

MAY 6, 2015

SAMTRANS BOARD MEETING

- BOARD OF DIRECTORS LINK – PART 1
- COMMUNITY RELATIONS COMMITTEE LINK
- FINANCE COMMITTEE LINK
- LEGISLATIVE COMMITTEE LINK
- BOARD OF DIRECTORS LINK



A G E N D A

BOARD OF DIRECTORS

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

WEDNESDAY, MAY 6, 2015 – 2:00 p.m.

- 1. PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PUBLIC HEARING TO CONSIDER POSSIBLE CHANGES TO THE CODIFIED TARIFF**
- 4. ADJOURN TO COMMITTEE MEETINGS**

BOARD OF DIRECTORS 2015

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

JIM HARNETT
GENERAL MANAGER/CEO

**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: **PUBLIC HEARING FOR CODIFIED TARIFF CHANGES**

ACTION

On April 1, 2014 the Board approved a public hearing to be held May 6, 2015 for the consideration of changes to its Codified Tariff.

SIGNIFICANCE

Holding the public hearing will allow the San Mateo County Transit District (District) to receive input on proposed Codified Tariff changes that may impact customers. The changes would go into effect July 1, 2015.

Changes under consideration include:

- Extension of the existing reduction in the Day Pass fare until a new Codified Tariff is implemented, anticipated for early 2016.
- Additional non-substantive clarifications.

BUDGET IMPACT

There is no impact to the budget for holding the public hearing.

BACKGROUND

The Day Pass was introduced in January 2012 and is priced at three times the one-way fare. The Board authorized reducing 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 provided for 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	Day Pass	Reduced Day Pass
Adult	\$2.00	\$6.00	\$5.00
Eligible Discount	\$1.00	\$3.00	\$2.50
Youth	\$1.25	\$3.75	\$3.00

The public outreach program regarding the proposed Codified Tariff changes includes this hearing and two community meetings (South San Francisco and San Carlos), bilingual newspaper notices, a news release, bilingual onboard messages to bus riders, Facebook postings, Tweets and information provided to the SamTrans Citizens Advisory Committee. Information also was posted to the SamTrans website, which allows readers to translate it into dozens of languages.

Staff established a number of ways for customers and the public to provide their input: at the community meetings, via a unique e-mail address, through the postal service, and with a call to the Customer Service Center's general number or one for those with hearing impairments.

Staff will consider public testimony and input from members of the Board of Directors before developing final recommendations for Board consideration at its June 3, 2015 meeting.

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



BOARD OF DIRECTORS 2015

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JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

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

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

WEDNESDAY, MAY 6, 2015 – 2:15 P.M.
or immediately after the public hearing

ACTION

1. Approval of Minutes of Community Relations Committee Meeting of April 1, 2015
2. Proclamation Designating May as "Older Americans Month"

INFORMATIONAL

3. Student "Art Takes a Bus Ride" Contest
4. Accessibility Update – Tina Dubost
5. Paratransit Coordinating Council Update - Mike Levinson
6. Citizens Advisory Committee Liaison Report
7. Multimodal Ridership Report – March 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
APRIL 1, 2015**

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

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

Other Board Members Absent, Constituting Committee of the Whole: J. Gee

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

Committee Chair Zoe Kersteen-Tucker called the meeting to order 2:03 at p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of
March 11, 2015**

Motion/Second: Guilbault/Tissier

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

Absent: Gee

Recommend Appointment of Citizens Advisory Committee (CAC) Members

Director Peter Ratto said 10 applications were received for six seats. Interviews were conducted by Directors Zoe Kersteen-Tucker, Charles Stone and himself and they are recommending the following appointments:

- Incumbent Kathy Gilbert
- Incumbent Bob Gomez
- Barbara Hasten
- Incumbent Charlotte Laughon
- Annette Merriman
- Incumbent Margaret Pye

Motion/Second: Ratto/Stone

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

Absent: Gee

Accessibility Update – Tina Dubost

Tina Dubost, Manager, Accessible Transit Services, said the Redi-Wheels tickets have been redesigned from a book of 10 tickets to a tear-off sheet.

Paratransit Coordinating Council (PCC) Update – Mike Levinson

Mike Levinson, PCC Chair, said:

- The PCC would like to welcome Jim Hartnett and look forward to seeing him at a future meeting.

- The Comment Card Review Committee will be giving a report on their findings at the next PCC meeting.
- The PCC will be holding a retreat on June 9 at the Daly City Library. They will be developing their two-year work plan to be effective July 1, 2015.

Mr. Hartnett said he cannot attend the April meeting but will attend an upcoming meeting.

CAC Liaison Report – Margaret Pye

Margaret Pye, Chair, CAC, said the CAC received an update on the SamTrans Service Plan. The CAC was appreciative of receiving hard copies of the Strategic Plan and Short-Range Transit Plan.

Mobility Management Report – Paratransit

Chuck Harvey, Deputy CEO, reported:

- Average weekday ridership (AWR) is 7,900.
- Trip denials are in compliance with Americans with Disabilities Act (ADA) regulations at zero.
- On-time performance (OTP) definition is within 20 minutes of scheduled pick-up time. First Transit has ensured this with an OTP above 90 percent.
- Passengers per hour is just below the goal of 1.7 on Redi-Wheels. RediCoast is not as efficient at 1.3 passengers per hour.
- Complaints remain low.
- The paratransit fleet includes 55 cutaway buses, 24 minivans, 13 sedans and 10 taxis.
- The Fiscal Year (FY) 2015 budgeted cost per person is \$48.04 and FY2015 year-to-date actual cost is \$43.74.
- Paratransit funding sources include passenger fares, Transportation Development Act, State Transit Assistance, District Sales Tax, San Mateo County Transportation Authority, Measure M, operating grants, and San Mateo County Measure A. No Federal operating assistance is provided for this mandated service.
- Redi-Wheels contract:
 - Provides paratransit service to the bayside of San Mateo County.
 - Service area is based on where the SamTrans fixed-route serves are provided.
 - New contract with First Transit was effective January 1, 2015. It is a five-year base contract of \$42.9 million.
- RediCoast contract:
 - Serves the San Mateo County Coastside.
 - Contract with MV Transportation is a five-year base contract at a cost of \$6.6 million.
- Paratransit eligibility contract:
 - In-person interviews with functional testing if necessary; approximately 3,900 per year.
 - Ensures paratransit is provided to those who are truly eligible.
 - Increased conditional eligibility.
 - Staff in negotiation for new five-year contract.
 - Current vendor is C.A.R.E. Evaluators.

- Travel training contracts:
 - Professionals teach people with disabilities how to use the SamTrans fixed-route bus service and Caltrain.
 - Three vendors provide this service and their contracts expire June 30.
 - Staff will be releasing Requests for Proposals for travel training for the visually impaired and for people with cognitive developmental issues.
 - Approximately 130 people have been trained in the last five years.
- Senior Mobility Program
 - The Transit Ambassador Program allows volunteers to work one-on-one with seniors to show them how to use SamTrans bus service.
 - Veterans Mobility Corps is a vet-to-vet volunteer training program.
 - Staff also partners with the California Highway Patrol for the “Age Well Drive Smart” program.

Director Adrienne Tissier asked what the costs per ride are on Redi-Wheels versus RediCoast. Mr. Harvey said RediCoast might be a bit cheaper because it is a different contract with a different cost structure. The drivers are in the Amalgamated Transit Union.

Committee Chair Kersteen-Tucker asked how costs compared to other transit agencies. Mr. Harvey said they are right in line and in some cases a bit lower. He said the typical industry wide average is \$40 to \$50 per ride.

Multimodal Ridership Report – February 2015

Mr. Harvey reported:

- AWR February 2015 compared to February 2014
 - Bus was 43,660, an increase of 5.5 percent.
 - Paratransit was 1,070, no increase.
 - Caltrain was 56,140, an increase of 9.5 percent.
 - Caltrain shuttle was 11,810, a decrease of 4.8 percent.
- Total year to date February 2015 compared to February 2014
 - Bus ridership was 8,720,390, an increase of 3.2 percent.
 - Paratransit ridership was 214,210, an increase of 3.8 percent.
 - Caltrain ridership was 12,038,420, an increase of 9.2 percent.
 - Shuttles ridership was 1,999,850, an increase of 6.3 percent.
 - Total ridership on all modes was 22,972,860, an increase of 6.6 percent.

Chair Shirley Harris asked if Genentech gets funding from other sources. Mr. Harvey said yes. He said some of their coaches are not accessible and cannot be funded by SamTrans if not ADA compliant.

Director Karyl Matsumoto asked if the Genentech shuttles have to take non-Genentech passengers. Mr. Harvey said the routes managed and funded by SamTrans have to be open to the public. He said he will research to make sure his statement is correct. The shuttles funded solely by Genentech are not obligated to be open to the public. He said when money flows from City/County Association of Governments of San Mateo County and the Peninsula Traffic Congestion Relief Alliance for shuttles they have been allowed to charge a fee on some routes.

Adjourned: 2:34 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **DESIGNATION OF MAY AS "OLDER AMERICANS MONTH"**

ACTION

Staff proposes the Committee recommend the Board adopt the proclamation designating May as "Older Americans Month."

SIGNIFICANCE

The proclamation for "Older Americans Month" is a reaffirmation of the SamTrans commitment to provide quality transit service to senior citizens in San Mateo County. It also is an opportunity to focus special attention on the daily challenges faced by senior citizens throughout the SamTrans service area; to reflect on measures that are being extended to assist them; and to increase public awareness of new opportunities that meet their needs.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Over the past year, the District has:

- Travel trained seniors to use fixed-route services
- Participated in American Association of Retired Persons and California Highway Patrol-volunteer senior driver safety training classes to promote transit use
- Performed multiple bus demonstrations to familiarize seniors with public transportation
- Enhanced accessibility of bus stops for the convenience of seniors
- Maintained a "zero trip denials" policy on Redi-Wheels
- Engaged the community in Senior Mobility Action Plan projects and Senior Ambassadors

Proclamation

IN HONOR OF OLDER AMERICANS MONTH

WHEREAS, transportation enables individuals to access needed social and recreational resources, as well as medical and social services; and

WHEREAS, SamTrans supports the need for and provision of transportation to seniors through its fixed-route system and Redi-Wheels and RediCoast, specialized paratransit services for those with mobility impairments; and

WHEREAS, it is recognized that access to services and activities enables individuals to preserve their dignity and maximize their independence; and

WHEREAS, SamTrans is committed to providing comprehensive and quality transportation and paratransit services; and

WHEREAS, May has been officially designated as Older Americans Month throughout the United States of America.

NOW, THEREFORE BE IT RESOLVED, the Board of Directors and staff of the San Mateo County Transit District salute the seniors in San Mateo County, support their personal independence and dignity in the provision of service, and do hereby proclaim the month of May as *OLDER AMERICANS MONTH*.

Regularly passed and adopted this 6th day of May, 2015.



Chair, San Mateo County Transit District

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STUDENT "ART TAKES A BUS RIDE" CONTEST**

ACTION

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

SIGNIFICANCE

The San Mateo County Transit District (District) developed a partnership with the San Mateo County Office of Education in 2005 to conduct a countywide art contest through the schools. This year, students in 1st through 6th grades submitted artwork with the theme "The Future of SamTrans."

The winning entries and artists will be presented at the Committee meeting.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The District initiated the art contest in partnership with the county Office of Education and teachers as a way to provide a forum for budding artists and also to convey to the teachers and students that public transit plays an integral role in keeping their communities on the move.

The partnership has strengthened over the years and the program continues to be a success. More than 465 submissions were received this year, and 24 schools participated. Two members of the San Mateo County Arts Commission judged the entries, and the winners will have their artwork displayed on interior bus cards, as well as on a wrapped SamTrans bus.

There will be a reception featuring all of the submitted artwork at Peninsula Art Museum, 1777 California Drive, Burlingame, CA 94010 on May 9, 2015 from 1 p.m. to 5 p.m. The reception is free and open to the public.

Richard (Dick) Sperisen, longtime advocate of the arts and of this program, passed away peacefully on January 4, 2015. The 2015 Art Bus has been dedicated in his memory.

Prepared by: Brent Tietjen, Acting Community Relations Officer, Public Affairs 650-508-6495

**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 March 10 PCC meeting and the January 6 AL-Com meeting are attached. Minutes from the most recent SAAC meeting are not yet available.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No additional information.

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

650-508-6475

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

**MEETING MINUTES
March 10, 2015**

ATTENDANCE: Members Present: Mike Levinson, Chair; Dr. Michal Settles, Vice-Chair; Maureen Dunn, Senior Focus; Nancy Keegan, San Carlos Adult Day Services; Sammi (Wilhelmina) Riley; Barbara Kalt, Rosener House; Tina Dubost, SamTrans; Vincent Merola, CiD; Dinae Cruise, Consumer; Susan Capeloto, DOR; Jim Engvall, COD; Dale Edwards, Consumer; Dr. Aki Eejima, Consumer; and Sandra Lang, COA.

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

ABSENTEES: Judy Garcia, Consumer; Marie Violet, Sequoia Hospital.

(Member Attendance: 15; Quorum—YES.)

WELCOME/INTRODUCTION

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

APPROVAL OF THE FEBRUARY PCC MINUTES

Sammi motioned and Jim seconded the approval of the February minutes. No one abstained from voting to approve the minutes.

COMMITTEE REPORTS

A. ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)

Sandra reported that the next meeting of the AL-Com will be on April 7. John reported that the Ad-hoc Complaints committee has met a few times and has analyzed paratransit customer feedback data. At the most recent meeting, the committee reviewed a variety of complaint comments. At the next meeting, the group will review the steps that SamTrans and First Transit use to retrace the location of a vehicle when a complaint arises. The findings will be shared at the April AL-Com meeting.

B. GRANT/BUDGET REVIEW

Barbara reported that there are no updates available. Linda noted that she will provide three-quarter update of the PCC budget and expenditures.

C. EDUCATION COMMITTEE

Maureen reported that the Education Committee met before today's PCC meeting. First, the Committee worked to clarify the group's 2015 commitments for outreach presentations. Senior Centers are one countywide opportunity that the Committee members are exploring.

Maureen asked Tina for an update on the rider survey in development by the SamTrans

Marketing Department. Tina confirmed that a randomized group of Redi-Wheels riders will be the population being surveyed and that the information would be gathered on the telephone. The survey participants will be asked about demographics and service quality. Linda asked if a representative from the Marketing Department would be available to meet with a few members of the PCC to discuss the survey questions. Tina confirmed that a representative would be available for the May meeting to give a presentation about the survey.

Maureen added that the Education Committee is continuing a discussion of opportunities to recruit new members for the PCC.

Mike asked Tina about having the Education Committee 2015 Year-in-Review Report included in the April packet for the SamTrans Board. Tina offered to distribute copies at the next Board meeting.

D. EXECUTIVE COMMITTEE

Mike reported that the last Executive Committee meeting was held in February and another meeting will be scheduled before the end of March. The PCC retreat and a potential regional summit will be on the agenda for discussion.

Erin provided an update on the PCC Retreat, which will be held in May in the Community Room at the Serramonte Branch of the Daly City Library. She will send out an invitation to the PCC members with driving directions and other information.

SAMTRANS/REDI-WHEELS REPORT

E. Operational Report

Tina reported on a customer request brought forward at the February PCC meeting. The customer had shared her difficulty reaching UCSF Parnassus, once she was dropped off at Stonestown Galleria by Redi-Wheels and transferred to San Francisco Paratransit. The customer reported that there is not a taxi stand in the area. Talib Salamin said that Serra Taxicab (among several other eligible taxi service companies) can provide transportation with a San Francisco Paratransit subsidy as long as the ride originates and terminates within the San Francisco city limits. John Sanderson noted that there are some boundary issues around Westlake Shopping Center in Daly City for taxis providing rides from San Francisco. John noted that the taxi fares in the San Francisco Paratransit program vary by distance, unlike a standard paratransit ride.

Barbara commented that there are a few exceptions that Redi-Wheels makes for providing services outside of San Mateo County. Two examples were service to REACH and the VA Program in Palo Alto.

F. Performance Summary

Tina presented the Performance Summary Report. Both total trips served and the number of Average weekday riders was higher in January 2015 than January 2014. Total Redi-Wheels riders have increased slightly during the same time period. January and February 2015 on-time performance are above the standard of 90%. Productivity was slightly below the standard of 1.70 passengers/hour. Average phone wait time continues to be below the standard of 1.5 minutes.

Using the Performance Summary graphs, Tina pointed out that Total trips served seem to be trending up in a seasonal fluctuation. Linda confirmed with Tina that there are incentives and penalties tied to performance standards in the First Transit contract agreement. Mike asked Tina about issues that impact Productivity. Dave noted that matching the supply of service to the demand and scheduling effectively for different times of the day are critical. Maureen confirmed with Tina that there are no productivity standards for taxi service. The Percentage of total trips taken in taxis for January 2015 has begun trending down.

Mike asked about updates to the County's Measure A website. Tina confirmed that the requested changes discussed at the February 2015 PCC meeting have been completed.

Patti Smith commented that the transition to First Transit and the continued service provided by Serra Taxicab has been very smooth.

Tina and Linda discussed the calculation for productivity which is simply total customers divided by revenue service hours.

Vincent asked about clarification of the Measure A funding. Tina reported that the funding is used to support, not expand, paratransit service. Vincent confirmed that the ADA mandate is to achieve zero trip denials. Vincent requested more information about Measure A funding, which totals \$5,000,000. Linda suggested that Tina show the Redi-Wheels budget including expenses and revenues with further explanation. Nancy noted that the issue can also be approached by understanding how Redi-Wheels would fund paratransit if the Measure A part of the budget was no longer available. Tina offered to have a representative from SamTrans provide a detailed report for the PCC at a future meeting. Linda noted that the County's website only lists "zero trip denials" as the performance measure associated with the Measure A funding.

Elly presented the Monthly Comment Statistics Report. From December 2014 to January 2015, the number of total Comments jumped from 61 to 149. Elly pointed out that there has been a significant increase in Comment Cards submitted by riders about their taxi service. The Average Response Time to Customer is less than 4 days.

In the Comments by Type Report, Elly noted that Compliments jumped from 13 in December 2014 to 75 in January 2015. Customer Error and Driver Conduct comments also increased significantly. In the investigation into Driver conduct complaints, Elly said that not all drivers have been successfully identified with the information provided by the customer, and that First Transit re-trains drivers and works to resolve service issues quickly. There were 3 valid Missed trip complaints in both months. In the investigation of Missed trips, Elly shared that not all of the allegations of missed trips were found to be valid. One invalid compliment was also investigated about taxi service. (The trip was not a Redi-Wheels trip.)

G. Safety Report

Dave Daley from First Transit reported that there were 12 incidents in January. All of the

incidents were minor, but the number of incidents was a significant increase over months past. There were 5 incidents in February, with two preventable accidents. Of the two preventable accidents, there was one minor injury to a First Transit driver and the driver of a privately operated vehicle.

Patti Smith asked about requesting a paratransit loading zone sign for her building in San Mateo. She noted that there is heavy traffic in her building's loading zone that runs along San Mateo Avenue. The PCC members suggested that Patti contact City Hall for more information.

LIAISON REPORTS

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal reported that the most recent Coastside meeting was held on February 19. Michal thanked John Sanderson for his report to the CTC. At the meeting, a roster of the Coastside representatives was developed for internal use. The Coastside Committee members also discussed the cost of insurance, the service provider eligibility contract, as well as Coastside Customer Comments. Michal noted that the CTC is working to bring a representative to their site to work on eligibility for 120 new residents that are moving into the building at 925 Main Street in Half Moon Bay.

The CTC and Santos are planning a Coastside driver appreciation event that should be taking place in the coming months. MV has agreed to pay \$1,000 to cover the cost of this event. There are many members of the committee that wish to thank the drivers and staff for their service.

The CTC has also been working to clarify an issue about possible service denials. Tina noted that there is a dial-a-ride service on the Coastside for the public, which allows denials. Henry Silvas is working with the CTC to address an issue with the phone system.

The Coastside representatives commented that the current format of the quarterly reports from Redi-Wheels is sufficient.

The next CTC meeting is scheduled for Thursday, April 16, 2015 at 925 Main Street in Half Moon Bay. Michal extended an invitation to everyone to come and visit the new facility.

B. AGENCY

Barbara reported that the agency representatives have not yet met with First Transit, but have been very pleased with the transition so far. Mike commented that he attended the Alzheimer's outreach event in January and found it to be highly informative. Aki noted that he attended another Alzheimer's caregiver event and also had a positive experience.

C. EFFICIENCY REVIEW COMMITTEE (ERC)

Aki reported that the last ERC meeting was focused on service policies. No-Show Policy issues were discussed at the meeting with Tina noting that since the No-Show policy was implemented, SamTrans has saved approximately \$300,000 a year. Aki pointed out that Tina described the No-Show Policy as something that should be easy to explain and

administer, and must be functional and fair. Curb-to-Curb and Door-to-Door service was another topic explored by the ERC. The next meeting is scheduled for April 7, before the AL-Com meeting.

D. COMMISSION ON AGING (COA)

Sandra reported on February 28, Supervisor Tissier held a COA retreat at Coyote Point, focusing on dispute mediation. The COA is working to move forward on issues related to serving the elderly in San Mateo County.

On March 9, a public hearing was held to get comments about the 2012-16 Area Plan, as part of the Older Americans Act. The COA discussed a Needs Assessment to help develop a four year Work Plan. In the needs assessment, funding from the Older Americans Act and the reorganization of the COA are issues. Nancy added that the New Beginnings Coalition meetings are focused on following the 2012-2016 Area Plan and developing the 2016-2020 Area Plan is in progress. The Needs Assessment is compiled through feedback from several different sources within the population of older and disabled adults living in San Mateo County.

Sandra distributed a flyer for a COA presentation about Elder Adult Financial Abuse Awareness and noted the next COA meeting will be held in April.

E. COMMISSION ON DISABILITIES (COD)

Vincent reported that the Transition to Independence Fair is being planned for October 2015.

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

Vincent reported that the 25th Anniversary of the ADA is taking place for July 26 and plans are being made for a celebration.

G. DEPARTMENT OF REHABILITATION (DOR)

Susan reported that a number of vacancies have been authorized to be filled at DOR. More clients are coming to the DOR. Many clients have been placed in jobs and employed DOR clients are staying at their jobs.

Dale commented that he was sad to hear that Darlene Rutkowski was retiring. Dale expressed his deep gratitude for the assistance he received at DOR as he lost his sight. Dale suggested that the PCC members send a note of thanks for Darlene's support of the PCC over the years. Susan suggested sending Darlene a personal email, as she will be on an extended trip for several months.

H. METROPOLITAN TRANSPORTATION COMMISSION (MTC)

No report available.

OTHER BUSINESS

Dinae shared her concern that she heard that First Transit drivers are paying high health insurance premiums.

Sandra shared information about a COA event covering Medicare and the Housing

Crisis in San Mateo County. Mike suggested sharing this information at the next AL-Com meeting.

Linda announced that she will be stepping down from the PCC on July 1, 2015. She said that she has enjoyed the many years she has spent working with the PCC. She is working with the Executive Committee for Richard Weiner at Nelson-Nygaard to serve as PCC staff.

Linda reminded everyone that the April PCC meeting will be held from 4:00-5:30 p.m., with the First Transit Appreciation Event taking place from 6:00-7:30 p.m.

The next PCC meeting is scheduled for April 14, 2015 from 4:00-5:30 p.m.

MEETING ADJOURNED: 3:32 p.m.

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

**MEETING MINUTES
January 6, 2014**

ATTENDANCE

Members Present: Sandra Lang, Chair; Mike Levinson, PCC Chair; Sammi Riley, Consumer; Aki Eejima, Consumer; Vincent Merola, CiD; Tina Dubost, SamTrans.

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

Guests: Seamus Murphy, Guest; Maria Kozak, Consumer; Lynn Spicer, First Transit; Dave Daley, First Transit; John Sanderson, SamTrans; Elly Colwell, SamTrans; Henry Silvas, SamTrans; Linda Rhine, Nelson-Nygaard Consulting; Erin Swartz, PCC Staff.

(Member Attendance: 6, Quorum—Yes.)

INTRODUCTIONS

Sandra opened today's AL-Com meeting and wished everyone a Happy New Year.

APPROVAL OF OCTOBER AL-COM MINUTES

Sandra motioned to approve the October AL-Com minutes by Sammi seconded, with Mike, Aki and Vincent abstaining.

LEGISLATIVE UPDATES

Presentation by Seamus Murphy, Director of Government Affairs at SamTrans

Seamus Murphy introduced several advocacy opportunities on the county, state, and federal level for paratransit services. At SamTrans, a legislative program is created each year to focus on current and pending legislation related to transit. One new funding stream at the state level is the Cap and Trade Program. Funding from the fuel sector for transportation programs and projects will be available in the future. Prop 1B, an infrastructure bond, will expire soon.

Cap and Trade projections are \$1,000,000,000 to \$1,500,000,000 a year. Oil producers are now required to purchase emissions credits, raising revenue for the program. Last year, the Legislature approved about 60% of how the revenues will be spent. The program is likely to be extended for an indefinite period of time. The legislature allocated 25% of the total funding for high speed rail. This money can be used to fund projects that will ultimately connect to the rail system. Affordable housing in urban areas has been allocated about 10% of the total funding. Another 10% is for transit and transportation projects that are sustainable, under Prop 32. Transit and inter-city rail programs have been given 10% of the total funding available. Bus projects are also eligible to apply for this program. Every transit agency in California will be eligible to receive up to 5% of the Cap and Trade funding. As a result, \$2,000,000 is expected to

be available for SamTrans to use. Funding for SamTrans and Caltrain will increase as the program grows. The remaining 40% of total funding that hasn't been divided up may be used for efficiency upgrades in buildings and infrastructure projects like roadway improvements.

Infrastructure Bonds in California would include transportation services, street and road improvements, etc... At the county level, there is a need for a local bond to fund Caltrain needs. One significant legislative challenge is that some cities in San Mateo County are near the threshold for sales tax that is 2% above the rate set by the State.

Changes in the California State Senate may mean changes in the support available for transit funding. Funding like TIGER Discretionary Grants may be targeted for cuts at the federal level.

Another local issue is related to the second Measure A sales Tax in San Mateo County. Funding for paratransit services that totaled \$5,000,000 was made available. With higher sales tax revenues available, an opportunity exists for paratransit funding advocacy.

Linda commented on the second Measure A sales tax funding and wanted to clarify that the PCC is in a position to educate the public, but cannot advocate. Seamus pointed out that the PCC can contact the San Mateo County Board of Supervisors and thank them for the \$5 million in annual support, but that continuing support is needed in the upcoming fiscal year. Measure A budget and a schedule of hearings would be available from the County. Seamus offered to stay in contact with the PCC to continue communicating on this issue.

Vincent shared that www.smcgov.org has lots of information about Measure A. He asked Seamus about alternative funding that is available if Measure A funds are not approved in the future. Seamus shared that when Caltrain is converted to electric service, funding could be shifted back to SamTrans.

Sandra commented that the presentation given by Seamus today provides a large amount of information and opportunities to work with Government Affairs at SamTrans.

Mike asked about including the AL-Com in the monthly legislative newsletter distribution list from the SamTrans.

Sandra thanked Seamus for his presentation today and thanked the AL-Com members and guests for participating in today's discussion.

A. LOCAL ADVOCACY ISSUES—OPEN DISCUSSION

Sandra reported that during the last storm, two trees fell in the road that could significantly impact drivers and pedestrians. John noted that there have been disruptions to service, due to flooding and fallen trees in the last big storm. Henry pointed out that the bus operators did a marvelous job keeping riders safe during this time.

Vincent asked about current Redi-Wheels related issues. Linda commented that Renew by Mail is being handled by the ERC. Tina and Linda suggested that the Redi-Wheels policies related to Door-to-Door Service and Inter-County Transfers should also be addressed by the ERC. The PCC could continue the discussion if needed.

B. CRC —OPEN DISCUSSION

Linda offered to read a letter submitted by Maisoon Sahouria at CiD. The letter was written by Maisoon on behalf of a client that requested a special accommodation for Redi-Wheels service. Tina read the letter written from SamTrans in response to Maisoon, which included an explanation of the ADA requirements.

Linda read a recent court decision that addressed a similar customer complaint with another transit agency. Linda also cited a recent *Transit Access Report* article outlining a court decision on the same issue. Sammi commented that electric wheelchair users cannot ride in sedans if they are unable to transfer themselves into the vehicle without the use of their mobility device. Vincent commented that the rider's letter addresses equal access, rather than vehicle preference. Linda asked if the FTA has ruled on this point.

Tina noted that SamTrans is unable to provide medical transportation, so that is a key distinction to make. SamTrans does provide wheelchair-accessible vehicles. Mike asked that Tina clarify that there are medical transport services available for individuals who need to use specific vehicles due to their medical condition. The AL-Com members discussed how to understand this issue and other approaches that might work for this consumer.

Another CRC issue was brought forward by Maria Kozak, a Redi-Wheels consumer. She asked for an update on the new minivans. She had previously shared concerns about the seat width. Tina reported that there are new minivans in the SamTrans fleet and that the customer comments were taken to the vendor. Changes to the seat design were not possible, as they are produced by the car manufacturer. Tina gave the example of head rests being added to the new minivans, based on the feedback provided by customers.

Tina distributed copies of the Total Comments by Quarter Report, covering the months of September through November 2014. Service complaints/Thousand Rides were 0.48, exceeding the SamTrans Standard of 2.5. Tina pointed out that this is the lowest rate that Redi-Wheels has achieved over the past four quarters. Compliments decreased in the fourth quarter, along with the total number of Redi-Wheels Comment Cards that were submitted. Complaints about driver Conduct, dispatcher error, driver safety, missed trips, and service requests have all decreased.

Tina also gave an in-depth analysis of the data that she presented in the Total Comments by Quarter Report. Customer questions centered on requests about a specific pickup location, fares, and no-show/late cancels. Complaints continue to be the largest category of Customer Comments. Non-valid complaints were largely about driver conduct and late trips. Tina added that some late trips were due to customer error, with a review of the pick-up vehicle GPS data and reservation recordings.

John Sanderson reported that at the last PCC meeting, an issue was brought forth to review the complaint process. He has reviewed the Redi-Wheels comments and proposed an Ad-Hoc working group to meet a few times in the next quarter to review the complaints that are submitted and then report back to the PCC. John asked for volunteers from the AL-Com for this working group. He suggested that the working group review the aggregate data to better understand the data trends. Vincent asked about the Complaint Review Committee and Mike noted that this Committee has been incorporated into the AL-Com CRC-Open Discussion agenda item. Vincent, Sammi, Linda/Erin and Mike have volunteered to participate in the working group. Linda commented that a comprehensive review of all Redi-Wheels Comment Cards should include compliments. John will follow up with the volunteers to set meeting dates and times.

John noted that he shared a document with Dave Daley from First Transit, that outlines expectations of paratransit providers in regard to handling Customer Comments.

OTHER BUSINESS

Tina reported that the SamTrans Marketing Department is considering a paratransit customer service survey that would take place before July 2015.

John provided an update on a comment made by a guest at a recent PCC meeting. The consumer was concerned that her comment was not included in the data provided in the MOPS Report. The consumer contacted Redi-Wheels staff directly, at which time the issue was resolved in real time at both SamTrans and then with Serra Taxicab. John spoke to Talib Salamin at Serra Taxicab and the driver involved in the complaint has since completed sensitivity training. The issue was not recorded as a complaint, because the caller did not use the SamTrans Complaint Line phone number. John noted that after researching the situation, he found that the issue was handled correctly but not recorded in the tally of complaints for Redi-Wheels.

Sandra announced that the next AL-Com meeting is scheduled for Tuesday, April 7.

MEETING ADJOURNED: 3:02 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: **MULTIMODAL RIDERSHIP REPORT – MARCH 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 – MARCH 2015 COMPARED TO MARCH 2014

Total District Modes – 164,487, an increase of 4.5 percent.

Bus – 45,120, an increase of 3.9 percent.

Paratransit – 1,150, an increase of 4.5 percent.

Caltrain – 56,350, an increase of 6.2 percent.

Shuttles – 13,010, an increase of 1.2 percent.

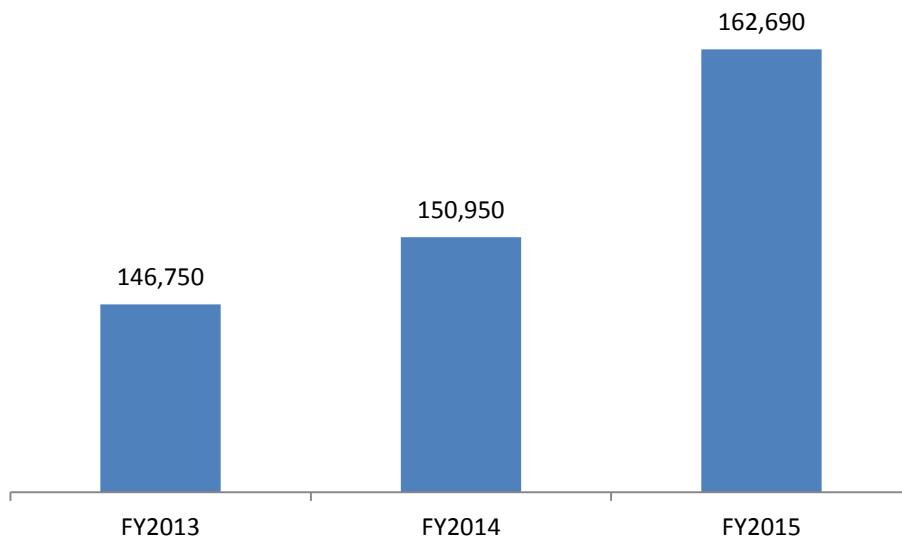
**Table A
Average Weekday Ridership**

March 2015 Average Weekday Ridership				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	42,490	43,440	45,120	3.9%
Paratransit	1,080	1,100	1,150	4.5%
Caltrain	48,720	53,080	56,350	6.2%
Shuttles	11,850	12,850	13,010	1.2%
Total	104,130	110,470	115,640	4.7%
BART Extension (No Daly City)	45,670	46,880	48,850	4.2%
Grand Total	149,800	157,360	164,490	4.5%
Weekdays	21	21	22	

March 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	41,050	41,770	43,070	3.1%
Paratransit	1,050	1,070	1,110	3.7%
Caltrain	47,960	52,140	57,150	9.6%
Shuttles	10,840	11,090	11,810	6.5%
Total	100,910	106,070	113,130	6.7%
BART Extension (No Daly City)	45,840	44,880*	49,560	10.4%
Grand Total	146,750	150,950	162,690	7.8%

*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 March for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – MARCH 2015 COMPARED TO MARCH 2014

All District Modes – 4,307,030, an increase of 6.9 percent.

Bus – 1,171,840, an increase of 6.2 percent.

Paratransit – 28,800, an increase of 8.4 percent.

Caltrain – 1,538,740, an increase of 7.5 percent.

Shuttles – 282,130, an increase of 3.3 percent.

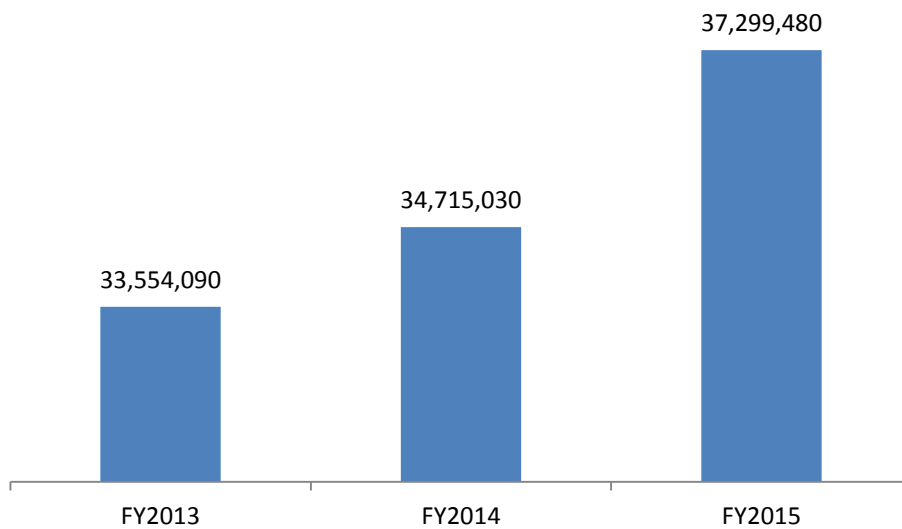
**Table B
Total Ridership**

March 2015 Total Monthly Ridership				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	1,075,010	1,103,610	1,171,840	6.2%
Paratransit	26,090	26,580	28,800	8.4%
Caltrain	1,310,960	1,431,750	1,538,740	7.5%
Shuttles	243,970	273,170	282,130	3.3%
Total	2,656,040	2,835,110	3,021,520	6.6%
BART Extension (No Daly City)	1,174,140	1,195,580	1,285,510	7.5%
Grand Total	3,830,180	4,030,680	4,307,030	6.9%
Weekdays	21	21	22	

March 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2013	FY2014	FY2015	
Bus	9,298,290	9,551,140	9,892,230	3.6%
Paratransit	227,860	232,890	243,010	4.3%
Caltrain	11,437,750	12,456,540	13,577,160	9.0%
Shuttles	2,116,750	2,154,140	2,281,970	5.9%
Total	23,080,640	24,394,700	25,994,380	6.6%
BART Extension (No Daly City)	10,473,450	10,320,330*	11,305,100	9.5%
Grand Total	33,554,090	34,715,030	37,299,480	7.4%

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

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – March 2015

Clipper – SamTrans launched a two-month campaign to help increase use of Clipper, the regional fare payment card, on the bus system. The campaign is using a variety of communications channels to help inform customers, including a digital billboard near Serramonte Center, newspaper and Pandora ads, a button on the SamTrans home page, social media, messages inside buses, exterior bus ads, and Customer Service representatives riding buses and visiting transit centers. The Marketing Department also developed a brochure that lists all the locations in the county where adults can get a Clipper card and where all Clipper customers can load their cards.

Bus Operator Tip Tuesday – SamTrans launched a multi-month social media campaign to provide tips to customers. The campaign is called “Bus Operator Tip Tuesday” and uses the hashtag #BOTT. Topics cover fares, safety, etiquette, security and some miscellaneous items. The goal of the campaign is to educate customers, resulting in a more pleasant ride for all. Recent tips included:

- When walking to the door or changing seats, use handrails and seatback handles for your safety.
- Keep your backpack, bags and other belongings out of the aisle. Clear path = safe path.

The idea for this program came from listening to tips offered by operators at a Safety Task Force meeting. Each Tuesday, a new tip is posted to the SamTrans Facebook page (www.facebook.com/samtrans) and tweeted from the Marketing Department's Twitter account (@GoSamTrans).

Partnership – Market Research & Development staff works with a number of event organizers to co-promote events that will generate bus ridership and provide added value to current SamTrans customers. In March, SamTrans partnered with the San Francisco Flower and Garden Show.

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, MAY 6, 2015 – 2:45 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 April 1, 2015
2. Acceptance of Statement of Revenues and Expenses for March 2015
3. Acceptance of Quarterly Investment Review and Fixed Income Report for the Quarter Ended March 31, 2015
4. Authorize Entering into a Funding Agreement with the City/County Association of Governments of San Mateo County To Receive Measure M Funds

CONTRACT

5. Authorize Award of Contract to Office Depot, Inc. for Purchase and Delivery of General Office Supplies and Related Items for a Total Estimated Amount of \$320,000 for a Two-Year Term
6. Authorize Award of Contract to Vavrinek, Trine, Day & Co., to Provide Financial Audit Services for a Firm-Fixed Price of \$329,720 for a Five-Year Term and Additional Audit Services Not-to-Exceed \$200,000
7. Authorize Entering into an Agreement with the County of San Mateo for Law Enforcement and Related Communications Services for a Total Estimated Not-to-Exceed Amount of \$3,373,023 for a Three-Year Term
8. Authorize Adoption of the Revised Fuel Hedging Policy and Award of Contract to Orrick, Herrington & Sutcliffe LLP to Serve as Special Counsel in Connection with the Fiscal Year 2016 Fuel Hedging Program for a Not-to-Exceed Fee of \$150,000
9. Authorize Award of Contract on an Emergency Basis to Technology, Engineering & Construction for an Emergency Replacement of the Oil/Water Separator at North Base for a Not-to-Exceed Amount of \$480,000 with an Option Not-to-Exceed \$250,000

INFORMATIONAL

10. Preliminary Fiscal Year 2016 Operating Budget
11. Preliminary Fiscal Year 2016 Capital Budget

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
APRIL 1, 2015**

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

Committee Members Absent: J. Gee

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, A. Chan, J. Hartnett, C. Harvey, R. Haskin, M. Martinez, N. McKenna, M. Simon, S. van Hoffen

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

Approval of Minutes of Finance Committee Meeting of March 11, 2015

Motion/Second: Guilbault/Kersteen-Tucker

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

Absent: Gee

Acceptance of Statement of Revenues and Expenses for February 2015

Jim Hartnett, General Manager/CEO said revenues are up and expenses are down compared to the revised budget. Staff will be presenting a draft Fiscal Year (FY) 2016 Operating Budget in May that will align with the Strategic Plan objectives.

Motion/Second: Tissier/Groom

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

Absent: Gee

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

April Chan, Executive Officer, Planning and Development, said this funding is from the Low Carbon Transportation Operations Program (LCTOP). This is the smallest source of funding in the Cap and Trade Program with 5 percent of the overall program allocated to LCTOP for the first year. She said statewide there is \$25 million available that goes to various transit operators by formula. The amount going to SamTrans for FY2015 is \$575,000 and it will be received at the end of the fiscal year. Ms. Chan said there is a stipulation that the funding must be spent within two years. This funding can be used for either operating or capital projects, but it has to expand transit service, reduce greenhouse gas emissions, and half the money has to be spent within a disadvantaged community.

Committee Chair Guilbault asked how the State determines the percentage that goes to each agency. Ms. Chan said by fare revenue generated by the transit property and population.

Motion/Second: Groom/Stone

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

Absent: Gee

Authorize the Filing of Applications to the California Governor's Office of Emergency Services for State Proposition 1B Transit Security Grant Program Funds

Ms. Chan said this application is to receive \$1.1 million of transit security grant funds in FY2015 and the Letter of No Prejudice allows staff to use the funding in advance of receiving the bond proceeds. These funds will be part of the FY2016 budget. In the past, these funds have been used for security projects, installation of closed-circuit televisions and emergency communication equipment.

Motion/Second: Kersteen-Tucker/Tissier

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

Absent: Gee

Authorize Applying for \$305,296 in Transit Performance Initiative Program Funds from the Metropolitan Transportation Commission (MTC)

Ms. Chan said this funding was part of MTC's Transit Sustainability Program funds and will be used to help offset the cost of the SamTrans Day Pass, real-time bus schedule information on the website, and develop a mobile ticketing application.

Motion/Second: Tissier/Groom

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

Absent: Gee

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

Mr. Hartnett said staff was able to save the District more than \$54 million over the life of the bonds. This savings results in annual reduction of debt service by about \$3 million per year. Mr. Hartnett said due to the nature of the bond refinancing and additional work that had to be done there was an increase in cost.

Motion/Second: Harris/Matsumoto

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

Absent: Gee

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

Chuck Harvey, Deputy CEO, said the single bid received was deemed non-responsive because Ferris Hoist and Repair did not provide a bidder security. This scaffold system is needed to maintain and work on the top of the hybrid vehicles.

Motion/Second: Tissier/Groom

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

Absent: Gee

Assessment of the Fiscal Year 2015 Fuel Hedge Program

Mr. Hartnett said this is the standard report. The Fuel Hedge Program is insurance that allows the District to budget with more predictability.

Adjourned: 2:47 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
MARCH 31, 2015 AND SUPPLEMENTAL INFORMATION**

ACTION

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

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 14) are \$3,849,065 or 3.1 percent **better** than revised budget. *Passenger Fares* (page 1, line 1) are **better** than budget by \$297,750 or 2.2 percent, *Sales Tax* (page 1, line 9) is **better** than budget by \$3,947,210 or 7 percent and *Other Interest, Rent & Other Income* (page 1, line 12) are \$272,266 or 5.6 percent **better** than budget, offset by *Local STA & TDA* (page 1, line 2) which are \$141,911 or 0.5 percent **worse** than budget and *SMCTA Measure A* (page 1, line 4) is **worse** than budget by \$479,989 or 7 percent.

Expenses: *Total Expenses* (page 4, line 72) are \$5,207,687 or 5.4 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$3,927,893 or 5 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$1,187,997 or 10.3 percent.

BUDGET IMPACT

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

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

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

% OF YEAR ELAPSED: 75.0%

	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	1,640,517	13,942,655	14,073,975	13,776,225	102.2	18,368,300	18,368,300	76.6
2	Local TDA and STA Funds	3,218,390	34,833,790	30,100,799	30,242,710	99.5	40,323,614	40,323,614	74.6
3	Operating Grants	484,381	6,209,033	5,798,210	5,770,849	100.5	6,892,643	6,892,643	84.1
4	SMCTA Measure A	556,683	6,202,504	6,337,211	6,817,200	93.0	9,140,000	9,140,000 ^(B)	69.3
5	SM County Measure A	416,667	4,033,543	3,792,539	3,792,539	100.0	5,000,000	5,000,000	75.9
6	AB434 Funds	40,208	424,500	408,306	436,500	93.5	582,000	582,000	70.2
7	Subtotal - Operating Revenues	6,356,845	65,646,025	60,511,039	60,836,024	99.5	80,306,558	80,306,558	75.4
Other Revenue Sources									
9	District 1/2 Cent Sales Tax	6,688,585	57,404,112	60,002,210	56,055,000	107.0	72,000,000	75,000,000	80.0
10	Investment Interest	61,558	749,796	665,152	710,580	93.6	948,840	948,840	70.1
11	Pass through to Other Agencies	37,494	228,126	277,884	277,884	100.0	383,948	383,948	72.4
12	Other Interest, Rent & Other Income	367,045	4,899,169	5,107,652	4,835,386	105.6	6,921,784	6,921,784	73.8
13	Subtotal - Other Revenues	7,154,682	63,281,203	66,052,899	61,878,850	106.7	80,254,572	83,254,572	79.3
14	Total Revenues	13,511,527	128,927,228	126,563,938	122,714,873	103.1	160,561,130	163,561,130	77.4
15	Capital Assistance	869,640	21,881,562	19,092,202	19,092,202	100.0	49,474,302	85,875,511 ^(A)	22.2
16	Reserves Programmed for Capital	1,478,714	6,566,717	18,038,412	18,038,412	100.0	0	12,619,744 ^(A)	142.9
17	Total Sources of Funds	15,859,880	157,375,507	163,694,551	159,845,487	102.4	210,035,432	262,056,384	62.5
USES OF FUNDS									
Operations									
21	Motor Bus	8,315,083	70,219,104	74,949,611	78,877,504	95.0	106,595,744	108,095,744	69.3
22	A. D. A. Programs	992,341	10,302,368	10,353,720	11,541,717	89.7	15,386,631	15,386,631	67.3
23	Caltrain	521,667	4,080,002	4,695,000	4,695,000	100.0	6,260,000	6,260,000	75.0
24	Other Multi-modal Programs	146,278	2,078,672	1,895,409	1,987,205	95.4	2,913,140	2,913,140	65.1
25	Subtotal - Operating Costs	9,975,368	86,680,147	91,893,740	97,101,426	94.6	131,155,515	132,655,515	69.3
Other Uses of Funds									
27	Pass through to Other Agencies	37,494	228,126	277,884	277,884	100.0	388,948	388,948	71.4
28	Debt Service	2,037,402	16,302,461	18,336,623	18,336,623	100.0	24,449,078	24,449,078	75.0
29	Fiscal Agent Fees	5,373	17,748	21,253	20,726	102.5	27,635	27,635	76.9
30	Land Transfer Interest Expense	0	0	0	0	0	45,895	45,895	0.0
31	Subtotal - Other Uses of Funds	2,080,269	16,548,335	18,635,760	18,635,233	100.0	24,911,556	24,911,556	74.8
32	Capital Programs	2,473,784	29,410,997	38,022,002	38,022,002	100.0	55,331,570	104,352,522 ^(A)	36.4
33	Total Uses of Funds	14,529,421	132,639,478	148,551,502	153,758,662	96.6	211,398,641	261,919,593	56.7
34									
35	NET SURPLUS / (DEFICIT)	1,330,459	24,736,029	15,143,050	6,086,825	248.8	(1,363,210)	136,790	11070.3

% 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
MARCH 2015**

% OF YEAR ELAPSED: 75.0%

	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	1,570,628	13,336,234	13,463,621	13,152,000	102.4	17,536,000	17,536,000	76.8
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,871,551	28,404,999	25,843,961	25,843,961	100.0	34,458,615	34,458,615	75.0
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	165,932	4,676,374	2,628,678	2,770,589	94.9	3,694,119	3,694,119	71.2
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	450,115	5,809,186	5,382,437	5,382,437	100.0	6,504,231	6,504,231	82.8
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Assistance	2,933,697	13,884,395	23,296,415	27,779,974	83.9	38,991,765	40,491,765	57.5
10 Accessibility Fixed Route	94,738	895,532	881,849	763,905	115.4	1,018,540	1,018,540	86.6
11 TOTAL 1/2 CENT SALES TAX	3,028,435	14,779,927	24,178,264	28,543,879	84.7	40,010,305	41,510,305	58.2
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	39,342	478,410	476,830	464,100	102.7	620,090	620,090	76.9
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	18	0	128	0	0.0	0	0	0.0
16 Rental Income	46,030	875,267	1,046,655	970,200	107.9	1,293,600	1,293,600	80.9
17 Advertising Income	58,750	762,786	707,614	776,250	91.2	1,035,000	1,035,000	68.4
18 Other Income	84,283	1,095,921	1,221,423	974,089	125.4	1,443,784	1,443,784	82.1
19 TOTAL OTHER REVENUES	189,081	2,733,974	2,975,820	2,720,539	109.4	3,772,384	3,772,384	78.9
20								
21 TOTAL MOTOR BUS	8,315,083	70,219,104	74,949,611	78,877,504	95.0	106,595,744	108,095,744	69.3
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	69,890	606,421	610,354	624,225	97.8	832,300	832,300	73.3
25 Local TDA 4.5 Redi-Wheels	144,468	1,329,624	1,300,210	1,300,210	100.0	1,733,614	1,733,614	75.0
26 Local STA - Paratransit	36,439	422,794	327,950	327,950	100.0	437,266	437,266	75.0
27 Operating Grants	34,266	399,846	415,773	388,412	107.0	388,412	388,412	107.0
28 Sales Tax - District ADA Programs	0	0	0	736,113	0.0	1,050,989	1,050,989	0.0
29 Sales Tax - Paratransit Suppl. Coastside	121,575	252,580	1,074,248	1,001,475	107.3	1,335,300	1,335,300	80.4
30 Interest Income - Paratransit Fund	22,216	271,386	188,323	246,480	76.4	328,750	328,750	57.3
31 SMCTA Measure A Redi-Wheels	35,016	2,439,573	1,642,210	2,122,200	77.4	2,880,000	2,880,000	57.0
32 SM County Measure A	416,667	3,716,472	3,792,539	3,792,539	100.0	5,000,000	5,000,000	75.9
33 Measure M Paratransit	111,805	863,672	1,002,113	1,002,113	100.0	1,400,000	1,400,000	71.6
34 TOTAL ADA PROGRAMS	992,341	10,302,368	10,353,720	11,541,718	89.7	15,386,631	15,386,631	67.3
35								
36 MULTI-MODAL TRANSIT PROGRAMS:								
37 Transfer from SMCTA for Caltrain	521,667	4,080,002	4,695,000	4,695,000	100.0	6,260,000	6,260,000	75.0
38 AB434 Funds - SamTrans Shuttle	40,208	424,500	408,306	436,500	93.5	582,000	582,000	70.2
39 Employer SamTrans Shuttle Funds	66,159	1,301,524	1,129,720	1,112,734	101.5	1,749,400	1,749,400	64.6
40 Sales Tax - SamTrans Shuttle Program	28,768	259,248	248,685	284,896	87.3	377,640	377,640	65.9
41 Sales Tax - Gen. Operating Asst.	11,143	93,401	108,700	153,075	71.0	204,100	204,100	53.3
42								
43 TOTAL MULTIMODAL	667,944	6,158,674	6,590,409	6,682,205	98.6	9,173,140	9,173,140	71.8
44								
45 TOTAL REVENUES	9,975,369	86,680,147	91,893,740	97,101,427	94.6	131,155,515	132,655,515	69.3

% 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
MARCH 2015**

% OF YEAR ELAPSED: 75.0%

<u>EXPENSES</u>	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET (C)	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	4,509,598	37,694,564	39,228,438	39,769,638	98.6	52,325,457	52,995,388	74.0
2								
3 Services:								
4 Board of Directors	8,619	35,380	174,599	174,217	100.2	51,750	192,748	90.6
5 Contracted Vehicle Maintenance	57,675	606,649	803,053	1,122,325	71.6	1,625,280	1,625,280	49.4
6 Property Maintenance	119,129	755,756	743,263	928,125	80.1	1,242,000	1,242,000	59.8
7 Professional Services	336,664	1,580,836	2,017,941	2,100,715	96.1	4,720,740	4,741,805	42.6
8 Technical Services	482,536	3,368,452	4,312,888	4,487,260	96.1	5,704,354	5,878,444	73.4
9 Other Services	203,605	240,840	1,076,144	1,135,629	94.8	2,447,741	2,921,376	36.8
10								
11 Materials & Supply:								
12 Fuel & Lubricants	290,677	4,001,302	3,329,179	4,662,813	71.4	6,333,750	6,148,750	54.1
13 Bus Parts & Materials	188,075	1,343,400	1,473,626	1,440,368	102.3	1,911,257	1,911,257	77.1
14 Uniforms & Driver Expense	11,841	291,276	308,869	377,666	81.8	444,235	463,735	66.6
15 Timetables & Tickets	888	108,935	81,352	151,425	53.7	201,900	201,900	40.3
16 Office Supplies / Printing	42,344	142,170	254,189	267,766	94.9	339,062	351,318	72.4
17 Other Materials & Supply	25,314	88,041	107,096	121,000	88.5	159,500	159,500	67.1
18								
19 Utilities:								
20 Telecommunications	92,526	279,894	340,827	499,631	68.2	666,174	666,174	51.2
21 Other Utilities	75,539	822,875	812,344	838,000	96.9	1,084,000	1,084,000	74.9
22 Insurance Costs	(29,965)	2,103,854	1,601,901	1,905,808	84.1	2,681,400	2,681,400	59.7
23 Workers' Compensation	271,700	2,260,731	2,746,002	2,854,260	96.2	3,443,160	3,443,160	79.8
24 Taxes & License Fees	52,581	369,755	350,686	502,171	69.8	552,894	727,894	48.2
25 Fixed Route Accessibility	94,738	895,532	881,849	763,905	115.4	1,018,540	1,018,540	86.6
26 Leases & Rentals	11,833	87,668	99,291	101,024	98.3	134,631	134,631	73.8
27 Promotional & Legal Advertising	16,790	138,716	139,145	217,010	64.1	289,400	288,860	48.2
28 Training & Business Travel	26,980	141,102	259,080	258,672	100.2	292,075	288,915	89.7
29 Dues & Membership	6,627	68,796	64,445	66,049	97.6	87,624	87,624	73.5
30 Postage & Other	3,401	35,950	47,181	79,572	59.3	102,180	104,405	45.2
31								
32 Total District Operated Buses	6,899,715	57,462,475	61,253,387	64,825,045	94.5	87,859,104	89,359,104	68.5
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,283,046	10,917,039	11,399,163	11,507,897	99.1	15,365,530	15,300,530	74.5
36 Other Related Costs	29,853	304,291	283,319	285,022	99.4	380,030	380,030	74.6
37 Insurance Costs	(91,974)	489,431	356,293	491,229	72.5	655,000	655,000	54.4
38 Coastside Services	146,272	714,744	1,249,885	1,393,088	89.7	1,857,450	1,857,450	67.3
39 Redi Coast Non-ADA	20,391	159,931	172,504	166,665	103.5	222,220	222,220	77.6
40 Other Related Costs	6,212	43,336	53,987	57,353	94.1	76,470	76,470	70.6
41 La Honda - Pescadero	5,513	40,750	41,213	41,348	99.7	55,130	55,130	74.8
42 SamCoast - Pescadero	15,498	86,212	135,625	104,862	129.3	118,150	183,150	74.1
43 Other Related Cost - SamCoast	557	894	4,235	4,995	84.8	6,660	6,660	63.6
44 Total Contracted Bus Service	1,415,368	12,756,628	13,696,224	14,052,459	97.5	18,736,640	18,736,640	73.1
45								
46 TOTAL MOTOR BUS	8,315,083	70,219,104	74,949,611	78,877,504	95.0	106,595,744	108,095,744	69.3

% 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
MARCH 2015**

% OF YEAR ELAPSED: 75.0%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET (C)	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	472,403	4,250,660	4,421,084	4,720,995	93.6	6,294,660	6,294,660	70.2
Other Related Costs	198,280	1,737,565	1,801,027	2,295,916	78.4	3,060,554	3,060,554	58.8
ADA Sedan/Taxi Service	288,917	2,369,913	2,356,044	2,350,290	100.2	3,133,720	3,133,720	75.2
ADA Accessibility Support	76,092	588,231	671,315	786,798	85.3	1,047,397	1,047,397	64.1
Coastside ADA Support	121,575	987,711	1,074,248	1,001,475	107.3	1,335,300	1,335,300	80.4
Insurance Costs	(164,927)	368,288	30,001	386,244	7.8	515,000	515,000	5.8
TOTAL ADA PROGRAMS	992,341	10,302,368	10,353,720	11,541,717	89.7	15,386,631	15,386,631	67.3
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	521,667	4,080,002	4,695,000	4,695,000	100.0	6,260,000	6,260,000	75.0
Total Caltrain Service	521,667	4,080,002	4,695,000	4,695,000	100.0	6,260,000	6,260,000	75.0
OTHER SUPPORT								
SamTrans Shuttle Service	135,134	1,985,272	1,786,709	1,834,130	97.4	2,709,040	2,709,040	66.0
Bicycle Coordinating Activities	0	0	0	18,750	0.0	25,000	25,000	0.0
Maintenance Multimodal Facilities	11,144	93,401	108,700	134,325	80.9	179,100	179,100	60.7
Total Other Support	146,278	2,078,672	1,895,409	1,987,205	95.4	2,913,140	2,913,140	65.1
TOTAL MULTI-MODAL PROGRAMS	667,945	6,158,674	6,590,409	6,682,205	98.6	9,173,140	9,173,140	71.8
TOTAL EXPENSES	9,975,368	86,680,147	91,893,740	97,101,427	94.6	131,155,515	132,655,515	69.3

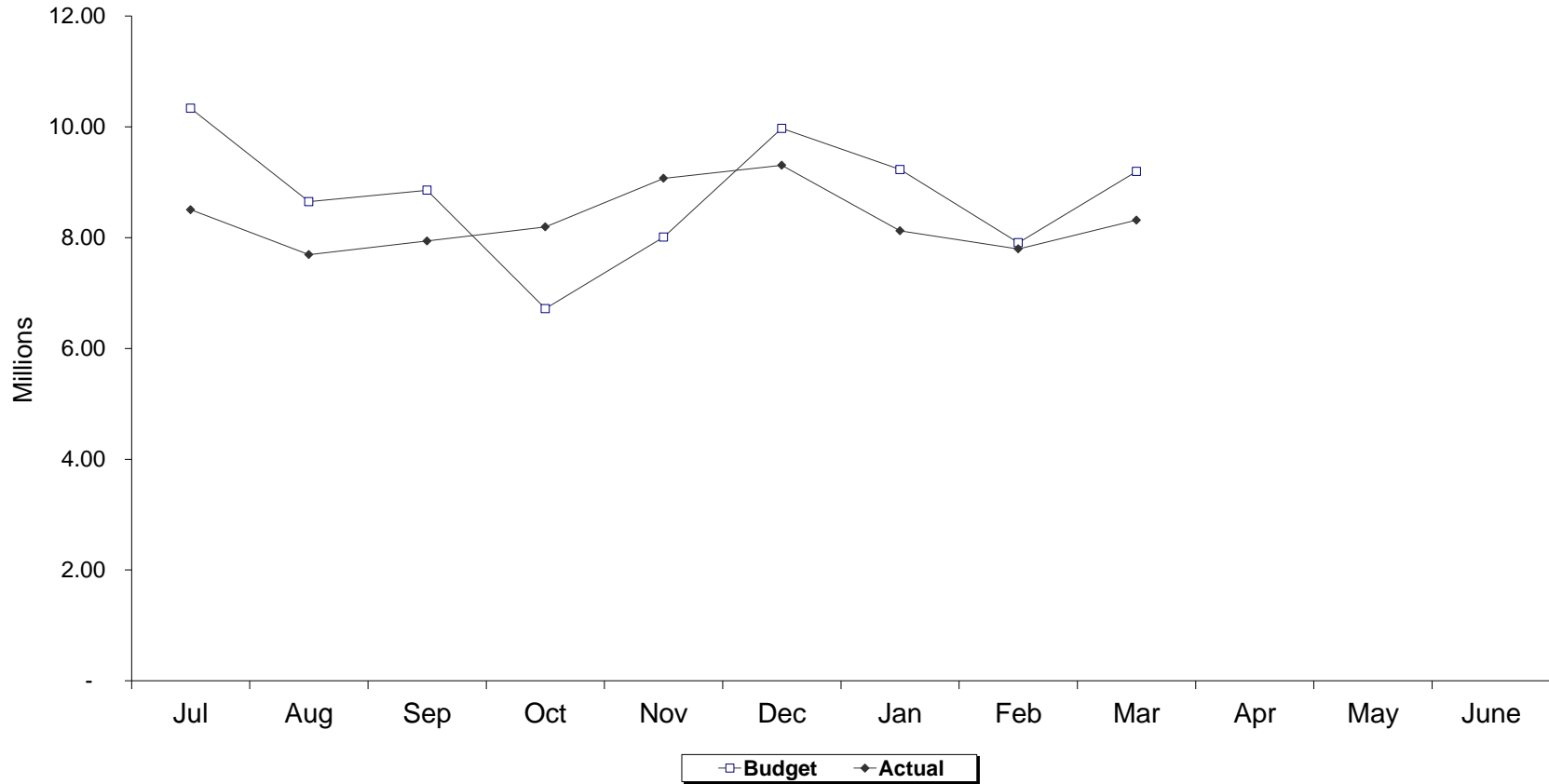
% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% REV BUDGET" column, please note that individual line items reflect variations due to seasonal activities during the year.

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

SAN MATEO COUNTY TRANSIT DISTRICT

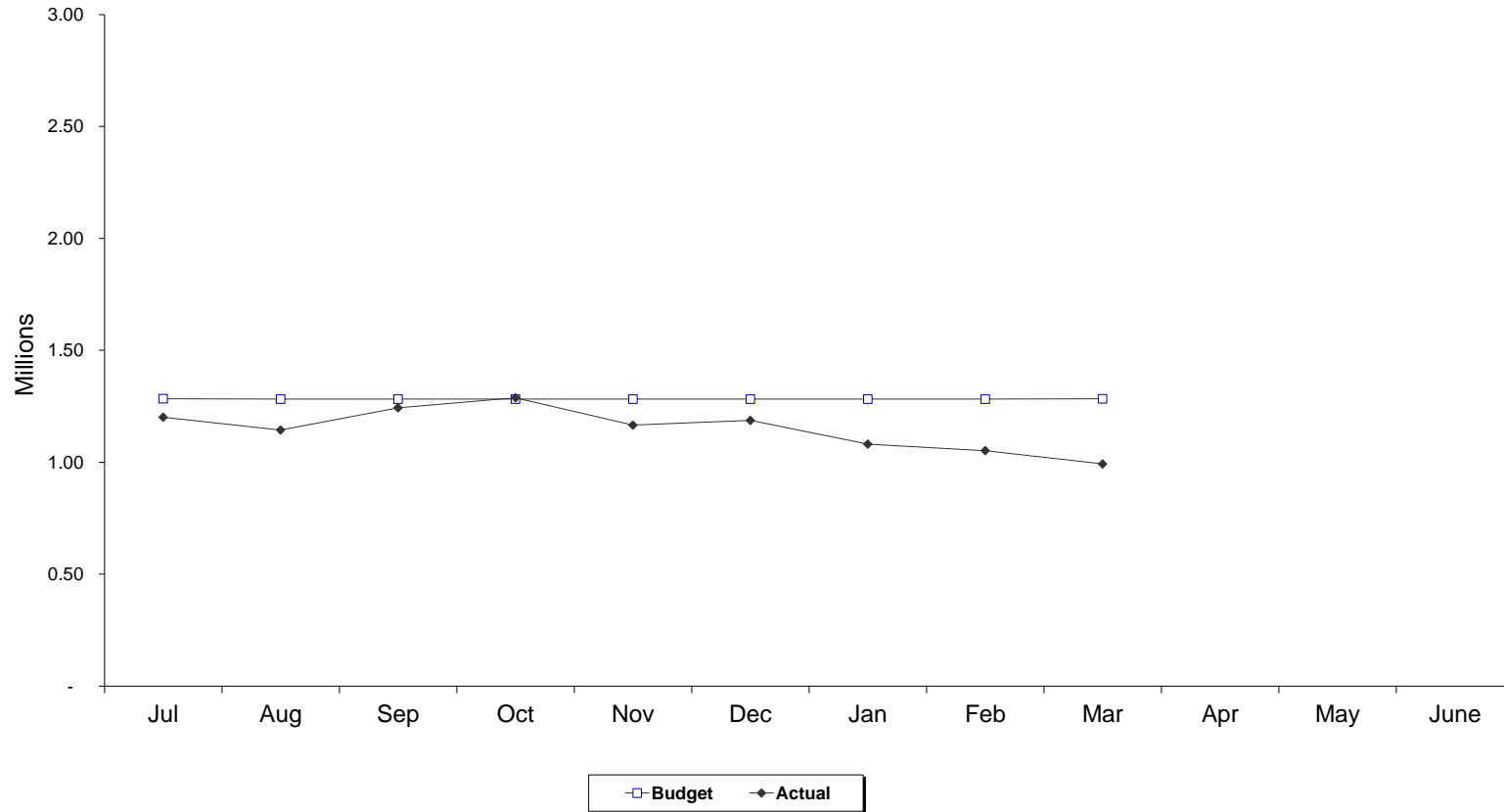
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

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	9,196,442				
Actual	8,504,261	7,693,790	7,938,461	8,196,033	9,071,238	9,307,843	8,125,253	7,797,647	8,315,083				
CUMULATIVE EXPENSES													
Budget	10,335,340	18,984,149	27,841,442	34,558,935	42,569,981	52,541,654	61,771,776	69,681,062	78,877,504				
Actual	8,504,261	16,198,051	24,136,512	32,332,545	41,403,784	50,711,627	58,836,880	66,634,528	74,949,611				
Variance - F(U)	1,831,080	2,786,098	3,704,930	2,226,390	1,166,197	1,830,027	2,934,895	3,046,535	3,927,893				
Variance %	17.72%	14.68%	13.31%	6.44%	2.74%	3.48%	4.75%	4.37%	4.98%				

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

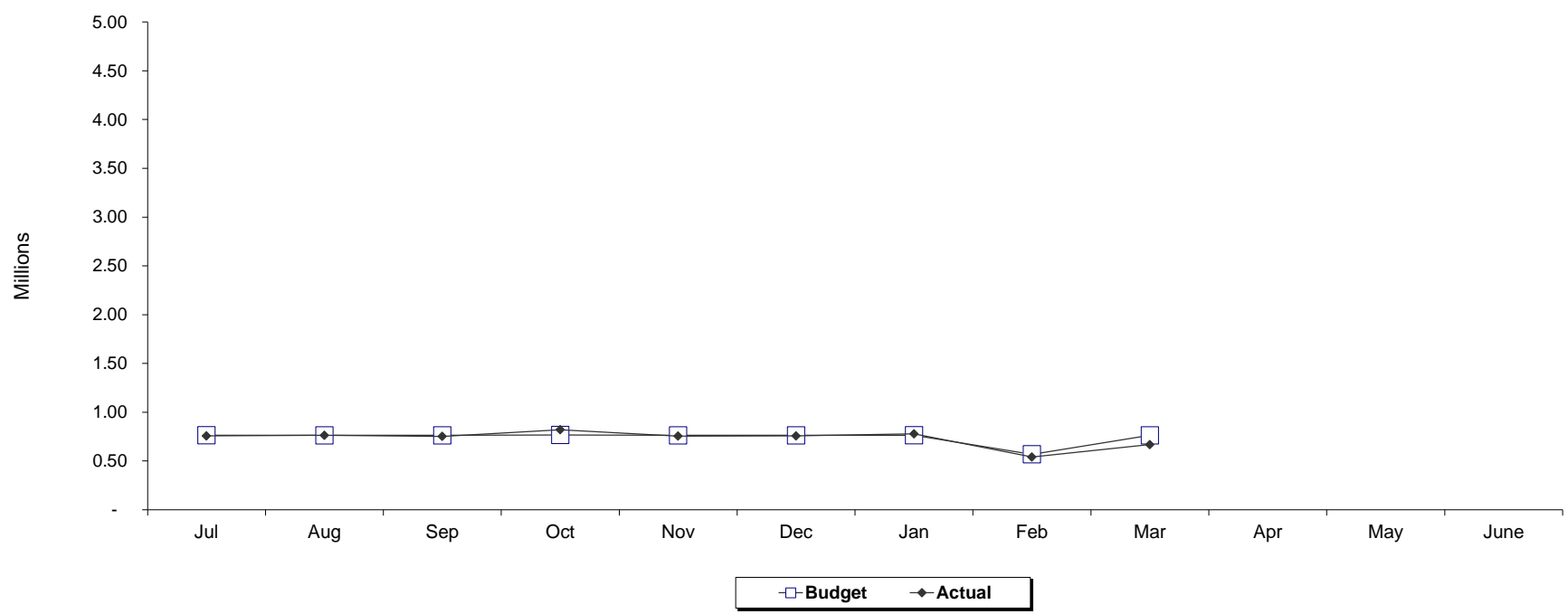


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,284,052	1,282,052	1,282,052	1,282,052	1,282,052	1,282,052	1,282,052	1,282,052	1,283,302			
Actual	1,201,166	1,143,821	1,243,330	1,287,912	1,165,721	1,186,659	1,080,903	1,051,866	992,341			
CUMULATIVE EXPENSES			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

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2015



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

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

March 31, 2015

DESCRIPTION	TOTAL	INTEREST	PREPAID INT	INTEREST	INTEREST	ADJ.	INTEREST
	INVESTMENT	RECEIVABLE	RECEIVABLE	EARNED	RECEIVED		RECEIVABLE
	3-31-15	2-28-15	2-28-15	3-31-15	3-31-15		3-31-15
RESERVE FOR CAPITAL PROJ	8,063,031.00	9,235.75	0.00	4,280.17	0.00	40.53	13,556.45
LAIF -- CAPITAL PROJ	76,563.99	33.76	0.00	18.66	0.00	0.00	52.42
REIMB SECURITIES -- L76R	87,979,086.46	121,448.29	67,722.62	40,144.24	89,725.00	(151.78)	139,438.36
LAIF -- REIMB FUNDS L76R	40,602,567.13	19,318.54	0.00	10,737.65	0.00	0.00	30,056.19
PARATRANSIT FUNDS	24,951,577.95	38,100.89	0.00	21,057.98	0.00	(77.84)	59,081.03
LAIF -- PARATRANSIT	5,069,923.48	2,235.85	0.00	1,235.67	0.00	0.00	3,471.52
BANK OF AMERICA	31,597,507.38	0.00	0.00	1,425.12	1,425.12	0.00	0.00
WELLS FARGO	77,333.94	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	182,786.95	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	17,546,542.15	3,557.80	0.00	763.50	4,269.38	0.00	51.92
	<u>216,146,920.43</u>	<u>193,930.88</u>	<u>67,722.62</u>	<u>79,662.99</u>	<u>95,419.50</u>	<u>(189.09)</u>	<u>245,707.89</u>

MAR 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 03/31/15	79,473.90
Add:	
CEO Interest	0.00
Less:	
Commissions	258.24
Capital Gain(Loss)	<u>11,454.45</u>
Total Interest & Capital Gain(Loss)	<u><u>91,186.59</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	691,474.92
Add:	
CEO Interest	0.00
Less:	
Commissions	(64,007.42)
Capital Gain(Loss)	<u>11,604.45</u>
Total Interest & Capital Gain(Loss)	<u><u>639,071.95</u></u>

Balance Per Ledger as of 03/31/15

Deferred Int Acct. 210852/3	9,681.90
Interest Acct. 409102	6,465.80
Interest Acct. 409101	675,327.22
Less Bank Fees 530040	(64,007.42)
Gain(Loss) Acct. 405210	<u>11,604.45</u>
	<u><u>639,071.95</u></u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST	PREPAID	INTEREST	INTEREST	PP INTEREST	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED 06-30-14	VALUE 3-31-15					REC'VBLE 2-28-15	INT REC'VBLE 3-31-15	EARNEED 3-31-15	RECEIVED 3-31-15	RECEIVED DATE	ADJ.	REC'VBLE 3-31-15	
U.S. TREASURY NOTES AND BONDS																	
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,006,100.00	2,006,094.00	07-15-16	0.625%	34.7222	31	1,553.87		1,076.39			(5.95)	2,624.31	2,000,000
US TREASURY NOTE	912828WX4	08-27-14	5,999,531.25	6,003,300.00	6,009,846.00	07-31-16	0.500%	83.3333	31	2,403.31		2,583.33			(14.26)	4,972.38	6,000,000
US TREASURY NOTE	912828VR8	12-11-2014	8,018,125.00	8,034,157.61	8,023,752.00	08-15-16	0.625%	138.8889	31	1,933.70		4,305.56			(23.79)	6,215.47	8,000,000
US TREASURY NOTE	912828WA4	03-21-14	8,581,164.79	8,486,060.00	8,522,576.00	10-15-16	0.625%	147.5694	31	19,994.85		4,574.65			(50.27)	24,519.23	8,500,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	10,025,780.00	11-15-16	0.625%	173.6111	31	18,301.10		5,381.94			(29.73)	23,653.31	10,000,000
US TREASURY NOTE	912828SM3	03-23-15	5,990,748.63	5,994,694.26	5,994,694.26	3-31-17	1.0000%	165.1389	31		28,418.41	1,486.25	29,725.00		(17.23)	162.43	5,945,000
US TREASURY NOTE	912828ST8	03-25-15	7,848,466.80	7,859,812.50	7,859,812.50	4-30-19	1.2500%	272.5694	31		39,304.21	1,907.99			(10.54)	41,201.66	7,850,000
																	46.03%
GOVERNMENT BONDS																	
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,514,535.00	8,512,010.50	11-24-15	0.450%	106.2500	30	10,306.25		3,187.50				13,493.75	8,500,000
FFCB	31331HSL7	5-11-07	1,020,404.50	1,032,327.00	990,727.45	12-29-15	6.125%	161.6319	30	10,021.18		4,848.96				14,870.14	950,000
FNMA	3135G0VH3	5-30-13	6,031,500.00	6,017,280.00	6,000,180.00	03-04-16	0.750%	125.0000	3	22,125.00		375.00	22,500.00			0.00	6,000,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	15,025,500.00	15,026,640.00	03-30-16	0.500%	208.3333	30	31,458.33		6,250.00	37,500.00			208.33	15,000,000
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,976,450.00	4,996,965.00	07-05-16	0.375%	52.0833	30	2,916.67		1,562.50			-	4,479.17	5,000,000
FNMA	3135G0YE7	03-07-14	5,009,800.00	5,003,000.00	5,013,275.00	08-26-16	0.625%	86.8056	30	434.03		2,604.17			(0.01)	3,038.19	5,000,000
FNMA	313396LD3	1-13-15	4,996,150.00	5,000,000.00	4,996,913.75	09-01-15	0.000%	0.0000	30	0.00		0.00				0.00	5,000,000
																	48.48%
CASH AND CASH EQUIVALENTS																	
FEDERATED US TREASURY MMF		12-4-14	0.00	0.00	0.00					1.39		0.01				1.40	0
TREASURY INFLATION PROTECTED SECURITIES																	
LAIF			40,602,567.13	40,602,567.13	40,602,567.13					19,318.55		10,737.65	0.00			30,056.21	40,602,567
TOTAL LAIF			40,602,567.13	40,602,567.13	40,602,567.13												
TOTAL A/C 121100 & 112010			93,981,190.97	93,925,116.37	93,979,266.46												
MATURED/CALLED																	
FNMA	3135G0VH3	5-30-13	(6,031,500.00)	(6,017,280.00)	(6,000,180.00)	03-04-15											-6,000,000
TOTAL			87,949,690.97	87,907,836.37	87,979,086.46					121,448.29	67,722.62	40,144.24	89,725.00		(151.78)	139,438.36	115,552,567

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 3-31-15	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 2-28-15	PREPAID INT REC'VBLE 3-31-15	INTEREST EARNED 3-31-15	INTEREST RECEIVED 3-31-15	ADJ.	INTEREST REC'VBLE 3-31-15	INT REC'VBLE LESS PREPAID 3-31-15	PAR VALUE
<u>U.S. TREASURY NOTES AND BONDS</u>																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,909,875.00	7,912,956.00	06-15-16	0.500%	109.7222	30	8,247.25		3,291.67		40.53	11,579.45	11,579.45	7,900,000
<u>GOVERNMENT BONDS</u>																	
HOUSING URBAN DEVEL	911759EB0	12-23-08	155,581.50	150,760.50	150,075.00	08-01-17	7.908%	32.9500	30	988.50		988.50			1,977.00	1,977.00	150,000
LAIF			76,563.99	76,563.99	76,563.99					33.76		18.66	0.00		52.42	52.42	76,564
MATURED/CALLED CALLED																	
TOTAL LAIF			76,563.99	76,563.99	76,563.99												
TOTAL A/C 121100 & 112010			8,045,397.85	8,060,435.50	8,063,031.00												
TOTAL			<u>8,045,397.85</u>	<u>8,060,435.50</u>	<u>8,063,031.00</u>					<u>9,235.75</u>	<u>0.00</u>	<u>4,280.17</u>	<u>0.00</u>	<u>40.53</u>	<u>13,556.45</u>	<u>13,556.45</u>	<u>8,050,000</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 3-31-15	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 2-28-15	PP INTEREST REC'VBLE 3-31-15	INTEREST EARNED 3-31-15	INTEREST RECEIVED 3-31-15	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 3-31-15	INT REC'VBLE LESS PREPAID 3-31-15	PAR VALUE
<u>U.S. TREASURY NOTES AND BONDS</u>																		
US TREASURY NOTE	912828WX4	08-27-14	4,749,628.91	4,752,612.50	4,757,794.75	07-31-16	0.500%	65.9722	31	1,902.62		2,045.14			(11.30)	3,936.46	3,936.46	4,750,000
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,505,610.00	5,514,608.00	10-15-16	0.625%	95.4861	31	12,937.84		2,960.07			(32.53)	15,865.38	15,865.38	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	5,001,150.00	5,012,890.00	11-15-16	0.625%	86.8056	31	9,150.55		2,690.97			(14.86)	11,826.66	11,826.66	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,619,960.72	4,620,470.00	4,630,185.20	01-31-17	0.875%	111.8056	31	3,224.45		3,465.97			(19.15)	6,671.27	6,671.27	4,600,000
																		79.88%
<u>GOVERNMENT BONDS</u>																		
FNMA	31398AU34	2-15-12	5,299,150.00	5,117,150.00	5,036,100.00	07-28-15	2.375%	329.8611	30	10,885.42	0.00	9,895.83			(0.00)	20,781.25	20,781.25	5,000,000
																		20.12%
<u>CASH INVESTMENT</u>																		
LAIF			5,069,923.48	5,069,923.48	5,069,923.48					2,235.85	0.00	1,235.67	0.00			3,471.52	3,471.52	5,069,923
<u>MATURED/CALLED</u>																		
TOTAL LAIF			5,069,923.48	5,069,923.48	5,069,923.48													
TOTAL A/C 122010			5,299,150.00	5,117,150.00	5,036,100.00													
New portfolio			65,194.17															
TOTAL			25,141,610.73	24,996,992.50	24,951,577.95					38,100.89	0.00	21,057.98	0.00	0.00	(77.84)	59,081.03	59,081.03	24,850,000

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

4/16/15 9:34 AM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2014:						
1st Quarter	16,550,000			19,084,264	2,534,264	19,084,264
2nd Quarter	17,525,000			20,581,648	3,056,648	20,581,648
3rd Quarter	18,132,500			18,012,945	(119,556)	18,012,945
4th Quarter	17,792,500		4th Quarter	19,927,940	2,135,440	19,927,940
FY2014 Total	70,000,000		FY2014 Total	77,606,796	7,606,796	77,606,796
FY2015						
Jul. 14	5,250,000	5,470,700	Sep. 14	6,020,700	550,000	6,020,700
Aug. 14	5,250,000	5,470,700	Oct. 14	6,020,700	550,000	6,020,700
Sep. 14	6,650,000	7,294,200	Nov. 14	7,844,200	550,000	7,844,200
3 Months Total	17,150,000	18,235,600		19,885,600	1,650,000	19,885,600
Oct. 14	5,725,000	7,020,425	Dec. 14	7,645,425	625,000	7,645,425
Nov. 14	5,725,000	5,885,400	Jan. 15	6,510,400	625,000	6,510,400
Dec. 14	6,955,000	7,413,575	Feb. 15	8,472,200	1,058,625	8,472,200
6 Months Total	35,555,000	38,555,000		42,513,625	3,958,625	42,513,625
Jan. 15	5,400,000	5,400,000	Mar. 15	5,388,585	(11,415)	5,388,585 (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 (1)
9 Months Total	53,055,000	56,055,000		47,902,210	3,947,210	60,002,210
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	47,902,210	3,947,210	78,947,210
	19,885,600		1st Quarter			
	22,628,025		2nd Quarter			
	17,488,585		3rd Quarter			
	0		4th Quarter			
	<u>60,002,210</u>		YTD Actual Per Statement of Revenues & Expenses			
			(1) Includes Accrual for Quarterly Adjustment			

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

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

ACTION

Staff proposes the Finance Committee recommend the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2015.

SIGNIFICANCE

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on April 17, 2015 in order to meet the 30-day requirement.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 3 and 4. The schedule separates the investments into three groups: the Investment, previously managed by Suntrust Bank and transitioned to the new investment management The Public Financial Management Group or "PFM" on February 28, 2014, liquidity funds which are managed by District staff; and Trust funds which are managed by a third party trustee. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds, while the bond covenants govern the management and reporting of the Trust funds.

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

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

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

DISCUSSION

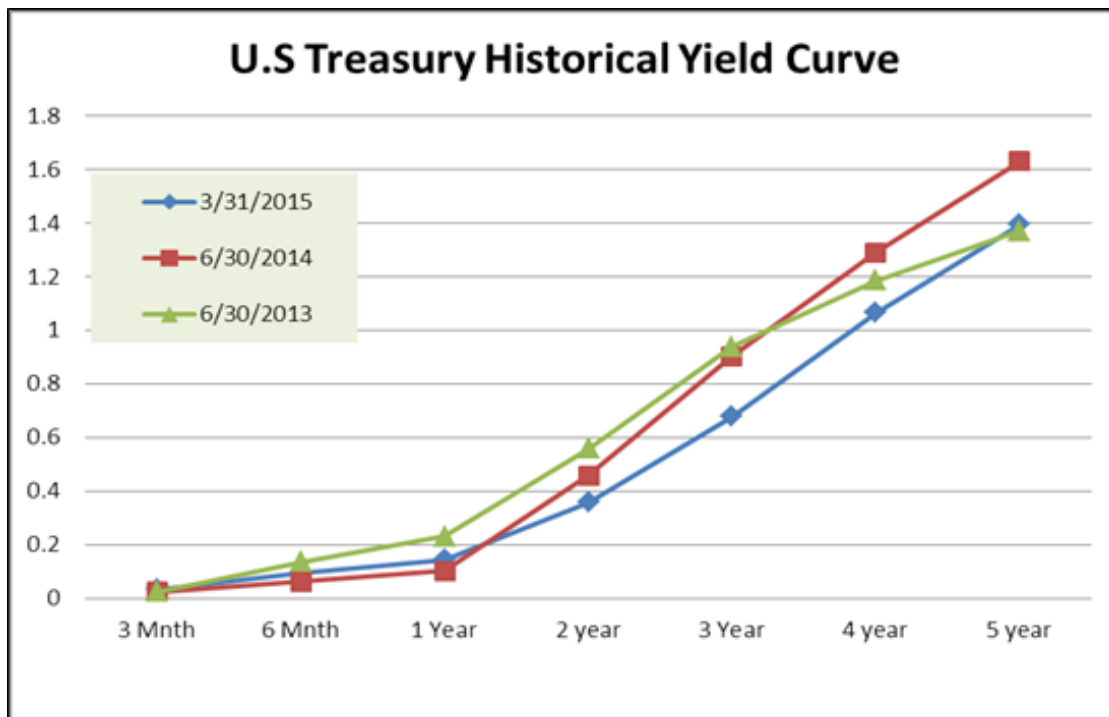
Fixed Income Market Review and Outlook

U.S. economic growth remains modest but is expected to return to trend as winter weather breaks across the northeast and the backlog caused by the west coast port strike clears. With a strong dollar and weak commodities prices led by oil, headline inflation is moving further away from the Fed's inflation target. Nevertheless, the markets still remain central bank policy driven, as investors continue to follow both Federal Reserve and European Central Bank policies and statements very closely.

The Federal Open Market Committee's, (FOMC) March statement saw the committee replace "patient" for a data dependent driven interest rate outlook and saw that "economic growth had moderated somewhat." According to the FOMC's March statement, the door was not closed on a mid-year interest rate increase. However, the expectation of a rate increase midyear declined as the FOMC removed "patient" from their March statement replacing it with data dependency such that they "anticipate" that the appropriate time to raise the "target range for the Federal Funds rate" is when the labor market further improves. The rate increase will also depend when the committee gains confidence that inflation will move back to their 2 percent objective.

The committee also stated that an interest rate increase at the April meeting "remains unlikely" and the change in forward guidance "does not" mean the committee has

decided on the timing of the first rate hike. Additionally, the committee stated that data since their January meeting “suggests that economic growth has moderated somewhat,” a change from their January statement in which they saw economic activity “expanding at a solid pace.”



Source: Federal Reserve

As a result of the above statements, Interest rates fell sharply as the FOMC presented a dovish tone after its meeting. The yield curve flattened as rates declined following the release of the FOMC's March policy statement, which reduced expectations for a mid-year rate hike. A recent Reuter's poll that was released showed that 17 of the 21 primary dealers expect the Fed's first rate hike to come in September 2015 or later, with only four dealers expecting the first hike to come in June 2015.

The updated Federal forecast showed a median Fed Fund rate for 2015 and 2016 lower than December's forecast indicating that the pace of future rate increases after lift-off will likely be slower than previously thought. This will result in a slight impact on rates in the intermediate-term range, particularly the 5-year Treasury. Some investors in the market have been arguing that the initial rate hike is less important than the projected path of interest rates after lift-off occurs; a slow and gradual pace of rate increases should be less bearish for short coupons than a hike of 0.25 percent per meeting. Overall, the Fed's latest forecast indicates lowered expectations for the Federal Funds rate. The officials' median projection is a rate of 0.625 percent by the end of 2015 compared to the December 2014 prediction of 1.125 percent.

Strategy

PFM expects U.S. interest rates to trend modestly higher in coming months with the pace of increase contained by the weak outlook for inflation and central banks' desire

to avoid market disruptions. This is likely to tighten as the year progresses with the impact felt mostly in short and intermediate maturities.

PFM believes that the key driver of fixed-income returns will be the incremental income earned in sectors other than Treasuries. PFM will look to position portfolio durations and yield curve placements in a way that supports maximizing non-Treasury assets while carefully managing duration.

The opportunity for incremental returns in the District is modest; intermediate maturities can offer a few basis points of incremental yield and some specific callable structures hold modest value. An option to increase returns is to enter into the Mortgage backed securities, (MBS sector), which offers another opportunity to add to returns through diversification. However, the use of MBS requires diligent analysis of security-specific collateral and cash-flow characteristics to identify securities that hold value and have manageable prepayment risks.

As of the end of the quarter, the District's consolidated portfolios consisted of approximately 40 percent Agency Securities and 60 percent US Treasury Securities. (See Exhibit 6)

Budget Impact

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the month ending March 31, the total return of the General Funds portfolio was **0.10 percent**. The Paratransit Fund portfolio returned **0.12 percent**. This compares to the benchmark return of **0.43 percent**. The Monthly Return graph (Exhibit 4) shows the relative performance of the District's portfolio since inception. The Growth of a Thousand Dollars graph (Exhibit 5) shows the cumulative performance over this same period for the District's portfolio.

The market rate of return is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the month ending March 3, 2015, the General Funds portfolio's market yield to maturity was **0.46 percent**. The Paratransit Fund portfolio's yield to maturity was **0.39 percent**. The benchmark's yield to maturity was **0.98 percent**. (Exhibit 3)

The yield to maturity at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the month, the yield to maturity at cost for both the General Funds and Paratransit Fund portfolios was **0.56 percent**.

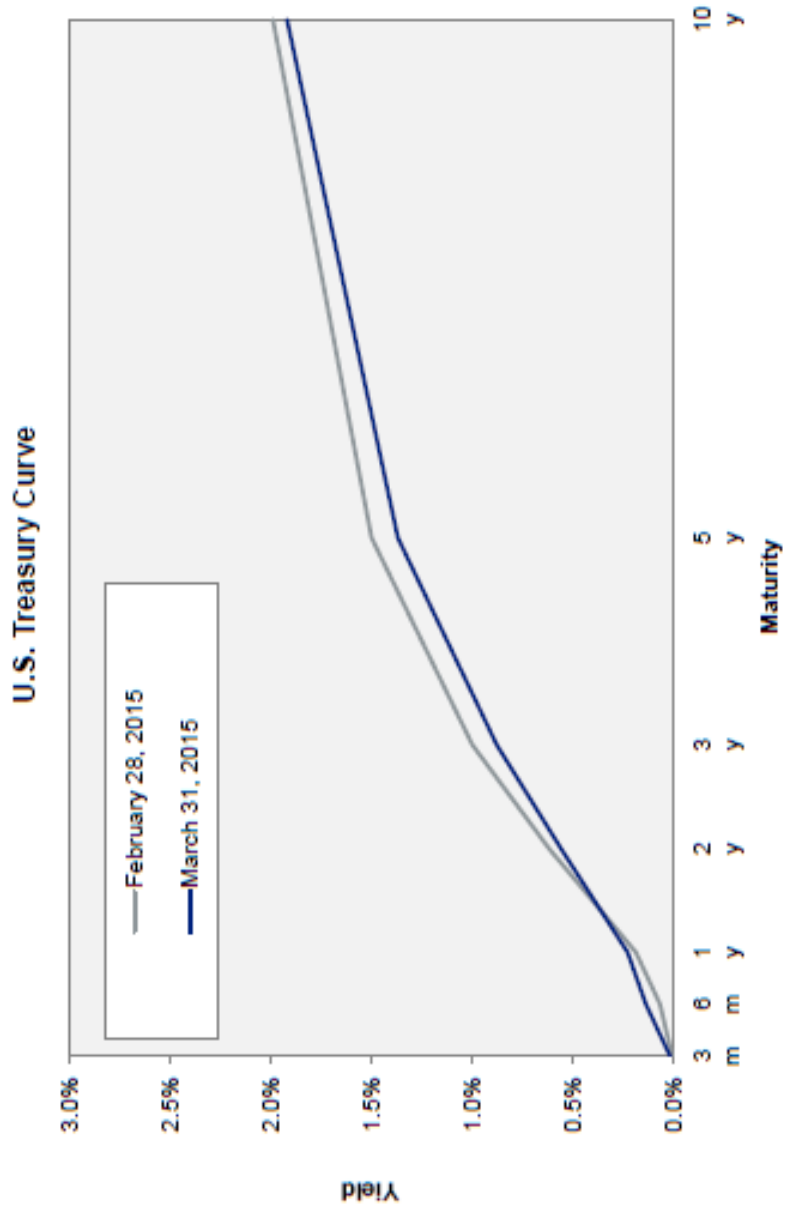
SAN MATEO COUNTY TRANSIT DISTRICT REPORT OF INVESTMENTS FOR QUARTER ENDED MARCH 31, 2015						
TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE + ACCR. INT.
FUNDS MANAGED BY PFM						
INVESTMENT PORTFOLIO:						
GOVERNMENT BONDS						
FHLMC	11-24-15	8,500,000	8,502,380	8,512,011	11,494	8,523,504
FHLMC	09-01-15	5,000,000	4,996,150	4,996,914	0	4,996,914
FFCB	12-29-15	950,000	1,020,405	990,727	14,870	1,005,598
FNMA	03-30-16	15,000,000	15,026,145	15,009,109	208	15,009,317
FNMA	07-05-16	5,000,000	4,979,900	4,996,965	4,479	5,001,444
FNMA	08-26-16	5,000,000	5,009,800	5,013,275	3,038	5,016,313
UNITED STATES TREASURY NOTES						
USTN	07-15-16	2,000,000	2,005,781	2,006,094	2,624	2,008,718
USTN	07-31-16	6,000,000	5,999,531	6,009,846	4,972	6,014,818
USTN	08-15-16	8,000,000	8,018,125	8,023,752	6,215	8,029,967
USTN	10-15-16	8,500,000	8,581,165	8,522,576	24,519	8,547,095
USTN	11-15-16	10,000,000	9,971,094	10,025,780	23,653	10,049,433
USTN	03-31-17	5,945,000	5,990,749	5,994,694	162	5,994,857
USTN	04-30-19	7,850,000	7,848,467	7,859,813	41,202	7,901,014
COLLATERALIZED MORTGAGE OBLIGATIONS						
TOTAL INVESTMENT FUNDS PORTFOLIO		87,745,000	87,949,691	87,961,555	137,438	88,098,993
MANAGED BY PFM						

Exhibit 1 (continued)

SAN MATEO COUNTY TRANSIT DISTRICT REPORT OF INVESTMENTS FOR QUARTER ENDED MARCH 31, 2015						
TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<u>PARATRANSIT TRUST FUND PORTFOLIO:</u>						
GOVERNMENT BONDS						
FNMA Step Up	07-28-15	5,000,000	5,299,150	5,036,100	20,781	5,056,881
UNITED STATES TREASURY NOTES						
USTN	07-31-16	4,750,000	4,749,629	4,757,795	3,936	4,761,731
USTN	10-15-16	5,500,000	5,552,518	5,514,608	15,865	5,530,473
USTN	11-15-16	5,000,000	4,985,547	5,012,890	11,827	5,024,717
USTN	01-31-17	4,600,000	4,619,961	4,630,185	6,671	4,636,856
TOTAL PARATRANSIT PORTFOLIO MANAGED BY US BANK/PFM		24,850,000	25,206,805	24,951,578	59,081	25,010,659
TOTAL DISTRICT PORTFOLIO MANAGED BY PFM		112,595,000	113,156,496	112,913,133	196,519	113,109,652
<u>FUNDS NON MANAGED BY PFM</u>						
GOVERNMENT BONDS						
HUD	08-01-17	150,000	155,582	150,075	1,977	152,052
UNITED STATES TREASURY NOTES						
USTN	06-15-16	7,900,000	7,909,875	7,912,956	11,597	7,924,553
TOTAL INVESTMENT FUNDS PORTFOLIO NON MANAGED BY PFM		8,050,000	8,065,457	8,063,031	13,574	8,076,605
TOTAL DISTRICT PORTFOLIO MANAGED AND NON MANAGED BY PFM		120,645,000	121,221,952	120,976,164	210,094	121,186,258
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u>						
BANK OF AMERICA CHECKING			37,597,507	37,597,507	0	37,597,507
LAIF			45,749,055	45,749,055	33,580	45,782,635
TOTAL FUNDS MANAGED BY DISTRICT STAFF			83,346,562	83,346,562	33,580	83,380,142
<u>TRUST FUNDS MANAGED BY THIRD PARTY TRUSTEE:</u>						
First American Gov't. Oblig. CI D		11,385,545	11,385,545	11,385,545	0	11,385,545
Chesham Finance Ltd.		10-01-2014	6,161,007	6,161,007	0	6,161,007
FNMA		03-16-2015	2,277,000	2,258,546	2,135	2,280,137
TOTAL FUNDS MANAGED BY THIRD PARTY TRUSTEE		19,823,552	19,805,098	19,824,554	2,135	19,826,689
TOTAL AS OF MARCH 31, 2015			224,373,612	224,147,280	245,809	224,393,088

San Mateo County Transit District

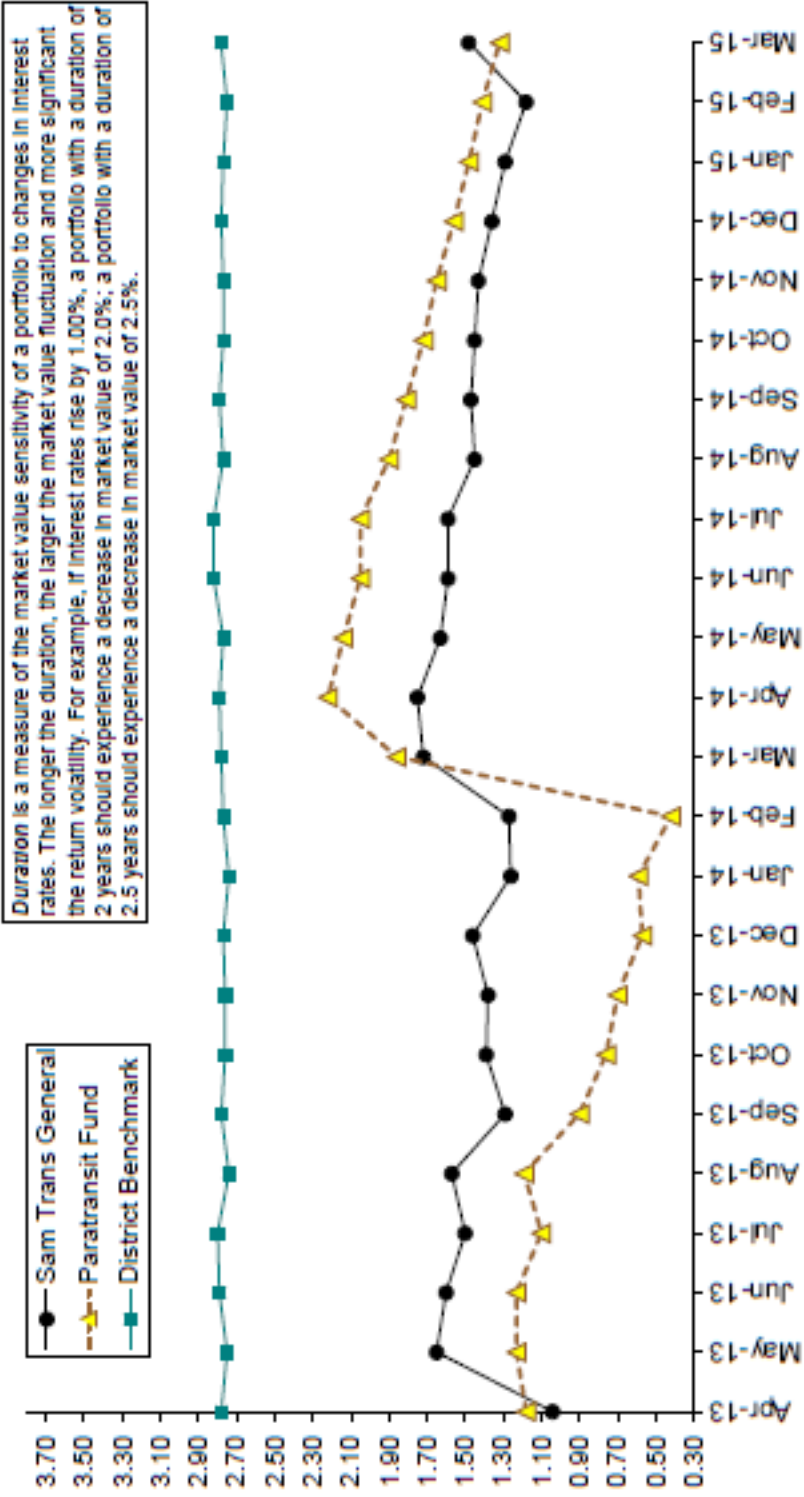
Historical Yield Curve



Source: Bloomberg

San Mateo County Transit District

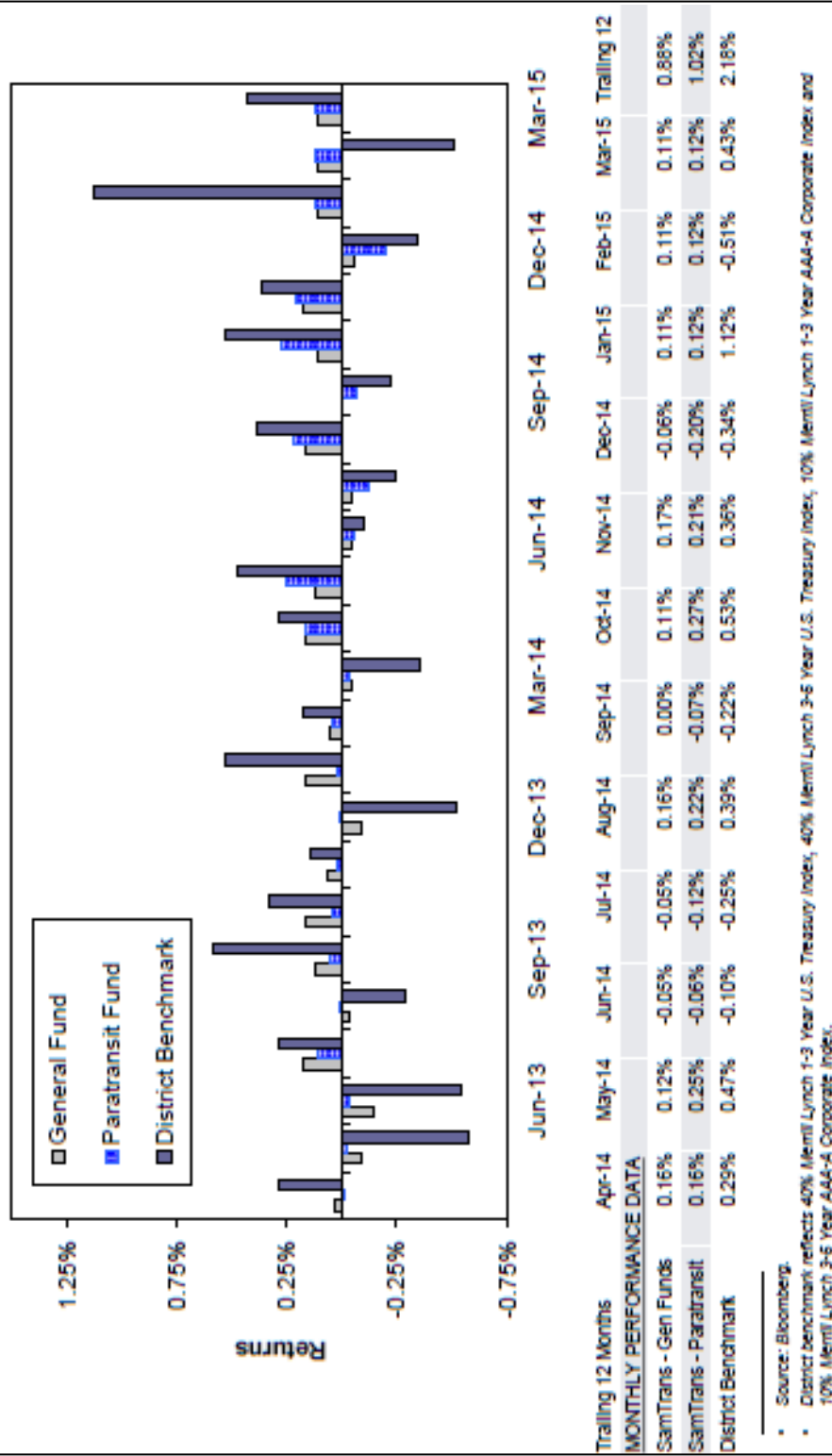
Duration vs. Benchmark



- Source: Bloomberg.
- District benchmark reflects 40% Merrill Lynch 1-3 Year U.S. Treasury Index, 40% Merrill Lynch 3-6 Year U.S. Treasury Index, 10% Merrill Lynch 1-3 Year AAA-A Corporate Index and 10% Merrill Lynch 3-6 Year AAA-A Corporate Index.

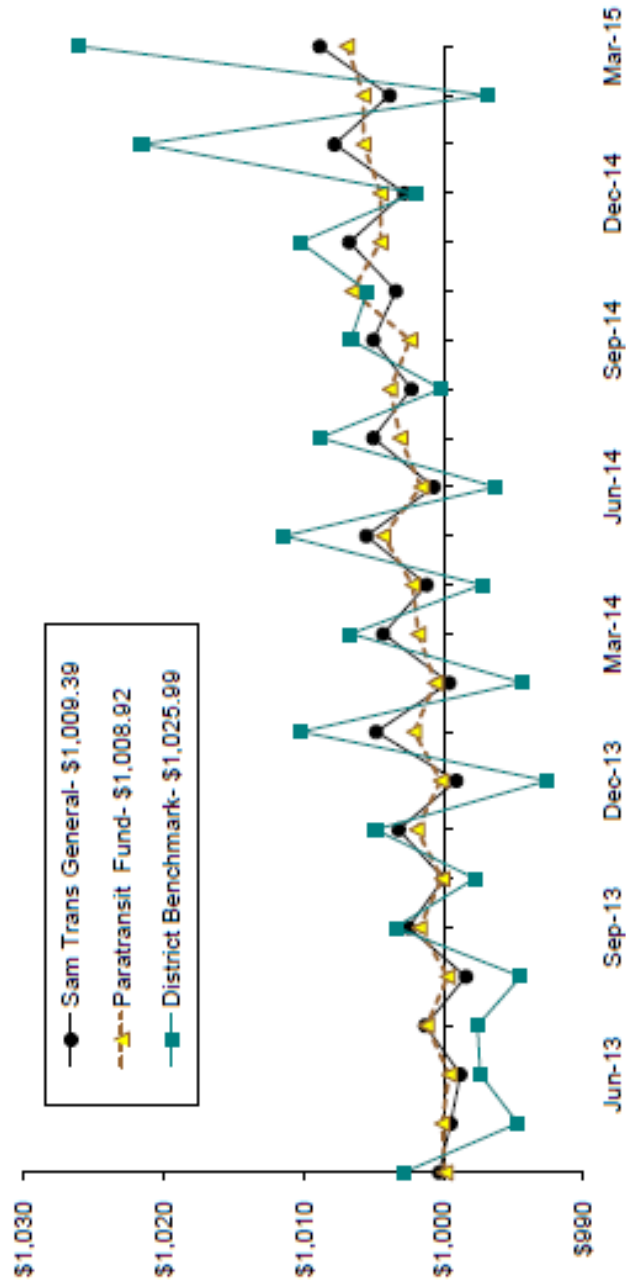
San Mateo County Transit District

Monthly Review Accounts vs. Benchmark Rolling 24 months



San Mateo County Transit District

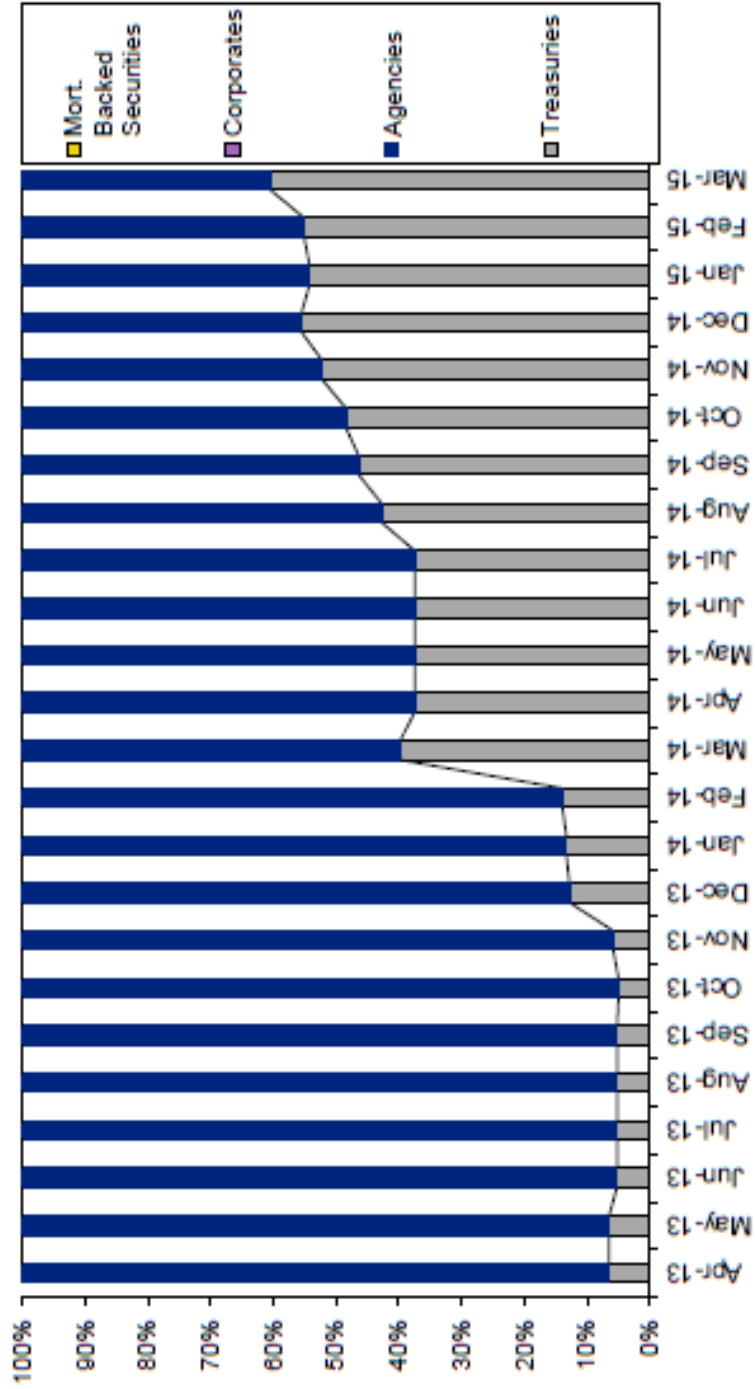
Growth of a Thousand Dollars



- Source: Bloomberg.
- District benchmark reflects 40% Merrill Lynch 1-3 Year U.S. Treasury Index, 40% Merrill Lynch 3-6 Year U.S. Treasury Index, 10% Merrill Lynch 1-3 Year AAA-A Corporate Index and 10% Merrill Lynch 3-6 Year AAA-A Corporate Index.

San Mateo County Transit District

Percent of Assets Held by Type



**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **AUTHORIZE A FUNDING AGREEMENT WITH THE CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) FOR
THE SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT) TO RECEIVE
MEASURE M FUNDS**

ACTION

Staff proposes the Committee recommend the Board:

1. Authorize the General Manager/CEO, or his designee, to execute a funding agreement with C/CAG for the District to receive and use Measure M funding for SamTrans paratransit services, including costs associated with the Senior Mobility Program in Fiscal Year (FY) 2016; and
2. Authorize 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.

SIGNIFICANCE

The District is the agency designated by C/CAG to receive Measure M funds to support countywide transit operations and senior transportation programs. Proceeds for the Measure M funds come from an additional \$10 Vehicle Registration Fee (VRF) approved by the voters in November 2010. Execution of the funding agreement with C/CAG will allow the District to accept and use these funds for SamTrans paratransit services, including costs associated with the Senior Mobility Program, which is consistent with the Measure M program.

BUDGET IMPACT

Measure M funds to cover costs related to paratransit services and the Senior Mobility Program will be proposed for inclusion in the FY2016 Operating Budget.

BACKGROUND

The San Mateo County voters approved Measure M on November 2, 2010, which imposed an additional \$10 VRF on each motor vehicle registered within the County,

effective May 2011 and continuing for a period of 25 years. C/CAG is authorized to use the proceeds for transportation-related congestion and pollution mitigation programs and projects. In March 2011, C/CAG approved an implementation plan that would allocate 22 percent of the net revenues collected, or approximately \$1.4 million annually, for countywide transit operations and senior transportation programs. The District is the designated agency to receive the funds for these purposes.

Prepared By:

Rebecca Arthur, Senior Grants Analyst

650-508-6368

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

**AUTHORIZE A FUNDING AGREEMENT WITH THE
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY (C/CAG) FOR THE SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)
TO RECEIVE MEASURE M FUNDS**

WHEREAS, the San Mateo County voters approved Measure M on November 2, 2010, which imposed an additional \$10 Vehicle Registration Fee (VRF) on each motor vehicle registered within the County, effective May 2011 and continuing for a period of 25 years; and

WHEREAS, C/CAG is authorized to use the proceeds collected from Measure M for transportation-related congestion and pollution mitigation programs and projects; and

WHEREAS, on March 2011, C/CAG approved an implementation plan that would allocate 22 percent of the net revenues collected, or approximately \$1.4 million annually, for countywide transit operations and senior transportation programs; and

WHEREAS, the District is the designated agency to receive the funds for these purposes; and

WHEREAS, the District proposes to use the Measure M funding to support its paratransit service program, including costs associated with the Senior Mobility Program, which is consistent with the purpose of the Measure M program; and

WHEREAS, the General Manager/CEO recommends and the Finance Committee concurs that the District enter into a funding agreement with C/CAG for the District to

receive Measure M funds in Fiscal Year (FY) 2016 to help support its paratransit services, including costs associated with the Senior Mobility Program.

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

1. Authorizes the General Manager/CEO, or his designee, to execute a funding agreement with C/CAG for the District to receive and use Measure M funding for SamTrans paratransit services, including costs associated with the Senior Mobility Program in FY2016; 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 6th day of May, 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: **AWARD OF CONTRACT TO OFFICE DEPOT, INC. FOR PURCHASE AND
DELIVERY OF GENERAL OFFICE SUPPLIES AND RELATED ITEMS**

ACTION

Staff proposes that the Finance Committee recommend that the Board:

1. Award a contract to Office Depot, Inc. (Office Depot) for the purchase and delivery of general office supplies and related items for a two-year term for a total estimated cost of up to \$320,000.
2. Authorize the General Manager/CEO or his designee to execute a contract with Office Depot.
3. Authorize the General Manager/CEO or his designee to exercise up to three one-year option terms with Office Depot for a total estimated cost of up to \$160,000 for each option year if it is determined to be in the best interest of the San Mateo County Transit District (District).

SIGNIFICANCE

Award of the contract will provide the District, as well as the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority, with immediate access for its day-to-day requirements for general office supplies and related items at substantial discounts compared to retail catalog pricing.

BUDGET IMPACT

Funds are available under the approved and projected operating budgets.

BACKGROUND

Staff identified a cooperative purchasing agreement with Office Depot that was competitively negotiated by the state of Oregon (Oregon) using a Best Value approach. The District is authorized to use the Best Value procurement method to award contracts for equipment, supplies, or materials over \$100,000 where it is determined to be in the best interest of the District. The Best Value procurement

method permits the District to weigh the total combination of quality, price, and other elements of a proposal that, when considered together, provide the greatest overall benefit. The Oregon contract with Office Depot, available through the Western States Contracting Alliance (WSCA), is offered to state and local government agencies, public schools and not-for-profits nationwide. There is no cost to the District to utilize this contract. Participants may purchase products on the same highly competitive terms, covenants, conditions, and pricing as Oregon. This contract award will allow the District to avail itself of pricing consistent with wider economies of scale.

The contract will provide for next-day desktop delivery directly to designated locations. The contract will also require submission of many useful reports such as monthly and year-to-date sales and items ordered for each authorized cost center. The contract also includes access to catalogs for green or recycled products. Under this program, the District will enjoy volume pricing, generous discounts, an extensive selection of 13,000 items, plus more than 3,300 environmentally preferable products, and access to 800+ Minority, Women and Emerging Small Business-manufactured items.

Staff conducted a price analysis on the most common office supplies and it was found that Office Depot's pricing is equal to or better than the District's current cooperative purchasing agreement with Office Max. Staff has determined that the prices offered by Office Depot under the WSCA contracts are fair and reasonable. The contract will provide the best overall office supply value to the District.

The District's existing five-year contract with Office Max for \$500,000 expired on January 4, 2015 and has been extended on a month-to-month basis until a new contract is in place. The existing contract with Office Max was also procured under the WSCA cooperative purchasing agreement through the State of Oregon.

Contract Officer: Brian Geiger
Project Manager: Brian Geiger

650-508-7973
650-508-7973

RESOLUTION NO. 2015-

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

*** * ***

**AUTHORIZING AWARD OF A CONTRACT TO OFFICE DEPOT, INC. FOR THE PURCHASE
AND DELIVERY OF GENERAL OFFICE SUPPLIES AND RELATED ITEMS THROUGH THE
WESTERN STATES CONTRACTING ALLIANCE FOR A TOTAL
ESTIMATED COST OF \$320,000 FOR A TWO-YEAR BASE TERM**

WHEREAS, the San Mateo County Transit District (District) requires general office products, supplies and related items in its day-to-day operations; and

WHEREAS, California Public Contract Code Section 10298 allows the District to participate in cooperative purchasing agreements with agencies outside the state for goods, information technology, and services; and

WHEREAS, the District may contract with suppliers awarded these contracts without additional competitive solicitation procedures; and

WHEREAS, the state of Oregon through the Western States Contracting Alliance (WSCA) Program made available to public agencies its contract for general office supplies and related items with Office Depot, Inc. (Office Depot), which was selected through a competitive negotiation process; and

WHEREAS, the District has determined that purchase of these products through the WSCA Program will allow the District, as well as the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority (TA), to take advantage of volume pricing discounts, extensive selection of items and high quality service where an independent procurement action would likely not yield more favorable pricing or service; and

WHEREAS, the General Manager/CEO recommends and the Finance Committee concurs the Board of Directors authorize the purchase of general office supplies and related items through award of a contract to Office Depot under the WSCA Program.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the District award a contract to Office Depot, Inc. of Boca Raton, Florida for the purchase of general office supplies and related items through the WSCA program for a total estimated cost of \$320,000 for a two-year term, inclusive of all taxes, delivery, and other costs and expenses; and

BE IT FURTHER RESOLVED that the General Manager/CEO or his designee is authorized to execute a contract on behalf of the District with Office Depot; and

BE IT FURTHER RESOLVED the General Manager/CEO or his designee is authorized to execute up to three additional one-year option terms in an estimated amount of \$160,000 for each option year with Office Depot provided the exercise of such options are in the best interest of the District.

Regularly passed and adopted this 6th day of May, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE AWARD OF CONTRACT TO PROVIDE FINANCIAL AUDIT SERVICES**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to Vavrinek, Trine, Day & Co., LLP (VTD) to provide annual financial audit services for a firm-fixed price of \$329,720, over a five-year term. Additional financial auditing services, to supplement the annual audit services may be requested by the San Mateo County Transit District (District), and will be provided at the hourly rates quoted in VTD's proposal. Supplemental annual audit services will not exceed a total amount of \$200,000.
2. Authorize the General Manager/CEO or designee to execute a contract for a five-year term with VTD in full conformity with the terms and conditions of the solicitation documents and negotiated agreement.

SIGNIFICANCE

Approval of the above actions will ensure continuation of professional, independent financial audit services as required by the enabling legislation of the District, the United States Office of Management and Budget, and the Federal Transit Administration.

BUDGET IMPACT

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

BACKGROUND

Staff determined that a joint solicitation with the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority was a cost-effective approach to procure the required financial audit services. A joint Request for Proposals (RFP) to provide financial audit services was issued detailing the scope of services. The solicitation was advertised in a newspaper of general circulation and on the District's website. Solicitation notices also were sent to Disadvantaged Business Enterprises (DBE)

that were registered in the procurement database. Staff received proposals from three firms, none of which was a DBE firm.

An Evaluation Committee (Committee) comprised of qualified staff reviewed, scored and ranked proposals according to the following weighted criteria set forth in the RFP:

- Approach to Scope of Services 15 points
- Qualifications and Experience of Firm 25 points
- Qualifications and Experience of Management Team and Key Personnel 35 points
- Cost Proposal 25 points

After the initial evaluation and scoring, two firms were invited to interview. After conducting interviews and performing reference checks, the Committee completed the final evaluation and scoring of the firms. The firms are listed below in order of their final consensus ranking:

- Vavrinek, Trine, Day & Co., LLP, Palo Alto, California
- The Pun Group, LLP, Walnut Creek, California

Negotiations were conducted successfully with VTD. The firm possesses the requisite transit financial audit experience to oversee the complex financial audit process required by the District and is fully capable of providing the specified services at a fair and reasonable price. The management team assigned to the District's contract has in-depth knowledge of public transit audit requirements and procedures, and extensive experience preparing comprehensive financial statements and reports for public transit and other government clients.

Maze & Associates Accountancy Corporation currently provides audit services for the District at the firm-fixed price of \$315,800.

Contract Officer: Adwoa Oni 650-508-6411
Project Manager: Sheila Tioyao, Manager, General Ledger 650-508-7752

RESOLUTION NO. 2015-

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

* * *

**AUTHORIZING AWARD OF CONTRACT TO
VAVRINEK, TRINE, DAY & CO., LLP TO PROVIDE FINANCIAL AUDIT SERVICES
FOR A FIRM-FIXED PRICE OF \$329,720 FOR A FIVE-YEAR TERM AND
ADDITIONAL AUDIT SERVICES NOT TO EXCEED \$200,000**

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

WHEREAS, in response to the joint solicitation, three firms submitted proposals, none of which was a Disadvantaged Business Enterprise firm; and

WHEREAS, the Evaluation Committee (Committee) has reviewed the proposals, ranked proposals according to the evaluation criteria set forth in the Request for Proposals (RFP), conducted interviews for the two highest-ranked firms, and determined Vavrinek, Trine, Day & Co., LLP, (VTD) of Palo Alto, California, received the highest consensus ranking; and

WHEREAS, staff and legal counsel have reviewed VTD's proposal and determined that it complied with the requirements of the solicitation documents; and

WHEREAS, the General Manager/CEO recommends a five-year contract for financial audit services be awarded to Vavrinek, Trine, Day & Co., LLP, of Palo Alto, California for a firm-fixed price of \$329,720; and

WHEREAS, the contract will also require VTD to provide, at the District's request, additional financial audit services at the hourly rates quoted in the proposal and at a total cost not to exceed \$200,000.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors (Board) of the San Mateo County Transit District hereby awards a contract for financial audit services to Vavrinek, Trine, Day & Co., LLP, of Palo Alto, California, for a five-year term at total costs of \$63,400 for Fiscal Year (FY) 2015 audit services, \$64,660 for FY2016 audit services, \$65,920 for FY2017 audit services, \$67,180 for FY2018 audit services, and \$68,560 for FY2019 audit services, for a total amount of \$329,720, inclusive of all costs, out of pocket expenses, overhead, and profit, in accordance with the terms of the RFP; and

BE IT FURTHER RESOLVED the contract will also require VTD to provide additional financial auditing services, as requested by the District, provided at the hourly rates quoted in the proposal, at a total cost not to exceed \$200,000, and in full conformity with all the terms and conditions of the RFP; and

BE IT FURTHER RESOLVED the Board authorizes the General Manager/CEO or his designee to execute a contract on behalf of the District with Vavrinek, Trine, Day & Co., LLP, of Palo Alto, California for financial audit services in full conformity with all the terms and conditions of the contract documents, and in a form approved by legal counsel.

Regularly passed and adopted this 6th day of May, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE EXECUTION OF AGREEMENT WITH COUNTY OF SAN MATEO
FOR LAW ENFORCEMENT AND RELATED COMMUNICATIONS SERVICES**

ACTION

Staff proposes the Committee recommend Board approval to enter into a new agreement (Agreement) under which the County of San Mateo (County) will continue to provide law enforcement and related communications services (Services) for the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (JPB) for a three-year base term with an option for two additional one-year periods, based on the county's actual costs to provide the Services, at total costs not-to-exceed \$15,331,925 for the three-year base term. The District's proportional share (22 percent) for the Service during the three-year base term will not exceed \$3,373,023. The balance of the costs (78 percent) will be paid for by the JPB.

SIGNIFICANCE

Approval of this Agreement will provide continued contract law enforcement and related police communications services for bus operations, and for supplemental policing on Caltrain and the Caltrain right-of-way, by sheriff's deputies for a three-year base term (from June 1, 2015 through June 30, 2018), with two additional one-year option terms. The District's current contract with the County has expired. The JPB also will be signatory to the new agreement.

BUDGET IMPACT

District costs for Fiscal Year (FY) 2015 under the current and proposed Agreement are estimated at \$1,069,951.96. Proposed District costs for FY2016 are estimated at \$1,123,449.56

BACKGROUND

The District, on its behalf and on behalf of the JPB entered into the existing agreement for law enforcement and related communication services with the County in 2004. The current agreement has expired. The proposed Agreement will continue the Services for an additional three-year base term. The Services include sheriff's deputies riding on District and contract service vehicles and coordinating all requests for police services, collision investigations, police reports and similar functions. Benefits to the

District include up to two explosive-detecting K-9's, crime scene investigation and criminal forensics, coroner's services, and backup personnel as required. Emergency calls and dispatch services will be provided through the San Mateo County Dispatch Center. Local police agencies and citizens alike have praised the District for the services provided under the existing agreement, which have resulted in quick and professional responses to bus-related crimes and complaints.

The Agreement provides that the County will continue to dedicate a total of 16 positions to provide law enforcement and police communications services in support of District bus operations and JPB rail operations as follows: one lieutenant; one detective; two sergeants; eight deputies; two K-9 deputies; one special enforcement officer; and one legal office specialist.

Prepared By: Gigi Harrington

650-508-7950

RESOLUTION NO. 2015-

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

* * *

**AUTHORIZING EXECUTION OF AN AGREEMENT WITH THE COUNTY OF SAN MATEO FOR
LAW ENFORCEMENT AND RELATED COMMUNICATIONS SERVICES
FOR AN AMOUNT NOT TO EXCEED \$3,373,023.56 FOR A THREE-YEAR BASE TERM**

WHEREAS, in 2004, the San Mateo County Transit District (District), on its behalf and on behalf of the Peninsula Corridor Joint Powers Board (JPB), entered into an agreement with the County of San Mateo (County) for the provision of law enforcement services and related communications services for both bus operations and rail operations (Services); and

WHEREAS, the District and the JPB each provides proportionate funding for the Services provided to its respective agency under the existing contract; and

WHEREAS, the existing contract is set to expire; and

WHEREAS, the District and the JPB desire that the County continue to provide the Services for an additional three-year base term, with two one-year option terms, effective as of June 1, 2015; and

WHEREAS, for a variety of reasons, including efficiency of operations, comprehensiveness of services and ease in administration of the Agreement, a single contract between the District, the County and the JPB is proposed, with the JPB paying 78 percent of the total costs and the District paying 22 percent, for Services provided to the respective agencies; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board authorize execution of the Agreement, with costs to be based on actual costs to the County to provide the Services, in an amount not-to-

exceed \$15,331,925.25 for the initial three-year base term, with the understanding that the District's proportional share for the costs of Services during the three-year base term will not exceed \$3,373,023.56 and the balance of the costs will be paid by the JPB.

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

1. Authorizes the General Manager/CEO or his designee to execute the Agreement between the District, the JPB and the County for law enforcement and police communications services for a total not-to-exceed cost of \$15,331,925.25 for the three-year base term, with the understanding that the District's proportional share for the costs of Services during the three-year base term will not exceed \$3,373,023.56 and the balance of the costs will be paid by the JPB.

2. Authorizes the General Manager/CEO or his designee to take such further actions as may be required to give effect to this Resolution.

Regularly passed and adopted this 6th day of May, 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: **ADOPT THE REVISED FUEL HEDGING POLICY AND AUTHORIZE AWARD OF CONTRACT TO ORRICK, HERRINGTON & SUTCLIFFE LLP**

ACTION

Staff proposes the Committee recommend that the Board:

1. Adopt the attached revised Fuel Hedging Policy to provide for selection of a counterparty for the fuel hedging program through negotiation in addition to a competitive bid process.
2. Authorize appointment of Orrick, Herrington & Sutcliffe LLP (Orrick) to serve as special counsel to the San Mateo County Transit District (District) in connection with the Fiscal Year (FY) 2016 Fuel Hedging Program (Program). Fees for special counsel are not to exceed \$150,000, and are to be allocated to the District and the Peninsula Corridor Joint Powers Board (JPB) based upon proportional shares.

SIGNIFICANCE

In March 2010, the Board adopted a fuel hedging policy (the "Fuel Hedging Policy") in connection with implementing a fuel hedging program to reduce volatility in the fuel budget. Subsequently, pursuant to Board action, the Fuel Hedging Policy was revised in May 2012, April 2013 and April 2014 in order to reflect changes in the market and changes in the regulatory environment, including changes resulting from the legislation and related regulations commonly referred to as Dodd-Frank, affecting providers of commodity fuel caps ("counterparties"). To retain the flexibility to utilize a commodity price cap to reduce volatility in the fuel budget, further revisions to the Fuel Hedging Policy are now required to enable selection of a counterparty through either a competitive bidding process or bilateral negotiations.

Staff recommends revising the Fuel Hedging Policy to implement changes in the counterparty selection process to provide for selection of a counterparty by either a competitive bidding process or through bilateral negotiations, as determined by the

General Manager/CEO of the District or by the Deputy CEO, Finance and Administration of the District, with the advice of the District's fuel hedge advisors. Concurrently, changes have been made in the discussion of "Counterparty Credit Criteria" to provide additional clarity.

As in the past, special counsel is necessary to ensure proper review and execution of the documents necessary to implement the FY2016 Program. Orrick has served as counsel on the fuel hedge transactions since the commencement of the Program and brings a strong understanding of the Program and the District's requirements.

The primary goal for the FY2016 Program is to reduce volatility and uncertainty in the fuel budget for FY2016. Consistent with the Fuel Hedging Policy, staff has proposed that the District hedge 1.2 million gallons, which currently represents approximately 65 percent of its expected annual fuel consumption. In order to maximize the hedging program's potential for economic efficiency, the District will partner with JPB, which is expected to hedge 2.3 million gallons, which currently represents approximately 50 percent of its expected annual fuel consumption.

Staff expects to return to the Board in June 2015 to obtain approval for any documents required to be executed in connection with the FY2016 Program. Staff also expects to return to the Board in July 2015 with a report on the terms of the commodity price cap, including the cap price and premium payment, and to return to the Board next year with an assessment of the FY2016 Program.

BUDGET IMPACT

Orrick will be providing services to both the District and the JPB. The total cost of Orrick's services will not exceed \$150,000 and are to be allocated to the District and the JPB based upon proportional shares.

BACKGROUND

Revision of the Fuel Hedging Policy will enable the District to retain the flexibility to enter into a commodity price cap to ensure budget reliability.

Prepared By: Aandy Ly, Manager, Budgets

650-508-6376

**San Mateo County Transit District
Fuel Hedging Policy**

Revised: May 6, 2015

Goal: The primary goal for the District's fuel hedging program is to reduce volatility in the fuel budget.

Mechanism: There are several mechanisms available to hedge fuel in the market today including commodity price caps, futures contracts, commodity swaps and physical hedging. This policy authorizes a commodity price cap with a counterparty authorized to conduct business in the United States.

Index: The price that the District pays for fuel is based on the Oil Price Information Service (OPIS) index. With respect to the commodity price cap, the District will use an index that has a high historical positive correlation to the OPIS index. In addition, prior to entering into a transaction, staff will examine data from the prior five (5) years to measure the ongoing correlation. The index to be utilized in the commodity price cap is the Platt's Gulf Coast Ultra Low Sulfur Diesel (ULSD) index.

Duration: Each transaction will be effective for no more than 12 continuous months and will not extend beyond one fiscal year.

Transaction Amount: Each transaction will be implemented for no more than 75 percent of District's projected fuel usage for a fiscal year.

Counterparty Selection Process: Prior to determining whether to utilize a competitive bidding process or a negotiated process, the District will consult with its fuel hedge advisors to determine if there is sufficient interest among counterparties meeting the District's criteria to conduct a competitive bidding process. Subsequent to such consultation, a counterparty may be selected by either a competitive bidding process or through a negotiated process, as determined by the General Manager/CEO of the District or by the Deputy CEO, Finance and Administration of the District, with the advice of the District's fuel hedge advisors.

Counterparty Credit Criteria: To enter into a commodity price cap with the District, a counterparty or its guarantor (hereinafter referred to as a "counterparty") must have a long-term senior unsecured counterparty rating at the time of execution of at least "A" (or any equivalent rating) by each of the nationally recognized statistical rating organizations (each, a "Rating Agency") then assigning a rating to the counterparty. After entering into a commodity price cap with the District, the counterparty must collateralize the amount of its exposure in connection with the commodity price cap by delivering collateral to the District in the form of either USD Cash or U.S. Treasuries ("Eligible Collateral"), subject to a ratings-based threshold that declines with the counterparty's lowest rating at any time and in accordance with such other terms as may be agreed

to in the credit support documentation entered into between the District and the counterparty. If the counterparty is downgraded to or below "A-" (or any equivalent rating) by any Rating Agency or is not rated by any Rating Agency or is in default, then the counterparty must post Eligible Collateral to secure the full amount of its exposure in connection with the commodity price cap, without any threshold. In addition, the District will have the right to terminate the commodity price cap with the counterparty if the counterparty's ratings are downgraded below "BBB" (or any equivalent rating) by any Rating Agency.

Guaranty Requirements: Any guaranty of the counterparty shall be irrevocable and unconditional and shall be in form and substance satisfactory to the District.

Conformance To Dodd-Frank: It is the intent of the District to conform this policy to the requirements relating to legislation and regulations for over-the-counter derivatives transactions under the Wall Street Transparency and Accountability Act of 2010, as supplemented and amended from time to time (herein collectively referred to as "Dodd-Frank"), enacted in response to the financial markets crisis of 2008. Pursuant to such intent, it is the policy of the District that: (i) each fuel hedge program advisor engaged or to be engaged by the District will function as the designated qualified investment representative of the District, referred to in Dodd-Frank as the Designated QIR; (ii) each fuel hedge program advisor agrees to meet and meets the requirements specified in Commodity Futures Trading Commission Regulation 23.450(b)(1) or any successor regulation thereto (herein referred to as the "Representative Regulation"); (iii) each fuel hedge program advisor provide a written certification to the District to the effect that such fuel hedge program advisor agrees to meet and meets the requirements specified in the Representative Regulation; (iv) District staff monitor the performance of each fuel hedge program advisor consistent with the requirements specified in the Representative Regulation; (v) District staff exercise independent judgment in consultation with the District's fuel hedge program advisor or fuel hedge program advisors in evaluating all recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this policy; and (vi) District staff rely on the advice of the District's fuel hedge program advisor or fuel hedge program advisors with respect to transactions authorized pursuant to this policy and do not rely on recommendations, if any, presented by any counterparty with respect to transactions authorized pursuant to this policy.

Monitoring: Monthly monitoring of the Gulf Coast ULSD average price must be calculated by, or under the direction of, District staff to ensure payments are received from the counterparty if and when due. Hedging practices also should be monitored by District staff to ensure this policy remains up to date with current best practices, including, without limitation, practices relating to the provisions of Dodd-Frank.

Board Approval: Staff shall return to the Board annually to obtain approval to implement a fuel hedging program for the subsequent fiscal year or portion thereof and authorization for execution of documents necessary to implement such fuel hedging program.

Reporting: Annual reports will be presented to the Board in the form of an informational staff report, which will provide details concerning the terms of the commodity price cap and provide an assessment of the current year's program.

Risks: Some of the risks associated with a commodity price cap include:

Counterparty Risk – The risk that the counterparty fails to make required payments or otherwise perform pursuant to the terms of the agreement. This risk is mitigated by (i) requiring the counterparty to have at least an "A" rating (or its equivalent) from each Rating Agency then assigning a rating to a counterparty as a condition for entering into a commodity price cap with the District (ii) requiring posting of collateral as described above under "Counterparty Credit Criteria," (iii) limiting the term of the transaction to one fiscal year, (iv) providing for the right to terminate the transaction if the rating assigned by any Rating Agency then assigning a rating to a counterparty is at or below "BBB" (or its equivalent), and (iv) providing for monthly monitoring of counterparty rating.

Termination Risk – The risk that there will be a mandatory early termination of the transaction. This risk is mitigated in part by requiring the posting of collateral by the counterparty, as described above under "Counterparty Credit Criteria." The counterparty's collateral requirement is subject to a "sliding scale" based on its rating; as the counterparty's rating declines, its threshold of uncollateralized exposure declines, hence providing the District with enhanced protection.

Basis Risk – The risk that there is a mismatch between the commodity price cap rate and the amount actually paid for fuel. This risk is mitigated by selecting the Gulf Coast ULSD index, which is highly correlated to the rates the District pays for fuel. Mitigation is further enhanced by the staff's examination of five (5) years of data to confirm the strength of this correlation prior to execution of each transaction.

RESOLUTION NO. 2015-

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

*** * ***

AUTHORIZING REVISION OF THE FUEL HEDGING POLICY TO AUTHORIZE SELECTION OF A COUNTERPARTY THROUGH NEGOTIATION AND AUTHORIZING OTHER ACTIONS NECESSARY IN CONNECTION WITH SELECTION OF A COUNTERPARTY THROUGH NEGOTIATION

WHEREAS, the Board of Directors of the San Mateo County Transit District (District) adopted a Fuel Hedging Policy in March 2010, which was most recently revised in April 2014 (Fuel Hedging Policy), which provides guidelines for entering into fuel hedging transactions to ensure budget reliability; and

WHEREAS, certain changes have occurred in the market which have resulted in a reduction in the pool of counterparties expressing interest in providing commodity price caps having terms and provisions acceptable to the District; and

WHEREAS, in order for the District to retain the flexibility to utilize a fuel hedging transaction to ensure budget reliability, it is necessary to further revise the Fuel Hedging Policy to authorize the selection of a counterparty through negotiation in addition to selection of a counterparty through a competitive bidding process; and

WHEREAS, there has been prepared and made available to the Board of Directors of the District (Board of Directors) a proposed form of revised Fuel Hedging Policy (hereinafter referred to as the "Revised Policy"); and

WHEREAS, to maintain the flexibility to utilize a fuel hedging transaction to ensure budget reliability, it is now necessary for the Board of Directors to approve the Revised Policy and to authorize the taking of such other actions as shall be necessary or advisable in connection with selection of a counterparty through negotiation;

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

Section 1. **Approval of the Revised Fuel Hedging Policy.** The Revised Policy in such form as has been made available to the Board of Directors and attached hereto is hereby approved and adopted.

Section 2. **Authorization of Additional Actions by Authorized Officer.** All actions which may be required in connection with selection of a counterparty through negotiation may be taken by the General Manager/CEO of the District or the Deputy CEO, Finance and Administration of the District (each, an "Authorized Officer"), without further authorization or direction by the Board of Directors of the District, and each Authorized Officer is hereby authorized and directed to take any such action which such Authorized Officer may deem necessary or desirable to further the purposes of this Resolution.

Section 3. **Severability of Invalid Provisions.** If any section, paragraph, clause or provision of this Resolution shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, paragraph, clause or provision shall not affect any of the remaining provisions of this Resolution which shall continue in full force and effect.

Section 4. **Effective Date.** This Resolution shall take effect immediately upon its passage.

Regularly passed and adopted this 6th day of May, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

RESOLUTION NO. 2015-

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

* * *

**AUTHORIZING AWARD OF CONTRACT TO ORRICK, HERRINGTON & SUTCLIFFE LLP TO
SERVE AS SPECIAL COUNSEL IN CONNECTION WITH
THE FISCAL YEAR (FY) 2016 FUEL HEDGING PROGRAM**

WHEREAS, the San Mateo County Transit District (District) currently purchases approximately two million gallons of diesel fuel each year to conduct transit service operations; and

WHEREAS, consistent with the fuel hedging policy adopted by the Board in March 2010 and revised most recently on the date hereof (the Policy), the District will shortly begin the process of selecting a counterparty meeting the requirements specified in the Policy for the FY2016 Fuel Hedging Program (Program); and

WHEREAS, the District requires the services of special counsel to assist it in the process of implementing a fuel hedge for the FY2016 Program; and

WHEREAS, Orrick, Herrington & Sutcliffe, LLP, has served as the District's special counsel in prior years, including advising on FY2010's, FY2011's, FY2012's, FY2013's, FY2014's and FY2015's Program, and has substantial experience with public transit financial transactions.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO to execute a contract in an amount not to exceed \$150,000 with Orrick, Herrington & Sutcliffe, LLP, to serve as special counsel to the District in connection with the proposed fuel hedge for FY2016, with the understanding that the not to exceed amount includes

services to be provided under a separate contract with the Peninsula Corridor Joint Powers Board, which is expected to pay its proportional share of the total cost of the special counsel services.

Regularly passed and adopted this 6th day of May, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **AUTHORIZE AWARD OF CONTRACT FOR AN EMERGENCY REPLACEMENT OF
THE OIL/WATER SEPARATOR AT NORTH BASE**

ACTION

Staff proposes the Committee recommend the Board:

1. Declare an emergency exists with regard to the condition of the underground oil/water separator at North Base;
2. Find the emergency does not permit a delay resulting from a formal solicitation for bids, and action is necessary to respond to the emergency;
3. Award a contract on an emergency basis to Technology, Engineering & Construction dba TEC Accutite (TEC) of South San Francisco, CA in an amount not-to-exceed \$480,000 for work related to the removal, demolition, and replacement of the oil/water separator;
4. Ratify the General Manager/CEO's issuance of an emergency purchase order in the amount of \$105,000, which amount is included in the not-to-exceed project amount of \$480,000, to TEC for the necessary exploratory work and the initial material order;
5. Authorize General Manager/CEO or his designee to exercise an option in a total amount of or a series of aggregate amounts up to \$250,000 for hazard materials remediation services that may be required;
6. Delegate to the General Manager/CEO or his designee the authority to approve all plans and/or designs with regard to the emergency repairs; and
7. Authorize the General Manager/CEO or his designee to take all other actions required to respond to said emergency, provided that the General Manager/CEO reports such actions to the Board at each monthly Board meeting until the emergency situation is resolved, with a final report to be made at the first Board meeting after the emergency is resolved.

BUDGET IMPACT

The total cost of these services will be funded from savings in the Fiscal Year 2015 fuel budget.

SIGNIFICANCE

On April 10, 2015, facilities staff received a "high water alarm" from the underground oil/water separator at North Base. The purpose of this separator is to capture any petroleum hydrocarbons (oil, diesel, grease, etc.) from runoff water that enters the storm drain system, prior to being flushed into the San Francisco Bay. The current separator is made of steel, and has been in the ground for over 27 years. TEC, the San Mateo County Transit District's (District) underground storage tank contractor who has expertise with similar situations, was dispatched to investigate the cause of the alarm. During preliminary investigation, TEC discovered a breach in the separator wall due to severe corrosion. Without taking immediate measures, there is a potential risk of petroleum hydrocarbons being released into the surrounding ground water and/or the San Francisco Bay. Temporary measures have been put into place to mitigate the immediate risk, however the separator will need to be removed and replaced without delay to alleviate any potential future contamination possibilities.

Given the high risk of potential property damage and contamination to the San Francisco Bay, staff seeks approval to waive the competitive procurement process and seeks to award a contract for this emergency project to TEC.

SCOPE OF WORK

TEC has proposed an action plan to rectify the situation. This is a multi-step project that takes into account the possibility of site contamination and appropriate remediation. The existing steel separator will be cleared of any residual waste, removed from the site, and recycled as scrap metal. The current steel separator is anchored to a concrete slab, which will be removed and recycled as well. During the demolition phase, soil and groundwater samples will be taken to check for any potential contamination. In the event that soil or groundwater is found to be contaminated, the proposed plan provides for optional resources to remediate the hazardous materials. A new concrete slab will be poured, the replacement fiberglass separator will be anchored, and the excavation site will be backfilled and compacted. Additional wiring is needed for the new pump assembly, which will be installed by subcontractor, Liberty Electric. Finally, manhole covers will be set and the surface of the site will be repaved with concrete.

TEC submitted a proposal in the estimated amount of \$730,000. The estimated costs associated with the foregoing project components are as follows:

Exploratory Work	\$20,000*
Separator, Pre-Treat Vault and Pump Vault	\$85,000*
Remove/Replace Separator	\$375,000
Haz-Mat Contingency Option	\$250,000
Estimated Total	\$730,000

*Emergency Purchase Order Amount: \$105,000

Staff evaluated the cost proposal received from TEC to determine cost reasonableness compared to open market pricing and has found it to be fair and reasonable based upon the following factors:

- Labor rates are comparable to current contract labor rates
- Level of effort (LOE) mix is acceptable based on scope work
- Staff noted higher than market rates on "Owned Equipment" and is negotiating with TEC for reduced cost

TEC has provided similar services to the District, including engineering support services and in-plant quality assurance inspections. The firm possesses the depth of experience and necessary qualifications to successfully perform the proposed scope of work. Staff considers TEC to be a responsible, experienced vendor and is pleased with their performance under the current storage tank contract. Staff is confident in TEC's ability to complete this project successfully. TEC is a registered public works contractor with the State of California Department of Industrial Relations

The separator, pre-test vault, and pump vault require an extended lead time (four to six weeks) for manufacturing. Staff, in conjunction with legal counsel, agree that due to the immediate need to address this situation, the necessary investigative work and the initial order for the major material components of the separator should proceed without delay. A purchase order in the amount of \$105,000 has been issued to cover these initial costs.

Sr. Contract Officer: Nita Vigil 650-508-7731
Project Manager: David Olmeda, Director, Maintenance, North Base 650-508-6252

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **PRELIMINARY FISCAL YEAR 2016 OPERATING BUDGET**

ACTION

This report is submitted for informational purposes only. At the June 3, 2015, meeting, staff will present a final Fiscal Year (FY) 2016 budget proposal for Committee review and Board adoption.

SIGNIFICANCE

The preliminary FY2016 Operating Budget totals \$139,091,958 million, as shown in Attachment A, *Total Uses of Funds* (page 1, line 24). The preliminary budget is projected to **increase** by \$6 million or 4.5 percent from the FY2015 revised budget of \$133 million.

For the last several years, staff has taken significant steps to reduce costs, increase efficiencies and enhance service and revenues. During this same time period, the economy has continued to slowly improve, stabilizing sales tax revenues. The Preliminary FY2016 Operating Budget builds upon this foundation, continuing to include thoughtful expenditures and prudent revenue assumptions. The FY2016 Preliminary Budget is one of restrained optimism, planning for a future in which recent growth of revenue could level off. It is a budget in which the San Mateo County Transit District (District) continues to work with its funding partners and employees to pursue its goals of excellent service.

District Strategic Plan

On October 1, 2014, the Board unanimously adopted the District 2015-19 Strategic Plan. The Plan reaffirmed the District Vision Statement: "The District is a mobility leader, providing safe transportation choices and a sustainable future that meets the needs of our customers and diverse communities."

To achieve that vision, the Board adopted three priorities:

1. Expand mobility options for our customers.
2. Promoted fiscal health
3. Become a more effective organization

In service to those priorities, the Board approved five goals for the next five years. The following information describes how current budget activities and new activities and programs proposed for the FY2016 Preliminary Budget seek to achieve those goals.

1. Increase weekday ridership by 15%

The FY2016 budget includes an already agreed upon 3 percent increase in wages and benefits for represented employees, and a placeholder for non-represented employees, to assure no decline in service levels and administrative support of these essential services, as well as planning for immediate and long-term growth in ridership. This includes filling vacant positions in the ranks of bus operators and mechanics and preliminary support for a mechanics apprenticeship program. The budget maintains spending levels for ongoing marketing, sales and customer service activities.

Ridership is growing associated with the Board-approved SamTrans Service Plan and the FY2016 budget assures continuing funding in support of that program and anticipates ongoing changes and improvements designed to increase ridership. Social media activities, which reach out directly to customers, will be expanded with the approval of an additional position in this area. Vacancies are being filled and the budget seeks a new position authorized for training bus operators to ensure the availability of qualified personnel necessary to operate our service.

2. Increase fixed-route farebox revenue by 20%

Efforts to increase ridership, described above, are anticipated to have a beneficial effect on revenues. In addition, staff has prepared a call for a public hearing to seek input on a major revision to the fare policies and practices. A fundamental goal of the revision is to clarify and simplify the multiple fare media in use by SamTrans customers, which, it is anticipated, will result in increased ridership and an associated increase in revenues. Further, increases will be proposed in some fare categories, which are expected to produce more revenue.

3. Reduce debt service by \$1.5 million annually

This goal was met and exceeded in FY2015, and will continue through the life of the Strategic Plan. SamTrans faces a structural deficit in that the farebox revenues and sales tax proceeds, along with other funding sources, do not generate enough money to fully fund SamTrans operations. A major factor in the structural deficit is ongoing debt service, which constituted 18 percent of its budget liabilities in FY2015. The debt was assumed in part to assist in funding the Bay Area Rapid Transit extension down the Peninsula to San Francisco International Airport and Millbrae. In April 2015, SamTrans completed a reissuance of its debt, an action aided considerably by the agency receiving a AAA bond rating from Standard and Poors. The debt refinancing resulted in reducing the annual debt service by \$2.8 million. The debt expires in 2034.

4. Improve organizational performance

The FY2016 Preliminary Budget includes funding in support of efforts to improve internal communications by providing consulting support to the Office of Public Affairs; the creation and staffing of a position in Human Resources titled Employee Programs and Development Officer, focused on ensuring a wide range of employee professional development; and support for a benchmark survey on employee satisfaction and attitudes that assists in tracking organizational performance and effectiveness. The budget also includes funding support for ongoing efforts to expand the sustainability program, which creates a healthier workplace environment and reduces District costs.

5. Manage workforce change

The FY2016 Preliminary Budget begins to address the workforce changes identified during the Strategic Plan process, which include significant turnover due to retirements. As this generational shift takes place, the District also will need to adapt in a manner that assists in retaining and advancing younger employees, and assures the transition of critical institutional knowledge and expertise. Several of the programs described in the "Improve organizational performance" category are intended also to serve this goal, including the budget allocation for training, the benchmark employee survey, and the identification of an employee dedicated to employee development. The FY2016 budget also continues the funding of a position reclassified in FY2015 from the Finance Department to Human Resources to support HR recruitment and personnel advancement activities. The FY2016 budget also contains funding for an employee compensation study to assure that the District remains a competitive choice for prospective and current employees. The budget continues to support the Supervisor Academy program in which management staff offers a voluntary program of training and mentoring for employees interested in career advancement within the District.

Sources of Funds

Passenger Fares (page 1, line 1), which includes a mid-year fare increase for both Motor Bus and ADA services, are projected at \$19 million in FY2016, an **increase** of \$576,700 or 3.1 percent from the FY2015 revised budget:

- Motor Bus Fares are projected to **increase** by \$594,000 or 3.4 percent primarily due to expected ridership growth from projected actuals for FY2015.
- Redi-Wheels Fares are projected to **decrease** by \$17,300 or 2.1 percent based on projected actuals for FY2015.

Local/State/Federal (page 1, lines 2, 4, & 7) funds of \$45.2 million are projected to **decrease** \$2.6 million or 5.5 percent from the FY2015 revised budget, primarily due to decreased programming levels for project grant funding due to completed projects and because less Transportation Development Act (TDA) and State Transportation Assistance (STA) carry forward funds will be available for FY2016.

Pass-through to Other Agencies (page 1, line 3) is \$121,000, a projected **decrease** of \$262,948 or 68.5 percent from the FY2015 revised budget, reflecting a decrease in the amount of grant funds SamTrans passes through to other agencies that cannot claim the funds directly, primarily due to the ending of a funding program. The equivalent pass-through expenditure can be found under *Uses of Funds* (page 1, line 22), and the amount has been decreased accordingly. The expenditure is greater than the pass-through revenue because the District contributes some of its own sales tax revenue to support the program.

SMCTA Measure A (page 1, line 5) funds are projected to **decrease** by \$20,000 or 0.2 percent from the FY2015 revised budget based on projected sales tax receipts of \$76 million for FY2016. In FY2015 there was a one-time increase in SMCTA Measure A funds due to previous years' excess SMCTA revenues.

San Mateo County Measure A (page 1, line 6) funding for the District's paratransit program is projected to be \$5 million. There is **no change** from the FY2015 revised budget.

District Half-cent Sales Tax (page 1, line 10) receipts are projected to be \$76 million, which is an **increase** of \$1 million or 1.3 percent from the FY2015 revised budget. Sales tax revenues continue to be strong, but staff wants to plan prudently. Therefore, staff has adopted a conservative approach to sales tax revenue projections for the coming fiscal year. Should events require, staff will return to the Board in mid-year to propose budget adjustments.

Investment Interest (page 1, line 11) of \$910,357 reflects a projected **decrease** of \$38,483 or 4.1 percent from the FY2015 revised budget of \$948,840. The decrease is primarily due to decreasing interest revenue in the investment portfolio and adjustment based upon actuals.

Other Interest, Rent & Other Income (page 1, line 12) of \$8 million reflects a projected **increase** of \$1,063,473 or 15.4 percent compared to the FY2015 revised budget mainly due to additional revenue from bus shelters advertising, additional rent from leased space, and the employer share of shuttle costs, which SamTrans recognizes as revenue. The shuttle revenues are balanced by expenditures supporting employer shuttles.

Uses of Funds

Operating costs (page 1, line 24) of \$139 million are projected to **increase** by \$6 million or 4.5 percent from the FY2015 revised budget of \$133 million. The increase is mostly due to an increase in fringe benefits, increased rates for renewed contract bus service, increased employer operated shuttle services, and an increase in demand for paratransit taxi service.

Sales Tax Allocation – Capital Programs (page 1, line 28) is projected to be \$5.5 million, a **decrease** of \$361,108 or 6.2 percent compared to the FY2015 revised budget.

Motor Bus Highlights

Total Motor Bus Expense (page 1, line 18) of \$112.3 million, reflects a projected **increase** of \$4.2 million or 3.9 percent over the FY2015 revised budget of \$108.1 million. Critical Motor Bus elements include:

- *Wages and Benefits* (page 3, line 1) are projected to **increase** \$1.6 million or 3 percent, mainly due to the increase for represented employees and a placeholder for a potential increase for non-represented employees, along with a corresponding increase in benefits.
- *Contracted Vehicle Maintenance* (page 3, line 4) is projected to **decrease** \$148,320 or 9.1 percent, primarily due to adjustment to actuals for costs related to maintenance and warranty support.
- *Professional Services* (page 3, line 6) are projected to **decrease** \$354,140 or 7.5 percent, primarily due to decreased activity as Planning projects have reached completion.
- *Technical Services* (page 3, line 7) are projected to **increase** \$297,411 or 5.2 percent, primarily in security costs. Included in security costs is an increase in the contract with the San Mateo County Sheriff's Office to provide Transit Police services. Both SamTrans and Caltrain pay for this contract, with Caltrain covering a larger share of the costs.
- *Other Services* (page 3, line 8) are projected to **increase** \$522,163 or 21.3 percent, primarily for partnering with San Mateo County to use the County's radio system, and for the Triennial Customer Survey.
- *Contracted Urban Bus Service* (page 3, line 34) is projected to **increase** \$1,206,370 or 7.9 percent primarily due to increased rates for the renewed contract for bus service

ADA Programs Highlights

The FY2016 budget (page 1, line 19) of \$16.7 million represents a projected **increase** of \$1,339,169 or 8.7 percent over the FY2015 revised budget mainly due to an upward trend in demand for taxi service.

Caltrain Service

In FY2016, the proposed SamTrans member agency share for Caltrain service (page 1, line 20) is \$6.1 million, a **decrease** of \$180,000 or 2.9 percent from the FY2015 revised budget. The decrease is due to elimination of an additional \$500,000 from previously allocated SMCTA funds which was included in FY2015 budget.

Other Multimodal Programs

In FY2016, support costs for the SamTrans shuttle program and the multimodal facility maintenance are projected to be \$3.8 million (page 1, line 21), an **increase** of \$917,030 or 31.5 percent from the FY2015 revised budget, primarily because of an increase in costs for the employer share of the shuttle program, which SamTrans recognizes as an expense. As noted before, expenses are balanced by revenues.

Land Transfer Interest Expense

The FY2016 budget includes \$45,716 (page 1, line 23) in interest expense, a **decrease** of \$179 or 0.4 percent from the FY2015 revised budget. This is mainly due to a decrease in the interest rate projected in FY2016. The expense represents an interest payment to the TA on a promissory note for four acres of property acquired from the TA which is located in the City of San Carlos along the Caltrain right of way.

Total Budget and Use of Reserves

The full amount of the Preliminary FY2016 Budget, including capital expenditures and debt service, is \$166,262,163. The Preliminary Budget uses \$2,999,656 in reserves to achieve a balanced budget. This represents 1.8 percent of the total budget.

Looking to the future, and using the Preliminary FY2016 Budget as the base, over the next five years the District faces annual structural deficits leading up to \$6 million in 2020. This is summarized in Attachment B.

BUDGET IMPACT

This report is submitted for informational purposes only. There is no budget impact. The amounts represent the FY2016 Preliminary Budget, which staff will bring back to the Board at its June 3, 2015 meeting with a request that the Committee recommend Board adoption of the FY2016 Operating Budget at that time.

BACKGROUND

As noted above, on October 1, 2014, the San Mateo County Transit District Board of Directors unanimously adopted the 2015-2019 Strategic Plan, which set five specific goals for the next five years. The preliminary FY2016 budget is consistent with the goals and vision of the Strategic Plan.

Prepared By:

Winnie Lum, Senior Accountant
Shannon Gaffney, Manager, Budgets

650-508-6345
650-508-7755

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2016 PRELIMINARY OPERATING BUDGET**

Attachment A

	<u>FY2014 ACTUAL</u> A	<u>FY2015 ADOPTED</u> B	<u>FY2015 REVISED</u> C	<u>FY2016 PRELIMINARY</u> D	FY16 PRELIMINARY Compared to FY15 REVISED Increase (Decrease) E = D-C	BUDGET PERCENT CHANGE F = E/C	
<u>SOURCES OF FUNDS:</u>							
Operating Revenues							
1 Passenger Fares	18,556,929	18,368,300	18,368,300	18,945,000	576,700	3.1%	1
2 Local TDA and STA Funds	41,633,360	40,323,614	40,323,614	38,448,081	(1,875,533)	-4.7%	2
3 Pass through to Other Agencies	373,168	383,948	383,948	121,000	(262,948)	-68.5%	3
4 Operating Grants	8,437,385	6,892,643	6,892,643	6,131,812	(760,831)	-11.0%	4
5 SMCTA Measure A	8,545,031	9,140,000	9,140,000	9,120,000	(20,000)	-0.2%	5
6 SM County Measure A	5,000,000	5,000,000	5,000,000	5,000,000	0	0.0%	6
7 AB434 Funds	566,000	582,000	582,000	601,000	19,000	3.3%	7
8 Subtotal - Operating Revenues	83,111,872	80,690,505	80,690,505	78,366,893	(2,323,612)	-2.9%	8
Other Revenue Sources							
9 District 1/2 Cent Sales Tax	77,606,796	72,000,000	75,000,000	76,000,000	1,000,000	1.3%	10
11 Investment Interest	1,555,494	948,840	948,840	910,357	(38,483)	-4.1%	11
12 Other Interest, Rent & Other Income	7,030,716	6,921,784	6,921,784	7,985,257	1,063,473	15.4%	12
13 Subtotal - Other Revenues	86,193,006	79,870,624	82,870,624	84,895,614	2,024,990	2.4%	13
14							14
15 Total Sources of Funds	169,304,878	160,561,129	163,561,129	163,262,507	(298,622)	-0.2%	15
16							16
<u>USES OF FUNDS:</u>							
17 Motor Bus	87,002,708	106,595,744	108,095,744	112,268,492	4,172,747	3.9%	18
19 A.D.A. Programs	13,756,643	15,386,631	15,386,631	16,725,800	1,339,169	8.7%	19
20 Caltrain	5,440,000	6,260,000	6,260,000	6,080,000	(180,000)	-2.9%	20
21 Other Multi-Modal Programs	2,819,352	2,913,140	2,913,140	3,830,170	917,030	31.5%	21
22 Pass through to Other Agencies	373,168	388,948	388,948	141,780	(247,168)	-63.5%	22
23 Land Transfer Interest Expense	45,895	45,895	45,895	45,716	(179)	-0.4%	23
24 Total Uses of Funds	109,437,765	131,590,358	133,090,358	139,091,958	6,001,599	4.5%	24
25							25
26 TOTAL OPERATING SURPLUS/(DEFICIT)	59,867,113	28,970,771	30,470,771	24,170,549	(6,300,221)	-20.7%	26
27							27
28 Sales Tax Allocation - Capital Programs	1,514,321	5,857,268	5,857,268	5,496,160	(361,108)	-6.2%	28
29							29
30 SURPLUS/(DEFICIT)	58,352,792	23,113,503	24,613,503	18,674,389	(5,939,114)	-24.1%	30
31							31
<u>DEBT SERVICE</u>							
32 Debt Service	24,453,287	24,449,078	24,449,078	21,645,646	(2,803,432)	-11.5%	33
34 Fiscal Agent Fees	25,509	27,635	27,635	28,399	764	2.8%	34
35 Total Debt Service	24,478,796	24,476,713	24,476,713	21,674,045	(2,802,668)	-11.5%	35
36 * Debt Service - BART - \$12.7M							36
37							37
38 USE OF RESERVES FOR DEBT SERVICE	(24,478,796)	(24,476,713)	(24,476,713)	(21,674,045)	2,802,668	-11.5%	38
39							39
40 TOTAL USES OF RESERVES	33,873,996	(1,363,210)	136,790	(2,999,656)	(3,136,446)		40

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2016 PRELIMINARY OPERATING BUDGET**

	FY16 PRELIMINARY Compared to FY15 REVISED					BUDGET PERCENT CHANGE
	FY2014 ACTUAL	FY2015 ADOPTED	FY2015 REVISED	FY2016 PRELIMINARY	Increase (Decrease)	F = E/C
	A	B	C	D	E = D-C	F = E/C
OPERATING REVENUES - MOTOR BUS:						
1 TOTAL MOTOR BUS FARES	17,718,321	17,536,000	17,536,000	18,130,000	594,000	3.4%
2						
3 LOCAL (TDA) TRANSIT FUND:						
4 General Operating Assistance	34,505,186	34,458,615	34,458,615	32,143,723	(2,314,892)	-6.7%
5						
6 STATE TRANSIT ASSISTANCE:						
7 STA Base	4,793,708	3,694,119	3,694,119	4,061,556	367,437	9.9%
8 STA TOTAL	4,793,708	3,694,119	3,694,119	4,061,556	367,437	9.9%
9						
10 OPERATING GRANTS:						
11 Operating Grants	7,871,905	6,504,231	6,504,231	6,131,812	(372,419)	-5.7%
12						
13 DISTRICT 1/2 CENT SALES TAX:						
14 General Operating Assistance	16,193,329	38,991,765	40,491,765	46,135,529	5,643,764	13.9%
15 Accessibility Fixed Route	1,137,064	1,018,540	1,018,540	1,124,750	106,210	10.4%
16 TOTAL 1/2 CENT SALES TAX	17,330,393	40,010,305	41,510,305	47,260,279	5,749,974	13.9%
17						
18 INVESTMENT INTEREST INCOME						
19 Investment Interest Income	1,010,931	620,090	620,090	647,475	27,385	4.4%
20						
21 OTHER REVENUE SOURCES:						
22 Rental Income	1,168,527	1,293,600	1,293,600	1,284,497	(9,103)	-0.7%
23 Advertising Income	1,117,900	1,035,000	1,035,000	1,149,000	114,000	11.0%
24 Other Income	1,507,149	1,443,784	1,443,784	1,460,150	16,366	1.1%
25 TOTAL OTHER REVENUES	3,793,576	3,772,384	3,772,384	3,893,647	121,263	3.2%
26						
27 TOTAL MOTOR BUS	87,024,020	106,595,744	108,095,744	112,268,492	4,172,748	3.9%
28						
29 AMERICAN DISABILITIES ACT:						
30 Passenger Fares-Redi Wheels	838,608	832,300	832,300	815,000	(17,300)	-2.1%
31 Local TDA 4.5 Redi Wheels	1,770,741	1,733,614	1,733,614	1,771,554	37,940	2.2%
32 Local STA - Paratransit	563,725	437,266	437,266	471,248	33,982	7.8%
33 Operating Grants	565,480	388,412	388,412	0	(388,412)	-100.0%
34 Sales Tax - Paratransit District	-354,369	1,050,989	1,050,989	2,452,766	1,401,777	133.4%
35 Sales Tax - Paratransit Suppl. Coastside	322,864	1,335,300	1,335,300	1,512,350	177,050	13.3%
36 Interest Income-Paratransit Fund	544,563	328,750	328,750	262,882	(65,868)	-20.0%
37 SMCTA Measure A Redi-Wheels	3,105,031	2,880,000	2,880,000	3,040,000	160,000	5.6%
38 SM County Measure A	5,000,000	5,000,000	5,000,000	5,000,000	0	0.0%
39 Measure M Paratransit	1,400,000	1,400,000	1,400,000	1,400,000	0	0.0%
40 TOTAL ADA PROGRAMS	13,756,643	15,386,631	15,386,631	16,725,800	1,339,169	8.7%
41						
42 MULTI-MODAL TRANSIT PROGRAMS:						
43 Transfer from SMCTA for Caltrain	5,440,000	6,260,000	6,260,000	6,080,000	(180,000)	-2.9%
44 AB434 Funds - SamTrans Shuttle	566,000	582,000	582,000	601,000	19,000	3.3%
45 Employer SamTrans Shuttle Funds	1,837,140	1,749,400	1,749,400	2,691,610	942,210	53.9%
46 Sales Tax - SamTrans Shuttle Program	349,406	377,640	377,640	340,560	(37,080)	-9.8%
47 Sales Tax - Gen. Operating Asst.	45,495	204,100	204,100	197,000	(7,100)	-3.5%
48 TOTAL MULTI-MODAL	8,238,040	9,173,140	9,173,140	9,910,170	737,030	8.0%
49						
50 TOTAL REVENUES	109,018,703	131,155,515	132,655,515	138,904,462	6,248,947	4.7%

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2016 PRELIMINARY OPERATING BUDGET**

	FY16 PRELIMINARY						BUDGET PERCENT CHANGE F = E/C	
	Compared to FY15 REVISED							
	FY2014 ACTUAL A	FY2015 ADOPTED B	FY2015 REVISED C	FY2016 PRELIMINARY D	Increase (Decrease) E = D-C			
DISTRICT OPERATED BUSES								
1	Wages and Benefits	49,882,372	52,325,457	53,825,457	55,439,968	1,614,511	3.0%	1
2	Services:							2
3	Board of Directors	47,500	51,750	51,750	54,750	3,000	5.8%	3
4	Contracted Vehicle Maintenance	1,236,098	1,625,280	1,625,280	1,476,960	(148,320)	-9.1%	4
5	Property Maintenance	1,126,396	1,242,000	1,242,000	1,242,000	0	0.0%	5
6	Professional Services	2,755,963	4,720,740	4,720,740	4,366,600	(354,140)	-7.5%	6
7	Technical Services	5,080,325	5,704,354	5,704,354	6,001,765	297,411	5.2%	7
8	Other Services	662,733	2,447,741	2,447,741	2,969,903	522,163	21.3%	8
9								9
10	Materials & Supply:							10
11	Fuel and Lubricants	5,301,075	6,333,750	6,333,750	6,332,557	(1,193)	0.0%	11
12	Bus Parts and Materials	1,687,883	1,911,257	1,911,257	1,898,250	(13,007)	-0.7%	12
13	Uniform and Drivers Expense	352,113	444,235	444,235	457,490	13,255	3.0%	13
14	Timetables and Tickets	155,666	201,900	201,900	197,600	(4,300)	-2.1%	14
15	Office Supplies/Printing	275,677	339,062	339,062	357,497	18,435	5.4%	15
16	Other Materials and Supply	122,080	159,500	159,500	159,500	0	0.0%	16
17								17
18	Utilities:							18
19	Telecommunications	445,520	666,174	666,174	697,134	30,960	4.6%	19
20	Other Utilities	1,115,543	1,084,000	1,084,000	1,140,000	56,000	5.2%	20
21	Insurance Costs	-1,219,311	2,681,400	2,681,400	2,676,250	(5,150)	-0.2%	21
22	Workers' Compensation	-1,175,893	3,443,160	3,443,160	3,662,160	219,000	6.4%	22
23	Taxes and License Fees	488,158	552,894	552,894	773,629	220,735	39.9%	23
24	Fixed Route Accessibility	1,137,064	1,018,540	1,018,540	1,124,750	106,210	10.4%	24
25	Leases and Rentals	117,980	134,631	134,631	139,096	4,465	3.3%	25
26	Prmtnl and Legal Advertising	204,970	289,400	289,400	316,900	27,500	9.5%	26
27	Training & Business Travel	215,103	292,075	292,075	363,145	71,070	24.3%	27
28	Dues and Membership	93,747	87,624	87,624	89,289	1,665	1.9%	28
29	Postage and other	60,359	102,180	102,180	98,013	(4,167)	-4.1%	29
30								30
31	Total District Operated Buses	70,169,124	87,859,104	89,359,104	92,035,207	2,676,102	3.0%	31
32								32
33	CONTRACTED BUS SERVICES							
34	Contracted Urban Bus Service	14,812,703	15,365,530	15,365,530	16,571,900	1,206,370	7.9%	34
35	Other Related Costs	414,251	380,030	380,030	410,130	30,100	7.9%	35
36	Insurance Costs	48,515	655,000	655,000	655,000	0	0.0%	36
37	Coastside Services	1,114,427	1,857,450	1,857,450	2,005,800	148,350	8.0%	37
38	Redi Coast Non-ADA	218,772	222,220	222,220	240,700	18,480	8.3%	38
39	Other Related Costs	56,567	76,470	76,470	122,670	46,200	60.4%	39
40	La Honda Pescadero	54,863	55,130	55,130	55,130	0	0.0%	40
41	Southcoast - Pescadero	112,594	118,150	118,150	165,165	47,015	39.8%	41
42	Other Related Costs-SamCoast	894	6,660	6,660	6,790	130	2.0%	42
43	Total Contracted Bus Service	16,833,584	18,736,640	18,736,640	20,233,285	1,496,645	8.0%	43
44								44
45	TOTAL MOTOR BUS	87,002,708	106,595,744	108,095,744	112,268,492	4,172,747	3.9%	45

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2016 PRELIMINARY OPERATING BUDGET**

		FY16 PRELIMINARY Compared to FY15 REVISED					BUDGET	
		FY2014 ACTUAL	FY2015 ADOPTED	FY2015 REVISED	FY2016 PRELIMINARY	Increase (Decrease)	PERCENT CHANGE	
		A	B	C	D	E = D-C	F = E/C	
AMERICAN DISABILITY ACT PROGRAMS								
46	Elderly & Disabled/Redi-Wheels	5,758,276	6,294,660	6,294,660	6,807,200	512,540	8.1%	46
47	Other Related Costs	2,378,971	3,060,554	3,060,554	3,222,406	161,852	5.3%	47
48	ADA Sedan/Taxi Service	3,187,561	3,133,720	3,133,720	3,150,800	17,080	0.5%	48
49	ADA Accessibility Support	840,839	1,047,397	1,047,397	1,518,044	470,647	44.9%	49
50	Coastside ADA Support	1,338,017	1,335,300	1,335,300	1,512,350	177,050	13.3%	50
51	Insurance Costs	252,979	515,000	515,000	515,000	0	0.0%	51
52	TOTAL ADA PROGRAMS	13,756,643	15,386,631	15,386,631	16,725,800	1,339,169	8.7%	52
53								
54	MULTI-MODAL TRANSIT PROGRAMS							
55								
56	CALTRAIN SERVICE							
57	Peninsula Rail Service	5,440,000	6,260,000	6,260,000	6,080,000	(180,000)	-2.9%	57
58	Total Caltrain Service	5,440,000	6,260,000	6,260,000	6,080,000	(180,000)	-2.9%	58
59								
60	OTHER SUPPORT							
61	Dumbarton Express Service	-82,518	0	0	0	0	#DIV/0!	61
62	SamTrans Shuttle	2,752,545	2,709,040	2,709,040	3,633,170	924,130	34.1%	62
63	Bicycle Coordinating Activities	0	25,000	25,000	25,000	0	0.0%	63
64	Maintenance Multimodal Fac	149,324	179,100	179,100	172,000	(7,100)	-4.0%	64
65	Total Other Support	2,819,352	2,913,140	2,913,140	3,830,170	917,030	31.5%	65
66								
67	TOTAL MULTI-MODAL PROGRAMS	8,259,352	9,173,140	9,173,140	9,910,170	737,030	8.0%	67
68								
69	TOTAL OPERATING EXPENSES	109,018,703	131,155,515	132,655,515	138,904,462	6,248,946	5%	69

**San Mateo County Transit District
Projected Outlook (2016-2020)**

	2016 (F)	2017 (F)	2018 (F)	2019 (F)	2020 (F)
Operating Revenues	\$73,245,893	\$74,689,083	\$76,161,603	\$77,664,062	\$79,197,081
Other Revenue Sources	\$90,016,614	\$94,518,364	\$94,338,804	\$96,463,170	\$98,639,730
TOTAL SOURCES OF FUNDS	\$163,262,507	\$169,207,447	\$170,500,407	\$174,127,232	\$177,836,811
Operating Expenses	\$138,904,462	\$143,800,659	\$148,891,760	\$154,186,564	\$159,694,318
Other Uses of Funds	\$187,496	\$166,895	\$166,895	\$166,895	\$166,895
Sales Tax Allocation - Capital Programs	\$5,496,160	\$6,905,105	\$5,993,845	\$6,190,945	\$4,932,625
Long-term Debt Financing Costs	\$21,674,045	\$21,676,444	\$21,673,705	\$21,672,113	\$19,425,830
TOTAL USES OF FUNDS	\$166,262,163	\$172,549,103	\$176,726,205	\$182,216,517	\$184,219,668
NET SURPLUS (DEFICIT)	(\$2,999,656)	(\$3,341,656)	(\$6,225,798)	(\$8,089,285)	(\$6,382,857)

ASSUMPTIONS:

1. The FY16 preliminary budget is the base of these the future year's projections.
2. Passenger farebox revenues are projected to grow at 2%.
3. STA/TDA funds are projected to grow at 2%.
4. Sales tax growth is projected to be 2.5%.
5. Caltrain contribution is based on the SMCTA contribution.
6. Operating expense are projected to grow at 3%.
7. The projected deficits are anticipated to be funded from funds available for operations and in recent year have been eliminated due to strong sales tax revenues.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **PRELIMINARY FISCAL YEAR 2016 CAPITAL BUDGET**

ACTION

This report is submitted for informational purposes only. No Board action is required. Staff will bring this item back to the Board at its June 3, 2015 meeting with a request that the Committee recommend Board adoption of the Fiscal Year (FY) 2016 Capital Budget at that time.

SIGNIFICANCE

The FY2016 Capital Budget, as presented in Attachment A, contains projects necessary and essential to sustain the San Mateo County Transit District's (District) existing service and infrastructure network, and to align with the District's vision as set forth in the Strategic Plan (2015-2019). The FY2016 Capital Budget contains the following major elements:

- **Revenue Vehicles and Support Equipment Replacement** – Includes the last increment (\$33,602,230) of funding required for the replacement of (60) 2003 - Gillig Low Floor buses and (55) 2002 – North American Bus Industries (NABI) buses that have reached the end of their useful lives. The estimated total replacement cost for the Gillig buses is \$32,823,000. The estimated total replacement cost of the NABI buses is and \$48,972,000.. A total of \$48,192,770 was previously budgeted in FY2015. The buses are scheduled for delivery in calendar year 2016.

This category also includes replacement of (10) 2011 El Dorado Amerivans and (9) 2009 El Dorado Cutaways as these vehicles have reached the end of their useful lives, as well as the annual procurement of bus parts, engines and transmissions and replacement of maintenance support equipment.

The amount budgeted for this category totals \$36,733,030.

- **Information Technology (IT) Software and Hardware Upgrade & Replacement** – Includes replacement and upgrade of Information Technology equipment, networks, and software applications necessary to maintain the connectivity of various departments and external communications. Also included are funds to replace the existing TransitSafe software system, which is entering an end-of-life status for maintenance support, and enhancing the existing Fixed-Route Mobile

View Video Surveillance System, which will allow for real-time surveillance on all fleet vehicles. The amount budgeted for this category totals \$1,825,499.

- **Planning / Development** – Includes funding to develop a Youth Mobility Management Plan, as one of the initiatives from the Short Range Transit Plan (SRTP), with a goal of tapping into the youth market to encourage youth to be life-long transit users. This category also includes program planning and management. The amount budgeted for this category totals \$650,000.
- **Facilities** – Includes rehabilitation and improvement projects to ensure that maintenance and administrative facilities are adequately maintained to support the District's revenue service operations. Projects in this category include pavement rehabilitation at North Base and South Base, maintenance of the existing heating, ventilation and air conditioning system at the Central offices, and replacing the sodium vapor lamps with high energy efficient LED lights at North Base and South Base. The amount budgeted for this category totals \$1,189,500.
- **Safety and Security** – Includes security improvement projects to continue the SamTrans safety and security program. Projects in this category include installing closed circuit television cameras at Central, South Base and North Base and installation of fencing at key locations along the Dumbarton Rail Corridor. The amount budgeted for this category totals \$1,755,000.
- **Contingency** – Funding for any unforeseen and emergency capital expenditures during the fiscal year. The amount budgeted for this category totals \$250,000.

BUDGET IMPACT

Of the \$42,403,029 recommended for the FY2016 Capital Budget, the total amount of District sales tax required is \$5,496,160, which includes \$1,142,190 of prior year savings. Federal, State and other fund sources make up the remaining amount of \$36,906,869 to fully fund the FY2016 Capital Budget.

BACKGROUND

The District's Capital Budget is developed on an annual basis. A comprehensive call for projects was issued District-wide. The capital projects submitted were reviewed and prioritized for consistency with District policy directives and key Strategic Plan Initiatives. In keeping with the District's need to conserve financial resources, the final recommendations reflect the most critical projects that support existing District revenue service without compromising either safety or security. In addition, the program is developed to leverage as much external funding and grants as possible.

Among other factors, projects submitted this year were evaluated and prioritized based on maintenance and enhancement of existing transit operations relative to operational and legal requirements and mandates, along with opportunities for business process and sustainability improvements.

Prepared By: Leslie Fong, Senior Budgets Analyst
Aandy Ly, Manager, Budgets

650-508-6332
650-508-6376

San Mateo County Transit District											
Preliminary Fiscal Year 2016 Capital Budget											
#	PROJECT TITLE	PROJECT DESCRIPTION	Original Estimated Project Cost in FY15	Revised Estimated Project Cost	Previously Budgeted	FY2016 Budget Request	Remaining	FUNDING SOURCES			
								FEDERAL	STATE	OTHER	DIS. SALES TAX
1 REVENUE VEHICLES REPLACEMENT											
1.1	Replacement Buses (Gillig)	Replace 60 2003 Gillig Low-Floor buses at the end of their useful lives	\$ 30,203,000	\$ 32,823,000	\$ 24,096,385	\$ 8,726,615		\$ 6,914,860	\$ 1,811,755	\$ -	\$ -
1.2	Replacement Buses (NABI)	Replace 55 2002 NABI buses at the end of their useful lives	\$ 47,800,000	\$ 48,972,000	\$ 24,096,385	\$ 24,875,615		\$ 20,157,040	\$ 4,718,575	\$ -	\$ -
1.3	Replacement (10) Paratransit Minivans	Replace 10 2011 El Dorado Amerivans at the end of their useful lives		\$ 647,000		\$ 647,000		\$ 530,540	\$ -	\$ -	\$ 116,460
1.4	Replacement (9) Paratransit Cutaways	Replace 9 2009 El Dorado Cutaways at the end of their useful lives		\$ 1,062,500		\$ 1,062,500		\$ 871,250	\$ -	\$ -	\$ 191,250
	Subtotal					\$ 35,311,730		\$ 28,473,690	\$ 6,530,330	\$ -	\$ 307,710
2 REVENUE VEHICLE SUPPORT											
2.1	Major Bus Components	Annual funding for procurement of bus parts		\$ 766,000		\$ 766,000		\$ -	\$ -	\$ -	\$ 766,000
2.2	Maintenance Equipment	Replacement of maintenance support equipment at the end of its useful life		\$ 60,000		\$ 60,000		\$ -	\$ -	\$ -	\$ 60,000
2.3	Non-Revenue Service Support Vehicles	Replace 15 non-revenue service support vehicles that have reached the end of their useful lives		\$ 371,000		\$ 371,000		\$ 296,800	\$ -	\$ -	\$ 74,200
2.4	Bike Rack	Replace the fleets bike rack capacity from two to three bikes per bus		\$ 422,600		\$ 224,300	\$ 198,300	\$ -	\$ -	\$ -	\$ 224,300
	Subtotal					\$ 1,421,300	\$ 198,300	\$ 296,800	\$ -	\$ -	\$ 1,124,500
3 INFORMATION TECHNOLOGY											
3.1	Technology Refresh Project	Replace and upgrade servers and out of warranty printers, copiers, fax machines and scanners.		\$ 957,000		\$ 957,000	\$ -	\$ -	\$ -	\$ -	\$ 957,000
3.2	TransitSafe Upgrade	Replace the existing TransitSafe software system which will become obsolete. The software reports, tracks and analyzes a wide variety of data from customer service requests, incidents and more.		\$ 178,000		\$ 178,000		\$ -	\$ -	\$ -	\$ 178,000

San Mateo County Transit District Preliminary Fiscal Year 2016 Capital Budget											
#	PROJECT TITLE	PROJECT DESCRIPTION	Original Estimated Project Cost in FY15	Revised Estimated Project Cost	Previously Budgeted	FY2016 Budget Request	Remaining	FUNDING SOURCES			
								FEDERAL	STATE	OTHER	DIS. SALES TAX
3.3	MobileView Enhancement	Enhance the existing Fixed-Route Mobile View Video Surveillance System to allow real time surveillance on all fleet vehicles		\$ 690,499		\$ 690,499	\$ -	\$ -	\$ -	\$ -	\$ 690,499
	Subtotal					\$ 1,825,499	\$ -	\$ -	\$ -	\$ -	\$ 1,825,499
4 PLANNING/DEVELOPMENT											
4.1	Youth Mobility Management Plan	Evaluate and study the youth market		\$ 150,000		\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000
4.2	Capital Program and Project Development	Capitalized funds for annual program development including but not limited to plans, budgets, programs, funding strategies, and preliminary engineering		\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
4.3	Capital Program Management	Capitalized funds for program and project controls support, including monitoring project performance and delivery		\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	Subtotal					\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ 650,000
5 FACILITIES/CONSTRUCTION											
5.1	Maintenance & Operating Facility Pavement Rehab: NB & SB Concrete Rehab	Rehab pavement at North and South Bases to bring the pavement to a state of good repair		\$ 23,000		\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ 23,000
5.2	Facilities Smaller Projects	Facility maintenance/Improvement Account		\$ 282,000		\$ 282,000	\$ -	\$ -	\$ -	\$ -	\$ 282,000
5.3	Lighting Upgrade at North Base and South Base	Replace lighting fixtures for more energy efficient and environmental friendlier LED lights at North Base and South Base		\$ 1,428,000		\$ 843,500	\$ 584,500	\$ -	\$ -	\$ -	\$ 843,500
5.4	Central Heating, Ventilation & Air Conditioning (HVAC) Maintenance at Central	Conduct basic repair and maintenance of existing HVAC system that has reached the end of its useful life		\$ 41,000		\$ 41,000	\$ -	\$ -	\$ -	\$ -	\$ 41,000
	Subtotal					\$ 1,189,500	\$ 584,500	\$ -	\$ -	\$ -	\$ 1,189,500

San Mateo County Transit District											
Preliminary Fiscal Year 2016 Capital Budget											
#	PROJECT TITLE	PROJECT DESCRIPTION	Original Estimated Project Cost in FY15	Revised Estimated Project Cost	Previously Budgeted	FY2016 Budget Request	Remaining	FUNDING SOURCES			
								FEDERAL	STATE	OTHER	DIS. SALES TAX
6	SAFETY AND SECURITY										
6.1	CCTV Improvements, Central Office and Bus Bases	Project would install cameras at Central, South Base and North Base to enhance the safety and security of our customers and employees	\$ 1,000,000	\$ 1,325,000	\$ 1,000,000	\$ 325,000	\$ -	\$ -	\$ 176,049	\$ -	\$ 148,951
6.2	Dumbarton Corridor Right of Way Fencing	Project will install vandal resistant fencing at key locations along the Dumbarton Rail Corridor to deter trespassing, illegal dumping and homeless encampments		\$ 4,500,000	\$ 680,000	\$ 1,430,000	\$ 2,390,000	\$ -	\$ 1,430,000	\$ -	\$ -
	Subtotal					\$ 1,755,000	\$ 2,390,000	\$ -	\$ 1,606,049	\$ -	\$ 148,951
7	OTHER										
7.1	Contingency	Annual set-aside for unforeseen and emergency capital expenditures		\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	Subtotal					\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	GRAND TOTAL FOR SAMTRANS					\$ 42,403,029	\$ 3,172,800	\$ 28,770,490	\$ 8,136,379	\$ -	\$ 5,496,160
	NOTES:										
	* The proposed FY2016 budget includes, distributed across the program of projects, \$965K in administrative overhead funds to help support the capital program										



BOARD OF DIRECTORS 2015

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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, MAY 6, 2015 – 3:15 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of April 1, 2015

INFORMATIONAL

2. State and Federal Legislative Update

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

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
APRIL 1, 2015**

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

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

Other Board Members Absent, Constituting Committee of the Whole: J. Gee

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

Committee Chair Adrienne Tissier called the meeting to order at 2:47 p.m.

Approval of Minutes of Legislative Committee Meeting of March 11, 2015

Motion/Second: Kersteen-Tucker/Stone

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

Absent: Gee

Director Rose Guilbault left at 2:46 p.m.

Proclamation Declaring April 9, 2015 Stand Up for Transportation Day

Jayne Ackemann, Manager, Communications, said there will be a region-wide event on April 9 at 1 p.m. at the Temporary Transbay Terminal in San Francisco. There will be a social media event using #StandUpForTransportation. Ms. Ackemann said the District has participated with the region in a video highlighting the District's transportation infrastructure needs. She said general managers from across the nine-county Bay Area transit agencies will be speaking at the event. A bus will depart the District offices at 11:30 a.m. to go to the event for those interested in attending.

Motion/Second: Kersteen-Tucker/Stone

Ayes: Groom, Harris, Kersteen-Tucker, Matsumoto, Ratto, Stone, Tissier

Absent: Gee, Guilbault

Director Guilbault returned at 2:50 p.m.

Update on the State and Federal Legislative Program

Seamus Murphy, Director, Government and Community Affairs, said he and Chair Shirley Harris were in Washington, D.C., with members of the Peninsula Corridor Joint Powers Board, the Metropolitan Transportation Commission, and Silicon Valley Leadership Group to advocate for the county's most important transportation priorities. He said some projects in San Mateo County have been invited to apply for the Affordable Housing and Sustainable Communities Program funds. The Complete Streets

Project in South San Francisco and the upgrade to the South San Francisco Caltrain Station have been invited to move forward in the process.

Mr. Murphy said an urgent issue is the continuing saga related to the efforts of the State and the U.S. Department of Labor's (DOL) to reconcile the State's Public Employees' Pension Reform Act (PEPRA) with Federal labor laws. Last year, DOL negotiated an agreement with the State that would allow the certification of Federal Formula Transportation Grants and funding to flow to agencies with the passage of State legislation that delayed application of PEPRA to transit employees while the State and DOL go through the legal process. The legislation stated that employees would be exempt until there was a Federal court ruling on this matter. There was a court ruling in December that upheld the State's position and allowed PEPRA to apply to transit employees. It looks as though the DOL will appeal the decision and staff has heard some disconcerting news from the DOL potentially holding up transit grants while the appeal is processed. Staff has been collaborating with other transit agencies in the region and State to advocate for this issue to be resolved. The grants SamTrans would apply for would mostly go to purchase new buses and the first grant application would be in April.

Jim Hartnett, General Manager/CEO, said staff is on top of this issue and legal counsel is also involved.

Adjourned: 2:55 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Michael J. Scanlon
General Manager/CEO

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Legislation

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

Assembly Bill 516 (Mullin) - Support

This bill requires a temporary license plate to be issued for new and used cars immediately upon the sale of the vehicle. The Bay Area Toll Authority estimates that \$7 million per year in toll revenue is lost due to vehicles with no license plates.

Caltrain Commuter Coalition Sacramento Advocacy Day

On April 15, staff joined the Caltrain Commuter Coalition (C3) for the group's first C3 Sacramento Advocacy Day.

Several C3 member companies including Facebook, Google, Intuit, Lucile Packard Stanford Children's Hospital, Lyft, MVGo, and Stanford University met with key transportation policy makers to reinforce their support for upgrading Caltrain to support greater capacity and increasing ridership demand. They emphasized how improvements planned for the system will play a meaningful role in larger efforts to reduce congestion and improve mobility along the Highway 101 corridor.

C3 members detailed how Caltrain has helped propel the Bay Area's economy by supporting some of the fastest growing companies in the region, and how the system has become a vital commute option for thousands of their employees who ride the trains daily.

FEDERAL ISSUES

Reauthorization

Senators Barbara Boxer and Rand Paul announced plans to introduce a bill that would fund long term surface transportation reauthorization through a voluntary 6.5 percent tax rate on offshore earnings.

The current law authorizing Federal highway and mass transit programs expires May 31. Senate Republicans are working on a short-term funding patch for the highway bill.

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

650-508-6388

San Mateo County Transit District State Legislative Matrix 4/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 2 Alejo D</p> <p>Community revitalization authority.</p>	<p>4/23/2015-A. APPR. 4/23/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state.</p> <p>This bill would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. The bill would also provide for periodic audits by the Controller. The bill would also require the Department of Housing and Community Development, advised by an advisory committee appointed by the Director of Housing and Community Development, to periodically review the calculation of surplus housing under these provisions. The bill would require certain funds allocated to the authority to be deposited into a separate Low and Moderate Income Housing Fund and used by the authority for the purposes of increasing, improving, and preserving the community's supply, as specified. The bill would, if an authority failed to expend or encumber surplus in the Low and Moderate Income Housing Fund, require those funds to be disbursed towards housing needs. The bill would require an authority to make relocation provisions for persons displaced by a plan and replace certain dwelling units that are destroyed or removed as part of a plan. The bill would authorize an authority to acquire interests in real property and exercise the power of eminent domain, as specified.</p>	

San Mateo County Transit District State Legislative Matrix 4/24/15

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. 4/9/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill, notwithstanding these provisions or any other law, until January 1, 2020, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.</p>	
<p>AB 6 Wilk R</p> <p>Bonds: transportation: school facilities.</p>	<p>4/20/2015-A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund construction of school facilities for K-12 and higher education. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.</p>	

San Mateo County Transit District State Legislative Matrix 4/24/15

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. 4/13/2015-In committee: Hearing postponed by committee.</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-In committee: Set, first hearing. Failed passage. Reconsideration granted.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015.</p> <p>This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	

San Mateo County Transit District State Legislative Matrix 4/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 33 Quirk D</p> <p>California Global Warming Solutions Act of 2006: Climate Change Advisory Council.</p>	<p>4/7/2015-A. NAT. RES. 4/7/2015-Re-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.</p> <p>This bill would establish the Climate Change Advisory Council in state government and would assign the council specified duties, including, among others, developing an analysis of various strategies to achieve the statewide greenhouse gas emissions limit. The bill also would require the state board to establish consistent metrics to accurately quantify reductions in greenhouse gas emissions, quantify public health benefits, and measure the cost-effectiveness of the various strategies identified by the council.</p>	
<p>AB 61 Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>4/21/2015-A. TRANS. 4/21/2015-Re-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. The bill would state that it is the intent of the Legislature to not replace public transit services.</p>	

San Mateo County Transit District State Legislative Matrix 4/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 156 Perea D</p> <p>Greenhouse Gas Reduction Fund: technical assistance program.</p>	<p>4/20/2015-A. APPR. 4/20/2015-Re-referred to Com. on APPR.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities.</p> <p>This bill would require the state board to establish a comprehensive technical assistance program, upon the appropriation of moneys from the Greenhouse Gas Reduction Fund, for eligible applicants, as specified, assisting disadvantaged communities and other specified communities . This bill contains other related provisions.</p>	

San Mateo County Transit District State Legislative Matrix 4/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 194 Frazier D</p> <p>High-occupancy toll lanes.</p>	<p>4/14/2015-A. APPR. 4/14/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 1.) (April 13). Re-referred to Com. on APPR.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles.</p> <p>This bill would also authorize a regional transportation agency, in cooperation with the department, to apply to the commission to develop other toll facilities, as specified. The bill would delete the requirement that the facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize or prohibit the conversion of any existing non-toll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would delete the requirement that the commission conduct at least one public hearing in northern California and one in southern California for each eligible application and would instead require the commission to conduct at least one public hearing. 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. The bill would require the regional transportation agency to give a local transportation authority, as specified, the option of entering into agreements, as needed, for project development, engineering, financial studies, and environmental documentation for each construction project or segment, and would authorize the local transportation authority to be the lead agency for those construction projects or segments. This bill contains other related provisions and other existing laws.</p>	
<p>AB 227 Alejo D</p> <p>Transportation funding.</p>	<p>4/16/2015-A. BUDGET 4/16/2015-Re-referred to Com. on 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. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.</p> <p>This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 4/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 318 Chau D</p> <p>Lost money and goods: bicycles: restoration to owner.</p>	<p>4/15/2015-A. APPR. 4/15/2015-Re- referred to Com. on APPR.</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. Existing law requires, if the reported value of the property is \$250 or more and the owner does not return and claim the property, the police or the sheriff to cause notice of the property to be published, as provided.</p> <p>This bill , until December 31, 2020, would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under the circumstances described above. The bill, until January 1, 2021, would require specified procedures to be followed with respect to lost or unclaimed bicycles turned in to or held by a public transit agency. 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>4/22/2015-A. L. & E. 4/22/2015-Re- 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 require the department to release the funds deposited in escrow plus interest earned to those persons and entities as expeditiously as possible following the conclusion of all administrative and judicial review. This bill contains other existing laws.</p>	
<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 4/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 464 Mullin D</p> <p>Transactions and use taxes: maximum combined rate.</p>	<p>4/14/2015-A. L. GOV. 4/14/2015-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 3.) (April 13). Re-referred to Com. on L. GOV.</p>	<p>Existing law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%.</p> <p>This bill would increase that maximum combined rate to 3%.</p>	Support
<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>4/21/2015-A. TRANS. 4/21/2015-Re-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. Existing law generally makes a violation of the Vehicle Code an infraction, but makes counterfeiting a license plate a felony.</p> <p>This bill would require the DMV to develop a temporary license plate system to enable the DMV, vehicle dealers that are private industry partners, and first-line service providers, as defined, to provide temporary license plates, and would require the system to begin operation on January 1, 2017. The bill would require, commencing January 1, 2017, a motor vehicle dealer that is a private-industry partner to affix a temporary license plate, at the time of sale, to a vehicle sold without a permanent license plate. The bill would authorize the operation of a vehicle that has been issued temporary license plates for 90 days after the sale of the vehicle or until the owner receives the permanent license plates, and would direct the owner to destroy the temporary license plates upon the receipt of the permanent license plates, as specified. A violation of these provisions would be a crime. The bill would also make counterfeiting a temporary license plate a felony. By creating new crimes and expanding the scope of an existing crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	Support

San Mateo County Transit District State Legislative Matrix 4/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 528 Baker R</p> <p>San Francisco Bay Area Rapid Transit District: strikes: prohibition.</p>	<p>4/9/2015-A. P.E.,R. & S.S. 4/9/2015-Referred to Com. on P.E., R., & S.S.</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 726 Nazarian D</p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>4/23/2015-A. TRANS. 4/23/2015-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 9. Noes 0.) (April 22). Re-referred to Com. on TRANS.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet.</p> <p>This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. This bill contains other related provisions.</p>	
<p>AB 779 Garcia, Cristina D</p> <p>Environmental quality: transit priority areas.</p>	<p>4/21/2015-A. NAT. RES. 4/21/2015-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 15. Noes 0.) (April 20). Re-referred to Com. on NAT. RES.</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 provide that the revised guidelines shall not be effective before July 1, 2017. This bill contains other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 4/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 828 Low D</p> <p>Vehicles: transportation network companies.</p>	<p>4/21/2015-A. TRANS. 4/21/2015-Re-referred to Com. on 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, if specified conditions are satisfied.</p>	
<p>AB 857 Perea D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>4/16/2015-A. NAT. RES. 4/16/2015-Re-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 act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.</p> <p>This bill, between January 2, 2018, and January 1, 2023, inclusive, would require no less than 50% or \$100,000,000, whichever is greater, of the moneys appropriated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 869 Cooper D</p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>4/14/2015-A. APPR. 4/14/2015-Re-referred to Com. on APPR.</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.</p>	<p>4/6/2015-A. TRANS. 4/6/2015-Re-referred to Com. on TRANS.</p>	<p>Existing law creates the California Transportation Commission, with specified powers and duties relating to allocation of transportation capital funds through the state transportation improvement program process and various other responsibilities. Existing law provides for a commission of 13 members, composed of 9 members appointed by the Governor with the advice and consent of the Senate, one member appointed by the Speaker of the Assembly, one member appointed by the Senate Committee on Rules, and, as ex officio nonvoting members, one Member of the Assembly and one Member of the Senate.</p> <p>This bill would expand the commission to 15 members, with one additional Member of the Assembly and one additional Member of the Senate as ex officio nonvoting members. This bill contains other related provisions and other existing laws.</p>	

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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. 4/6/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</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>	
<p>AB 1171 Linder R</p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>4/22/2015-A. TRANS. 4/22/2015-Re-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 expressways that are not on the state highway system if the expressways 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 the existing crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 4/24/15

Bill ID/Topic	Location	Summary	Position
<p>AB 1347 Chiu D</p> <p>Public contracts: claims.</p>	<p>4/22/2015-A. A. & A.R. 4/22/2015-Re-referred to Com. on A. & A.R.</p>	<p>Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less.</p> <p>This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all public entity contracts. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the local agency, as specified. This bill contains other related provisions and other existing laws.</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>	
<p>ACA 4 Frazier D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>4/6/2015-A. TRANS. 4/20/2015-In committee: Hearing postponed by committee.</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>	Support

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Bill ID/Topic	Location	Summary	Position
<p>SB 1 Gaines R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>1/15/2015-S. E.Q. 4/7/2015-April 15 set for second hearing canceled at the request of author.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015.</p> <p>This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025. This bill contains other related provisions.</p>	
<p>SB 5 Vidak R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>1/15/2015-S. E.Q. 4/16/2015-April 15 set for second hearing. Failed passage in committee. Reconsideration granted.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015.</p> <p>This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 9 Beall D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>4/15/2015-S. T. & H. 4/15/2015-From committee with author's amendments. Read second time and amended. Re-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 modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, the expansion of transit services to increase ridership, and to improve transit safety. The bill would instead require that the Transportation Agency adopt a multiyear program of projects for funding, and require the California Transportation Commission to allocate funding to applicants pursuant to the program of projects. The bill would require that 90% of available funds be programmed and allocated to projects with a total cost of \$100,000,000 or more, and 10% to projects with a total cost of less than \$100,000,000. The bill would require the Transportation Agency, in selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, would add additional factors to be considered in evaluating applications for funding, and would expand certain factors considered to include bus transit service. The bill would require the Transportation Agency to develop, by July 1, 2016, a 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 authorize the Transportation Agency, in cooperation with the California Transportation Commission, 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 would 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. 4/10/2015-Set for hearing April 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 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>
<p>SB 64 Liu D</p> <p>California Transportation Plan.</p>	<p>1/15/2015-S. T. & H. 4/14/2015-Set for hearing April 28.</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>4/20/2015-S. APPR. 4/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions and other existing laws.</p>	
<p>SB 158 Huff R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>4/7/2015-S. T. & H. 4/7/2015-Re-referred to Coms. on T. & H. and E.Q.</p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project.</p> <p>This bill would authorize the department or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.</p>	
<p>SB 207 Wieckowski D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>4/16/2015-S. APPR. 4/17/2015-Set for hearing April 27.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires a state agency expending moneys from the fund to create a record, prior to the expenditure that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified.</p> <p>This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 231 Gaines R</p> <p>Transportation programs.</p>	<p>4/20/2015-S. T. & H. 4/20/2015-From committee with author's amendments. Read second time and amended. Re-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 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>4/23/2015-S. APPR. 4/23/2015-Read second time and amended. Re-referred to Com. on APPR.</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. This bill for the 2015-16 fiscal year and each fiscal year thereafter would, instead require the board, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality.</p> <p>This bill contains other related provisions and other existing laws.</p>	
<p>SB 348 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>4/16/2015-S. APPR. 4/17/2015-Set for hearing April 27.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements railroad grade separation projects that eliminate existing grade crossings or that reconstruct existing grade separations. CEQA authorizes a lead agency, if it determines that a project is exempt from the requirements of CEQA, to file a notice of exemption with specific public entities.</p> <p>This bill would require a lead agency, if it determines that the above exemption applies to a project that the agency approves or determines to carry out, to file a notice of exemption with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county. Because the bill would impose additional duties on local agencies with regards to the filing of a notice of exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 350 De León D</p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>4/7/2015-S. E.Q. 4/10/2015-Set for hearing April 29.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, as defined, while local publicly owned electric utilities, as defined, are under the direction of their governing boards.</p> <p>This bill would additionally express the intent of the Legislature for the purposes of the RPS program that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030. The bill would require the governing boards of local publicly owned electric utilities to ensure that specified quantities of electricity products from eligible renewable energy resources to be procured for specified compliance periods to ensure that the procurement of electricity products from eligible renewable energy resources achieve 50% of retail sales by December 31, 2030. The bill would exclude all facilities engaged in the combustion of municipal solid waste from being eligible renewable energy resources. The bill would require community choice aggregators and electric service providers to prepare and submit renewable energy procurement plans. The bill would revise other aspects of the RPS program, including, among other things, the enforcement provisions and would require penalties collected for noncompliance to be deposited in the Electric Program Investment Charge Fund. The bill would require the PUC to direct electrical corporations to include in their proposed procurement plans a strategy for procuring a diverse portfolio of resources that provide a reliable electricity supply. The bill would require the PUC and the Energy Commission to take certain actions in furtherance of meeting the state's clean energy and pollution reduction objectives. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 358 Jackson D</p> <p>Conditions of employment: gender wage differential.</p>	<p>4/23/2015-S. JUD. 4/23/2015-Re-referred to Com. on JUD.</p>	<p>Existing law regulates the payment of compensation to employees by employers and prohibits an employer from conditioning employment on requiring an employee to refrain from disclosing the amount of his or her wages, signing a waiver of the right to disclose the amount of those wages, or discriminating against an employee for making such a disclosure.</p> <p>This bill would revise that prohibition to eliminate the requirement that the pay differential be within the same establishment, and would replace the terms "equal work" with "work of a comparable character" "equal skill, effort, and responsibility" "comparable skill, effort, and responsibility." The bill would revise and recast the exceptions to require the employer to affirmatively demonstrate that a pay differential is based upon one or more specified factors, including a seniority system, a merit system, a system that measures earnings by quantity or quality of production, cost-of-living differences due to geographic location, or a bona fide factor that is not based on or derived from a sex-based differential in compensation and is consistent with a business necessity, as defined. The bill would also require the employer to demonstrate that each factor relied upon is applied reasonably, and that the one or more factors relied upon account for the entire differential. The bill would prohibit an employer from discharging, or in any manner discriminating or retaliating against, any employee by reason of any action taken by the employee to invoke or assist in any manner the enforcement of these provisions. The bill would prohibit an employer from prohibiting an employee from disclosing the employee's own wages, discussing the wages of others, or inquiring about another employee's wages if the purpose of the disclosure, discussion, or inquiry is to invoke or enforce the rights granted by these provisions. By changing the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>SB 391 Huff R</p> <p>Assault and battery: transit employees.</p>	<p>4/21/2015-S. PUB. S. 4/22/2015-April 28 set for first hearing canceled at the request of author.</p>	<p>Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment.</p> <p>This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 413 Wieckowski D</p> <p>Public transit: prohibited conduct.</p>	<p>4/16/2015-S. T. & H. 4/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>	<p>Existing law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise or selling or peddling any goods, merchandise, property, or services of any kind whatsoever on the facilities, vehicles, or property of the public transportation system, in specified circumstances.</p> <p>This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing sound equipment on or in a public transportation system facility or vehicle. The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person. The bill would make a 3rd or subsequent violation of the prohibition against selling or peddling goods, merchandise, property, or services, as specified, punishable as a misdemeanor. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>SB 461 Hernandez D</p> <p>State Highway Route 164: relinquishment.</p>	<p>4/22/2015-S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 10. Noes 0.) (April 21). Re-referred to Com. on APPR.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law authorizes the commission to relinquish certain state highway segments to local agencies.</p> <p>This bill would authorize the commission to relinquish the portion of State Highway Route 164 from Gallatin Road near Pico Rivera to the southern city limits of South El Monte in the vicinity of Rush Street in the County of Los Angeles to that county, under specified conditions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 481 Hueso D</p> <p>Local government: auditors: independence.</p>	<p>4/15/2015-S. APPR. 4/17/2015-Set for hearing April 27.</p>	<p>Existing law requires, with certain exceptions, that all city, county, city and county, and district employees who conduct audits or that conduct audit activities of those respective agencies, conduct their work under the general and specified standards prescribed by the Institute of Internal Auditors or the Government Auditing Standards issued by the Comptroller General of the United States, as appropriate. Those standards generally provide, among other things, that auditors should be independent of the activities they audit. Existing law makes every willful omission to perform any duty enjoined by law upon any public officer, or person holding any public trust or employment, where no special provision is made for the punishment of that delinquency, a crime.</p> <p>This bill would prohibit the general counsel of the city, county, city and county, or district, or the employees of the general counsel from having direct oversight over the city, county, city and county, and district employees that conduct audits or that conduct audit activities of those respective agencies. This bill would also prohibit all city, county, city and county, and district employees that conduct audits or that conduct audit activities of those respective agencies from being required to report to the general counsel or any employees of the general counsel. This bill contains other related provisions and other existing laws.</p>	
<p>SB 491 Committee on Transportation and Housing</p> <p>Transportation: omnibus bill.</p>	<p>4/22/2015-S. T. & H. 4/22/2015-From committee with author's amendments. Read second time and amended. Re- 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, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures.</p> <p>This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 4/24/15

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. 4/2/2015-Set for hearing May 5.</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>	
<p>SB 529 Pan D</p> <p>Transportation funding: Downtown/Riverfront Streetcar Project.</p>	<p>4/16/2015-S. T. & H. 4/16/2015-Re- referred to Com. on T. & H.</p>	<p>Existing law provides various sources of funding for transportation projects.</p> <p>This bill would appropriate \$10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project.</p>	

San Mateo County Transit District State Legislative Matrix 4/24/15

Bill ID/Topic	Location	Summary	Position
<p>SB 579 Jackson D</p> <p>Employees: time off.</p>	<p>4/22/2015-S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (April 22). Re-referred to Com. on APPR.</p>	<p>Existing law prohibits an employer who employs 25 or more employees working at the same location from discharging or discriminating against an employee who is a parent, guardian, or grandparent having custody of a child in a licensed child day care facility or in kindergarten or grades 1 to 12, inclusive, for taking off up to 40 hours each year for the purpose of participating in school activities, subject to specified conditions. Existing law requires an employee to provide documentation regarding these activities upon request by an employer and provides remedies to employees discharged, demoted, or in any other manner discriminated against as a result of his or her exercise of this right to take time off.</p> <p>This bill would include the finding, enrolling, or reenrolling of a child in a school or day care facility as activities for which a parent, guardian, or grandparent having custody of a child shall not be discriminated against or discharged, as described above. This bill contains other related provisions and other existing laws.</p>	
<p>SB 599 Mendoza D</p> <p>Employment: public transit service contracts.</p>	<p>4/20/2015-S. APPR. SUSPENSE FILE 4/20/2015-April 20 hearing: Placed on APPR. suspense file.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified.</p> <p>This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	
<p>SB 698 Cannella R</p> <p>Active Transportation Program: school zone safety projects.</p>	<p>3/19/2015-S. E.Q. 4/16/2015-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 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 4/24/15

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>4/22/2015-S. APPR. 4/22/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 22). Re-referred to Com. on APPR.</p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified.</p> <p>This bill would authorize the MTA to impose an additional transportation transactions 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>	
<p>SCA 5 Hancock D</p> <p>Local government: special taxes: voter approval.</p>	<p>4/7/2015-S. G. & F. 4/7/2015-Referred to Coms. on GOV. & F., E. & C.A., and APPR.</p>	<p>The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax, but authorizes the imposition of a local ad valorem tax for school facilities upon the approval of 55% of the voters voting on that tax.</p> <p>This measure would condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements. The measure would also make conforming and technical, nonsubstantive changes.</p>	



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

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

BOARD OF DIRECTORS

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

WEDNESDAY, MAY 6, 2015 – 3:30 p.m.

or immediately following Committee meetings

5. RECONVENE FROM COMMITTEE MEETINGS

6. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of Board of Directors Meeting of April 1, 2015
- b. Acceptance of Statement of Revenues and Expenses for March 2015
- c. Acceptance of Quarterly Investment Review and Fixed Income Report for the Quarter Ended March 31, 2015

7. PUBLIC COMMENT

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

8. REPORT OF THE CHAIR

9. REPORT OF THE GENERAL MANAGER/CEO

10. COMMUNITY RELATIONS COMMITTEE

MOTION

- a. Proclamation Designating May as "Older Americans Month"

SUBJECTS DISCUSSED

- b. Student "Art Takes a Bus Ride" Contest
- c. Accessibility Update
- d. Paratransit Coordinating Council Update
- e. Citizens Advisory Committee Liaison Report
- f. Multimodal Ridership Report – March 2015

11. FINANCE COMMITTEE

RESOLUTIONS

- a. Authorize Entering into a Funding Agreement with the City/County Association of Governments of San Mateo County to Receive Measure M Funds

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 Award of Contract to Office Depot, Inc. for Purchase and Delivery of General Office Supplies and Related Items for a Total Estimated Amount of \$320,000 for a Two-Year Term
- c. Two-Year Term Authorize Award of Contract to Vavrinek, Trine, Day & Co., to Provide Financial Audit Services for a Firm-Fixed Price of \$329,720 for a Five-Year Term and Additional Audit Services Not-to-Exceed \$200,000
- d. Authorize Entering into an Agreement with the County of San Mateo for Law Enforcement and Related Communications Services for a Total Estimated Not-to-Exceed Amount of \$3,373,023 for a Three-Year Term
- e. Authorize Award of Contract on an Emergency Basis to Technology, Engineering & Construction for an Emergency Replacement of the Oil/Water Separator at North Base for a Not-to-Exceed Amount of \$480,000 with an Option Not-to-Exceed \$250,000

INFORMATIONAL

- f. Preliminary Fiscal Year 2016 Operating Budget
- g. Preliminary Fiscal Year 2016 Capital Budget

12. LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

13. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

14. BOARD MEMBER REQUESTS/COMMENTS

15. DATE, TIME AND PLACE OF NEXT MEETING – June 3, 2015 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

16. GENERAL COUNSEL PROPOSAL

- a. Closed Session: Real Estate Negotiations, Pursuant to Govt. Code Section 54956.8
Property: (1) Property located at the northeast corner of El Camino Real and Holly Street in San Carlos and (2) Property located at the southeast corner of El Camino Real and Holly Street in San Carlos.
Agency Negotiators: Joan Cassman and Brian Fitzpatrick
Negotiating Parties: Legacy Partners Residential LLC
Under Negotiation: Price and Terms of Lease
- b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Parking Company of America v. San Mateo County Transit District; Case No. CIV533496
- c. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(a): Ling La v. San Mateo County Transit District

- d. Closed Session: Public Employee Performance Evaluation – Pursuant to Government Code Section 54957: General Manager/CEO

17. 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
APRIL 1, 2015**

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

Board Members Absent: J. Gee

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

Chair Shirley Harris called the meeting to order at 2:55 p.m.

CONSENT CALENDAR

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

Joan Cassman, Legal Counsel, said there is a correction to the minutes pertaining to the terms of the compensation package for Jim Hartnett, General Manager/CEO. There was a representation in the draft minutes that the District would be paying \$15,000 into the defined contribution supplemental plan. She said in the first year the District will be paying less than \$15,000 and in future years that amount may be adjusted according to the formula used.

Motion/Second: Kersteen-Tucker/Tissier

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

Absent: Gee

PUBLIC COMMENT

None

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

Rita Haskin, Executive Officer, Customer Service and Marketing, said 18 months ago the Board approved a discount on the Day Pass to incentivize use. The discount expires June 30, 2015. She said staff is in the process of conducting a systemwide fare analysis that is likely to result in other changes. Instead of having this discount lapse and then make further adjustments, staff would like to extend the discount until the full systemwide evaluation is complete. Ms. Haskin said public meetings will be held on April 22 in South San Francisco at 1 p.m. and in San Carlos at 6 p.m. to receive any public comment. The public hearing will be at the May 6 Board meeting and action will be taken at the June 3 Board meeting.

Motion/Second: Guilbault/Kersteen-Tucker

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

Absent: Gee

REPORT OF CHAIR

Chair Harris said she was in Washington, D.C. with the Metropolitan Transportation Commission and Silicon Valley Leadership Group. She said everyone was cautiously optimistic about funding and were encouraged to put in requests and applications for funding.

Chair Harris welcomed Mr. Hartnett.

REPORT OF THE GENERAL MANAGER/CEO

Mr. Harnett reported:

- Thanked the Board for the trust and confidence in appointing him to the position.
- He had a meet and greet with employees the day after his appointment.
- The first "Message from Jim" was sent out to all employees. He announced that he will be holding a series of informal meetings with employees, self-initiated, to talk about the District, their jobs, and how things are going or should be going.
- He said he will be visiting the bases to let them know how valued they are.
- An employee hotline is being developed and will be rolled out soon.
- He has initiated a process to stream live video of the Board meetings.
- He said he wants to engage the Board in outcome-oriented study sessions on topics that are of interest. Potential topics are the financial capacity of the District and the current state of private and public transportation.
- He said he will attend the Citizens Advisory Committee (CAC) and Paratransit Coordinating Council (PCC) meetings to meet everyone. He knows how important the work of the CAC and PCC is from his experience on the Board.

COMMUNITY RELATIONS COMMITTEE – Z. Kersteen-Tucker

MOTION

- a. Recommend Appointment of CAC Members:
 - Kathy Gilbert
 - Bob Gomez
 - Barbara Hasten
 - Charlotte Laughon
 - Annette Merriman
 - Margaret Pye

Motion/Second: Kersteen-Tucker/Tissier

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

Absent: Gee

SUBJECTS DISCUSSED

- b. Accessibility Update
- c. PCC Update
- d. CAC Liaison Report

- e. Mobility Management Report – Paratransit
- f. Multimodal Ridership Report – February 2015

FINANCE COMMITTEE – R. Guilbault

RESOLUTIONS

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

Motion/Second: Guilbault/Ratto

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

Absent: Gee

INFORMATIONAL

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

LEGISLATIVE COMMITTEE – A. Tissier

MOTION

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

Motion/Second: Tissier/Stone

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

Absent: Gee

SUBJECT DISCUSSED

- b. State and Federal Legislative Update

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

Director Rose Guilbault commended Mark Simon, Executive Officer, Public Affairs, and staff on the public announcements of Mr. Hartnett's appointment.

Director Zoe Kersteen-Tucker thanked Ms. Haskin and her staff for obtaining a Clipper merchant in Half Moon Bay.

Director Karyl Matsumoto asked if now is the time to have a retreat with the new General Manager and two new board members. One topic she would be interested in

discussing is the pros and cons of limited express service and how SamTrans can partner with cities for the funding of these services.

DATE AND TIME OF NEXT MEETING – May 6, 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 3:16 p.m.

Reconvened at 3:30 p.m.

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

Ms. Cassman said the Board received a status report and there is no action.

The meeting adjourned at 3:32 p.m.