCKER, VICE CHAIR
CAROLE GROOM
ROSE GUILBAULT
ZOE KERSTEEN-TUCKER
KARYL MATSUMOTO
PETER RATIO
CHALRES 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, APRIL 1, 2015 – 3:00 p.m.
or immediately following Committee meetings

1. ROLL CALL

2. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of Board of Directors Meeting of March 11, 2015
- b. Acceptance of Statement of Revenues and Expenses for February 2015

3. PUBLIC COMMENT

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

4. CALL FOR A PUBLIC HEARING AT THE MAY 6, 2015 MEETING TO CONSIDER POSSIBLE CHANGES TO THE CODIFIED TARIFF

5. REPORT OF THE CHAIR

6. REPORT OF THE GENERAL MANAGER/CEO

7. COMMUNITY RELATIONS COMMITTEE

MOTION

- a. Appointment of Citizen Advisory Committee Members

SUBJECTS DISCUSSED

- b. Accessibility Update
- c. Paratransit Coordinating Council Update
- d. Citizens Advisory Committee Liaison Report
- e. Mobility Management Report – Paratransit
- f. Multimodal Ridership Report – February 2015

8. FINANCE COMMITTEE

RESOLUTIONS

- a. Authorize the Filing of Annual Cap and Trade Funding Applications and Certifications/Assurances with the California State Department of Transportation

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

- b. Authorize the Filing of Applications to the California Governor's Office of Emergency Services for State Proposition 1B Transit Security Grant Program Funds
- c. Authorize Applying for \$305,296 in Transit Performance Initiative Program Funds from the Metropolitan Transportation Commission
- d. Authorize Rejection of Single Bid for Purchase and Installation of Two New Bus-Top Scaffold Systems and to Negotiate a Contract on the Open Market
- e. Update on the Bond Issuance of March 17, 2015 and Authorize Approval of the Increase of Estimated Issuance Fees and Expenses Not to Exceed \$842,600 Fee Previously Estimated at \$590,000

INFORMATIONAL

- f. Assessment of the Fiscal Year 2015 Fuel Hedge Program

9. LEGISLATIVE COMMITTEE

MOTION

- a. Proclamation Declaring April 9, 2015 Stand Up for Transportation Day

SUBJECT DISCUSSED

- b. State and Federal Legislative Update

10. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

11. BOARD MEMBER REQUESTS/COMMENTS

12. DATE, TIME AND PLACE OF NEXT MEETING – May 6, 2015 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

13. GENERAL COUNSEL PROPOSAL

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

14. ADJOURNMENT

INFORMATION FOR THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING
MARCH 11, 2015**

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

Board Members Absent: C. Groom

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

Chair Shirley Harris called the meeting to order at 3:03 p.m.

CONSENT CALENDAR

- a. Approval of Minutes of Board of Directors Meeting of February 4, 2015
- b. Acceptance of Statement of Revenues and Expenses for January 2015

Motion/Second: Kersteen-Tucker/Tissier

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

Absent: Groom

PUBLIC COMMENT

Jerry Grace, San Pablo, said he had to attend two meetings last month and that is why he missed the February meeting. He said on March 12, Bay Area Rapid Transit will have an outreach event in Daly City on length of trains.

REPORT OF CHAIR

Resolution of Appreciation to General Manager/CEO, Michael Scanlon

Chair Harris and Vice Chair Zoe Kersteen-Tucker presented Mr. Scanlon with a Resolution of Appreciation. Mr. Scanlon is retiring after 15 years with the District and over 47 years in the transit industry.

Motion/Second: Harris/Guilbault

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

Absent: Groom

Mr. Scanlon thanked the Board. He said 15 years went quickly and his only regret is not getting to work with the new Board members. Mr. Scanlon said he should be giving the resolution to the Board and staff. This is a special place and a team that makes it work so well.

Director Rose Guilbault said it was an honor to work with Mr. Scanlon and read an Irish retirement prayer.

Chair Harris reported that Directors Kersteen-Tucker and Karyl Matsumoto attended the American Public Transportation Association Legislative Conference.

Director Matsumoto said it was a good trip. There is a "Stand Up for Transportation" event on April 9. Mark Simon, Executive Officer, Public Affairs, said transit properties all around the country are working together to demonstrate the need for transit funding.

Director Matsumoto said there is a bus coalition and they are recommending Congress establish a bus state of good repair program. She said the bus systems in the United States carry more than 52 percent of all transit riders, but only receive 9.5 percent of transit capital program funds under the current Moving Ahead for Progress in the 21st Century (MAP-21).

Director Kersteen-Tucker said Congresswoman Barbara Boxer is holding a rally on Capitol Hill on April 15 for the reauthorization of MAP-21. She said at different meetings they were asked if SamTrans had predictive arrival because transit there just got it.

REPORT OF THE GENERAL MANAGER/CEO

Mr. Scanlon reported:

- Congratulated Director Peter Ratto on his appointment to the Board.
- Harish Reddy was recognized as Bus Operator of the Year.
- Ashok Singh was recognized as Maintenance Employee of the Year.
- Karambir Cheema, Superintendent, Bus Transportation, accepted the Operations Base Safety Award for North Base bus operators who averaged more than 117,000 miles between accidents.
- Elliott Rivas, Superintendent, Maintenance, accepted the Maintenance Base Safety Award for South Base employees who worked 61,000 hours with one lost-time injury.
- Commended Gigi Harrington, Deputy CEO, and her staff on achieving the high bond ratings.
- In January fixed-routes averaged over 26,500 miles between service calls and Redi-Wheels only had one service call in 162,000 miles.
- Human capital investment continued with 2,300 hours of training in January.
- Seven District employees are participating in the University of the Pacific's Transit and Paratransit Management Certificate Program being hosted by the Santa Clara Valley Transportation Authority (VTA) on nine Fridays through May.
- Staff will be releasing Requests for Proposals for travel training for the visually impaired and for people with cognitive developmental issues.
- Redi-Wheels service contract transition continues to go smoothly. The February on-time performance was above 90 percent for the second consecutive month.
- Staff is preparing for the shuttle services contract transition in July.
- The passenger count reporting in the National Transit Database has been converted from a manual to automated system.
- Staff will be launching a two month Clipper campaign to help create awareness of Clipper on SamTrans.

COMMUNITY RELATIONS COMMITTEE – Z. Kersteen-Tucker

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council (PCC) Update
- c. Citizens Advisory Committee Liaison Report
- d. Mobility Management Report – Shuttles
- e. Multimodal Ridership Report – January 2015

FINANCE COMMITTEE – R. Guilbault

RESOLUTIONS

- a. Authorize Approval of Debt Refinancing Structure and Financing Documents and Post-Issuance Tax Compliance Procedures
- b. Authorize Entering into a Memorandum of Understanding with the Peninsula Jewish Community Center to Pass Through \$52,000 of Federal Transit Administration New Freedom Funds
- c. Authorize the Disposition of 74 Surplus Rolling Stock
- d. Authorize Award of Contract to Kimball Midwest for Furnishing and Servicing Bolts, Nuts, Fasteners and Related Items for a Total Estimated Cost of \$141,799 for a Five-Year Term

Motion/Second: Guilbault/Tissier

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

Absent: Groom

LEGISLATIVE COMMITTEE – A. Tissier

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE – K. Matsumoto

SUBJECTS DISCUSSED

- a. SamTrans Service Plan Performance Metrics
- b. Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2015

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

None

DATE AND TIME OF NEXT MEETING – April 1, 2015, at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

GENERAL COUNSEL PROPOSAL

Recessed to closed session at 3:57 p.m.

Reconvened at 4:51 p.m.

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

Joan Cassman, Legal Counsel, said the Board received a status report and there is no action.

Public Employee Appointment – Pursuant to Government Code Section 54957: General Manager/CEO

Ms. Cassman said the Board received a report from the recruitment committee and a recommendation for an appointment.

Chair Harris thanked Director Jeff Gee for his efforts in chairing and working with the recruitment committee to select the best candidate for the job.

Director Gee said when Mr. Scanlon announced his retirement, Tim McNamara of Boyden and Associates was retained for recruitment efforts. This is a unique position that leads three agencies with three separate boards and spans three different counties. Director Gee said Mr. McNamara's first task was to update the job description with its characteristics and responsibilities. Boyden reached out to over 30 stakeholders to get input to update the job description. Director Gee said the recruitment outreach contacted over 200 individuals.

Director Gee said because of the unique relationship with the three agencies and the three counties, the search committee was composed of stakeholders from all six entities. The committee members were: Director Karyl Matsumoto, representing the San Mateo County Transportation Authority (TA); Director Tissier, representing the Peninsula Corridor Joint Powers Board (JPB); Chair Harris and himself, representing SamTrans; Tom Nolan, Chair of the San Francisco Municipal Transportation Authority (SFMTA) and representing San Francisco on the JPB; and Ash Kalra, Chair of the VTA, representing Santa Clara County on the JPB. There were also two ex-officio members: Ed Reiskin, Executive Director/CEO of SFMTA and Nuria Fernandez, General Manager of VTA.

Director Gee said in early January, Mr. McNamara brought 12 names to the committee and four candidates were interviewed in February. After meeting the four candidates and deliberating, the search committee reached a unanimous recommendation of Jim Hartnett as the new General Manager/CEO.

Motion/Second: Harris/Tissier

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

Absent: Groom

Ms. Cassman said the resolution will formally appoint Mr. Hartnett as the new General Manager/CEO of the San Mateo County Transit District and will also approve and authorize the execution of an employment agreement. Ms. Cassman said this is a five-year term contract beginning March 30, 2015. His base salary will be \$263,000 and will be subject to annual adjustments in conjunction with an annual performance evaluation. Ms. Cassman said Mr. Hartnett will receive stipends for serving as Executive Director for the other two agencies that are managed by the District: \$75,000 for the JPB and \$25,000 for the TA. Ms. Cassman said Mr. Hartnett will have two deferred

compensation plans: one is the deferred compensation plan available to all employees at the District; a second compensation will be set up for Mr. Hartnett. He will be a new employee under the Public Employees Retirement System, which means he is fully subject to the Public Employees' Pension Reform Act passed in 2013 by California voters. He will have a 2 percent at age 62 retirement formula, and there will be a small defined contribution supplemental plan that will be established for Mr. Hartnett in which the District will contribute annually in the amount of \$15,000. Ms. Cassman said Mr. Hartnett will receive paid time off in accordance with the policies of the District. He will begin with a bank of 240 hours and be treated as an employee with 20 years of service. Mr. Hartnett will receive holidays and health, welfare, and life insurance benefits in accord with what is provided to all employees, and he will receive use of a District vehicle.

Director Gee said as the search began it was very clear the District was competing nationwide for a new General Manager/CEO against other transit properties, the private sector, and international companies. Director Gee said many of the candidates' base salaries were in excess of \$300,000 and were not local. He said he firmly believes Mr. Harnett's compensation package is appropriate given the context of where the District is and given the major capital improvements occurring for the JPB. He said Mr. Hartnett has met with San Francisco Mayor Ed Lee to continue the collaboration.

Motion/Second: Tissier/Gee

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

Absent: Groom

The meeting adjourned 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 May 6, 2015 Board meeting to consider possible changes to its codified tariff. Proposed changes to be considered include:

- Extension of the Day Pass reduced fare until a new codified tariff is implemented, anticipated for early 2016
- Additional non-substantive clarifications

SIGNIFICANCE

Continuing the current temporary reduction of the Day Pass fare past its June 30, 2015 expiration would allow for a continuity of benefit while the District develops a more comprehensive fare adjustment recommendation.

BUDGET IMPACT

Holding a public hearing will not impact the budget.

BACKGROUND

The Day Pass was introduced in January 2012 and was priced at three times the one-way fare. The Board authorized a temporary reduction in the fare to 2.5 times the one-way fare in conjunction with the implementation of the SamTrans Service Plan in January 2014. The reduction was approved for up to 18 months as an incentive to get customers to try the pass. Of the 1.1 million monthly SamTrans riders, about 16,550 purchase Day passes, using them an average of 3.6 times per day.

Fare category	One-way Cash	Original Day Pass	Discounted Day Pass
Adult	\$2.00	\$6.00	\$5.00
Eligible Discount	\$1.00	\$3.00	\$2.50
Youth	\$1.25	\$3.75	\$3.00