

SEPTEMBER 2, 2015 SAMTRANS BOARD MEETING

- [COMMUNITY RELATIONS COMMITTEE LINK](#)
- [FINANCE COMMITTEE LINK](#)
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BOARD OF DIRECTORS 2015

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

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

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

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

WEDNESDAY, SEPTEMBER 2, 2015 – 2:00 P.M.

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

ACTION

3. Approval of Minutes of Community Relations Committee Meeting of August 5, 2015

INFORMATIONAL

4. Accessibility Update – Tina Dubost
5. Paratransit Coordinating Council Update - Mike Levinson
6. Citizens Advisory Committee Liaison Report
7. Mobility Management Report – End-of-Year Performance
8. Multimodal Ridership Report – July 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.

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING
COMMITTEE OF THE WHOLE
AUGUST 5, 2015**

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

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

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

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 2:06 p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of
June 3, 2015**

Motion/Second: Guilbault/Gee

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

Abstain: Harris

**Proclamation Recognizing the 25th Anniversary of the Americans with Disabilities Act
(ADA)**

Director Kersteen-Tucker said staff is asking the Board to adopt the proclamation in honor of the 25th anniversary of ADA. This is an opportunity to celebrate the legislation that ensures people with disabilities the right to access, mobility and independence, and to recognize the essential role the District plays as a transit agency in making it possible for people with disabilities to go about their daily activities conveniently and confidently.

Motion/Second: Tissier/Gee

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

Mike Levinson, Chair, Paratransit Coordinating Council (PCC), accepted the proclamation.

Accessibility Update – Tina Dubost

Tina Dubost, Manager, Accessible Transit Services, said as of July 1 the mobility management staff has moved from Planning and Development to Accessible Transit Services.

PCC Update – Mike Levinson

Mr. Levinson said he did an education presentation at the Doelger Center in June. The PCC held its bi-annual retreat on June 9 and developed a two-year work plan, which includes forming a paratransit policy committee to develop policies and efficiencies.

Citizens Advisory Committee (CAC) Liaison Report – Margaret Pye

Margaret Pye, Chair, Citizens Advisory Committee (CAC), said in June the CAC received a presentation on the District's advertising shelter contract and bus shelter maintenance and standards. At the July meeting the CAC received a presentation on

the mid-coast bus stop analysis. The CAC is very focused on shelters on the Coastsides. Ms. Pye said there are few riders on the Coast, but improved amenities may increase ridership. The CAC thought this project could be included in the FY2017 Capital Budget process. CAC member Nada Ballator has resigned due to personal reasons.

Director Adrienne Tissier said she is glad the CAC comes up with issues as the CAC is the eyes and ears of the Board.

Multimodal Ridership Reports

Chester Patton, Director, Bus Transportation, reported:

- May 2015 Compared to May 2014
 - Average Weekday Ridership (AWR)
 - Bus was 45,210, an increase of 1.5 percent.
 - Paratransit was 1,190, an increase of 4.4 percent.
 - Caltrain was 61,050, an increase of 6.8 percent.
 - Caltrain shuttle was 11,070, a decrease of 10.1 percent.
 - Total weekday ridership was 167,930, an increase of 2.6 percent.
 - Total year to date
 - Bus ridership was 12,134,460, an increase of 3 percent.
 - Paratransit ridership was 299,650, an increase of 4.1 percent.
 - Caltrain ridership was 16,736,000, an increase of 8.2 percent.
 - Shuttles ridership was 2,757,890, an increase of 2.3 percent.
 - Total ridership on all modes was 31,928,000, an increase of 5.6 percent.

Multimodal Ridership Report – June 2015 Compared to June 2014

- AWR
 - Bus was 39,050, a decrease of 0.4 percent.
 - Paratransit was 1,190, an increase of 10.2 percent.
 - Caltrain was 64,200, an increase of 7.1 percent.
 - Caltrain shuttle was 11,490, a decrease of 6.8 percent.
 - Total ridership was 166,810, an increase of 3.2 percent
- Total year to date
 - Bus ridership was 13,158,700, an increase of 2.9 percent.
 - Paratransit ridership was 329,040, an increase of 4.8 percent.
 - Caltrain ridership was 18,567,170, an increase of 9 percent.
 - Shuttles ridership was 3,012,130, an increase of 1.8 percent.
 - Total ridership on all modes was 35,067,040, an increase of 6 percent.

Public Comment

Mike Levinson said an administrative judge handed out a \$3 million fine to Uber for not providing data on people with disabilities. He wanted to make the Board aware of this issue in case Uber services are incorporated into paratransit services.

Adjourned: 2:26 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **ACCESSIBILITY REPORT**

ACTION

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

SIGNIFICANCE

Several groups advise SamTrans on accessible service issues. The Paratransit Coordinating Council (PCC) provides a forum for consumer input on paratransit issues. The Advocacy and Legislative Committee (AL-Com) is the advocacy arm of the PCC. The SamTrans Accessibility Advisory Committee (formerly the Americans with Disabilities Act Technical Advisory Committee or ATAC) is a SamTrans committee that advises on accessibility issues, particularly related to fixed-route service. Each group has requested that the Board be informed of the issues discussed at meetings.

The PCC meets monthly (except for August). The SamTrans Accessibility Advisory Committee (SAAC) meets every two months. The PCC AL-Com meetings are held on a quarterly basis.

The minutes of the June 9 PCC Retreat are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No additional information.

Prepared by: John Sanderson, Accessibility Coordinator
Project Manager: Tina Dubost, Manager, Accessible Services

650-508-6475
650-508-6247

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

**MEETING MINUTES
June 9, 2015**

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

GUESTS: John Sanderson, SamTrans; Cara Schmaljohn, Senior Coastsiders; Patti Clement-Cihak, Catholic Charities; Dave Daley, First Transit; Richard Weiner, Nelson-Nygaard; Linda Rhine, Nelson-Nygaard; Erin Swartz, PCC Staff.

ABSENTEES: Susan Capeloto, DOR; Jim Engvall, Consumer; Nancy Kegan, Catholic Charities.

(Member Attendance: 13; Quorum—YES.)

WELCOME/INTRODUCTION

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

Richard Weiner, incoming PCC Consultant from Nelson-Nygaard, introduced himself at today's meeting.

APPROVAL OF THE MAY PCC MINUTES

Vincent requested a revision to the May PCC meeting minutes to include a question he asked about the type of outreach done by SamTrans to raise awareness of Redi-Wheels service. Vincent motioned and the PCC members voted to approve the May PCC minutes. There were no abstentions.

PRESENTATION BY RICHARD WEINER

ADA is based on the Rehabilitation Act of 1963 and the Civil Rights Act of 1964. Implementing agencies are DOJ, DOT, and Equal Employment Opportunity, which are similar to the other Acts. There are also similar remedies and relief. The application of discrimination law to transit service is challenging.

ADA has five different titles. Title I refers to employment. Title II refers to public entities like state, county, and municipal programs and facilities. A subset of Title II addresses public transportation programs. Title III covers privately operated public accommodations. Title IV addresses telecommunications and Title V is miscellaneous (ADAAG).

There are four major transportation requirements. First, accessibility is required of all new transportation facilities and vehicles used in fixed-route service. Equivalent access to demand respond services is also necessary. Richard pointed out that ADA paratransit and other locally-based demand response services are included in this section. Service provision standards refer to fixed route service. Most importantly, specific stops have to be called out for riders to be able to hear. Other parts of this provision refer to driver training and wheelchair securement. Complimentary paratransit service has been a focus, with limited eligibility. The ADA paratransit eligibility process states that providers must "strictly limit" ADA paratransit eligibility to persons meeting the regulatory criteria.

ADA paratransit service criteria requires a service area with ¾ mile corridors. Cost increases in some agencies require counties to work with the minimum ADA requirements. Response time includes being able to request "next-day" service by the close of business the day prior. Paratransit fares cannot be more than twice the adult fare for fixed route service. Days and hours for paratransit service have to be the same as fixed-route. The trip purpose can have no limitations or priorities. No capacity constraints include trip denials, ride times, and telephone hold times. The ADA recognizes that certain situations affect ride times, like road construction.

Categories of Eligibility

Individuals who, because of a disability, cannot do the following on fixed-route service would qualify for paratransit service: First, get to and from fixed-route stops or stations within the service area. Second, use the fixed-route system because the bus route or rail station is not accessible. Third, independently navigate the system.

There are three categories of ADA paratransit eligibility. Individual eligibility include unconditional (all trips), conditional (some trips), and temporary (conditional/unconditional). Trip eligibility refers to people who have been granted conditional eligibility. In these cases, the rider makes the determination of whether fixed-route or paratransit service is more appropriate for a given trip.

In the Q & A session, Linda and Richard discussed a specific situation in which a person would be having surgery and then would need paratransit service. Richard referred to this situation as an "immediate need" type of paratransit service. Richard pointed out that providers are not required to offer this service. Richard shared information about the hospital discharge program that is in Alameda County. The program, when used, is much more cost-effective than the use of ambulances to transport patients being discharged from the hospital. Sammi asked about how reservationists are trained to know when to deny a ride. Richard said that administrative processes would be in place to have information on the reservation screen to assist the paratransit staff in making the appropriate reservation. Judy shared her experience using a wheelchair and being discharged from the hospital. Redi-Wheels was not available at the time she was discharged, so her doctor helped her to get an ambulance ride home. Mike asked about late cancels given to riders who have conditional eligibility.

Regulatory requirements state that personal attendants ride for free. One companion can ride at the same fare as an eligible rider. Additional companions can ride on a

space available basis. Visitors have 21 days of service, although they may not be consecutive days.

The FTA Circular lists several Reasonable Modifications that will be effective in July 2015. First, riders board separate from their wheelchair. Riders cannot request special equipment (e.g. handrails, seating in front). In addition, riders cannot request specific vehicle or a specific driver. There are no exclusive paratransit trips. Riders cannot ask the driver to take care of a service animal. Riders can only ask the driver for assistance if it doesn't mean that the vehicle is left unattended or out of sight. Requests for advance notice call (e.g. 5 minutes) should "generally" be granted.

Paratransit Revenue Presentation by Linda Rhine

Linda gave a presentation about SamTrans paratransit revenue used in FY 2012-13 and FY 2013-14. One significant difference was shown in the FY 2013-14 in the San Mateo County Measure A funds that were being used by SamTrans.

Linda noted that the amount of paratransit fares collected by SamTrans is comparable to other agencies. Fares typically do not represent more than 10% of operating costs. Vincent asked for more information about how San Mateo County Measure A funds were used by SamTrans. Tina responded that service quality measures used by San Mateo County Measure A revenues were ridership, productivity, etc..., not just zero trip denials. Maureen asked Tina about the actual cost of a paratransit ride. Tina noted that the actual cost is close to \$50.00 today.

Erin will email copies of the presentation to the PCC members after today's meeting.

The meeting proceeded with the half-day retreat. The goals and ideas from the breakout sessions are not part of these minutes. They will be synthesized and developed into a work plan for the next two fiscal years. A draft work plan will be presented and discussed at the September 2015 PCC meeting.

MEETING ADJOURNED: 3:30 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **END-OF-YEAR PERFORMANCE REPORT**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – JULY 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 monthly ridership figures for all SamTrans transportation modes. Chart "A" features year-to-date comparisons of AWR for FY2014, FY2015, and FY2016. Chart "B" has figures for total ridership year-to-date for FY2014, FY2015, and FY2016.

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

AVERAGE WEEKDAY RIDERSHIP – JULY 2015 COMPARED TO JULY 2014

Total District Modes – 152,220, an increase of 2.8 percent.

Bus – 37,130, a decrease of 1.7 percent.

Paratransit – 1,210, an increase of 5.2 percent.

Caltrain – 62,630, an increase of 6.9 percent.

Shuttles – For July there will be no ridership numbers due to data gaps in reporting. Staff is working on this issue to provide numbers for August.

**Table A
Average Weekday Ridership**

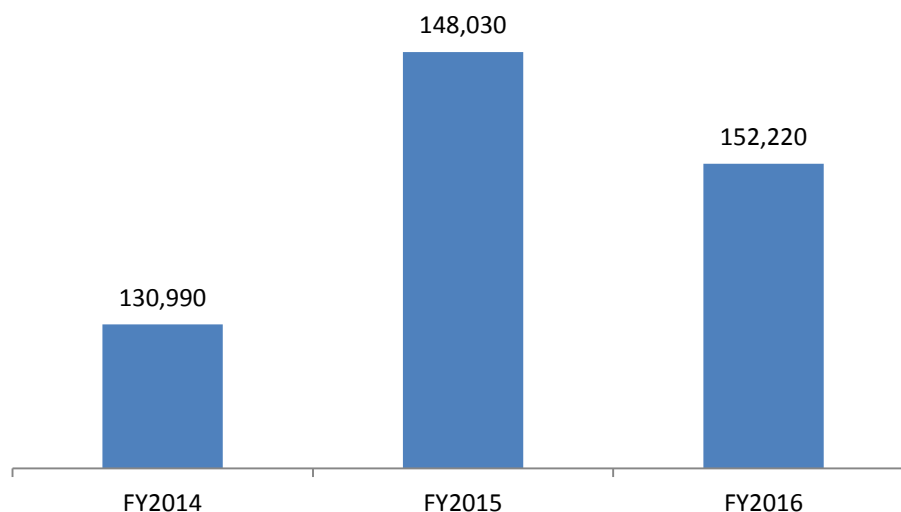
July 2015 Average Weekday Ridership				Percent Change FY2014/2015
Mode	FY2014	FY2015	FY2016	
Bus	36,390	37,760	37,130	-1.7%
Paratransit	1,120	1,150	1,210	5.2%
Caltrain	54,990	58,600	62,630	6.9%
Total	92,500	97,510	100,970	3.5%
BART Extension (No Daly City)	38,500	50,530	51,250	1.4%
Grand Total	130,990	148,030	152,220	2.8%
Weekdays	20	21	22	

July 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2014	FY2015	FY2016	
Bus	36,390	37,760	37,130	-1.7%
Paratransit	1,120	1,150	1,210	5.2%
Caltrain	54,990	58,600	62,630	6.9%
Shuttles**				
Total	92,500	97,510	100,970	3.5%
BART Extension (No Daly City)	38,500*	50,530	51,250	1.4%
Grand Total	130,990	148,030	152,220	2.8%

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

**Shuttle year-to-date numbers will not be reported for July due to inaccuracy with this month's ridership reporting.

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



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

MONTHLY TOTAL RIDERSHIP – JULY 2015 COMPARED TO JULY 2014

All District Modes – 4,125,780, an increase of 4.8 percent.

Bus – 1,010,400, no percent changes.

Paratransit – 30,990, an increase of 8.3 percent.

Caltrain – 1,729,240, an increase of 10.2 percent.

Shuttles – For July there will be no ridership numbers due to data gaps in reporting. Staff is working on this issue to provide numbers for August.

**Table B
Total Monthly Ridership**

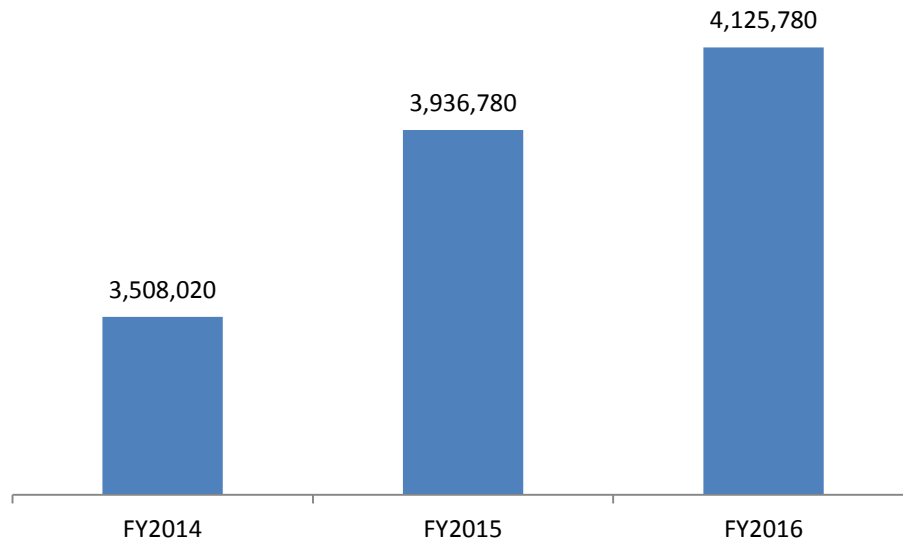
July 2015 Total Monthly Ridership				Percent Change FY2014/2015
Mode	FY2014	FY2015	FY2016	
Bus	969,130	1,009,990	1,010,400	0.0%
Paratransit	27,630	28,620	30,990	8.3%
Caltrain	1,491,890	1,569,720	1,729,240	10.2%
Total	2,488,650	2,608,330	2,770,630	6.2%
BART Extension (No Daly City)	1,019,380	1,328,460	1,355,150	2.0%
Grand Total	3,508,020	3,936,780	4,125,780	4.8%
Weekdays	20	21	22	

July 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2014	FY2015	FY2016	
Bus	969,130	1,009,990	1,010,400	0.0%
Paratransit	27,630	28,620	30,990	8.3%
Caltrain	1,491,890	1,569,720	1,729,240	10.2%
Shuttles**				
Total	2,488,650	2,608,330	2,770,630	6.2%
BART Extension (No Daly City)	1,019,380*	1,328,460	1,355,150	2.0%
Grand Total	3,508,020	3,936,780	4,125,780	4.8%

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

** Shuttle year-to-date numbers will not be reported for July due to inaccuracy with this month's ridership reporting.

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – July 2015

SamTrans Equals – SamTrans concluded a two-month ridership campaign called “SamTrans Equals.” The campaign focused on promoting the convenience, connections, and savings that SamTrans offers and used the tagline, “Friends, Family, Community.” Elements of the promotion included a Spanish television commercial on KDTV & KFSF, a Spanish radio spot on KBRG, digital ads on Pandora and Univision, print ads in English and Chinese language newspapers, social media, and exterior bus ads. SamTrans Base Superintendent Ana Rivas also participated in an interview on the popular morning Spanish program, “Al Despertar.” The promotion also included informing customers and potential customer how many people SamTrans serves per day and per month through use of the bus’ front headsign and interior electronic sign. In July, the message read, “Serving 1 million riders a month.”

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

- For fun events & destinations you can access by SamTrans, pick up a copy of our Transit Fun guide on board or online.
- When the bus approaches your stop – especially at night – be sure you wave at the bus operator so he or she knows you want to be picked up.
- Watch and listen for special announcements and notices on board the bus.

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

Summer Youth Pass – The Summer Youth Pass wrapped up its promotion with a “selfie contest.” Youth were encouraged to take a photo of themselves with the pass. Unfortunately, it did not generate as much interest as anticipated. To promote the pass, staff reached out to target markets, including schools and community partners. The campaign used web presence, onboard bilingual take ones and electronic messages, a message on the Customer Service 800 number, news releases, social media, on 511, digital ads (Pandora and AdTaxi), and print ads in the *Half Moon Bay Review*.

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, SEPTEMBER 2, 2015 – 2:15 p.m.

or immediately following previous Committee meeting

BOARD OF DIRECTORS 2015

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

JIM HARTNETT
GENERAL MANAGER/CEO

ACTION

1. Approval of Minutes of Finance Committee Meeting of August 5, 2015
2. Acceptance of Statement of Revenues and Expenses for July 2015
3. Authorize Entering into a Memorandum of Understanding with the Santa Clara Valley Transportation Authority for a Joint Disadvantaged Business Enterprise Availability and Utilization Study with a Funding Commitment Not to Exceed \$30,000
4. Authorize the Continuation of the Safe Harbor Transit Ticket Program
5. Authorize Adopting Amended and Restated Clipper Memorandum of Understanding with the Metropolitan Transportation Commission and Bay Area Transit Operators
6. Authorize Execution of a Real Estate Cooperative Agreement with the Peninsula Corridor Joint Powers Board to Undertake Eminent Domain Proceedings in Connection with the Peninsula Corridor Electrification Project

CONTRACTS

7. Authorize Rejection of Single Bid from Kimball Midwest for the Furnishing and Servicing of Shop Supplies and Related Items and Negotiation of a Contract on the Open Market
8. Authorize Award of Contract to Giro, Inc. to Provide Warranty, Maintenance and Support Services for Hastus Software for a Total Amount of \$634,039 for a Five-Year Base Term

Committee Members: Rose Guilbault, Jeff Gee, Carole Groom

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
AUGUST 5, 2015**

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

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

Staff Present: J. Averill, J. Cassman, A. Chan, M. Channel, G. Harrington, J. Hartnett,
R. Haskin, M. Martinez, N. McKenna, L. Millard, M. Simon

Committee Chair Rose Guilbault called the meeting to order at 2:26 p.m.

Approval of Minutes of Finance Committee Meeting of June 3, 2015

Motion/Second: Tissier/Stone

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

Abstain: Harris

Acceptance of Statement of Revenues and Expenses for May 2015

Gigi Harrington, Deputy CEO, said May revenue is better than budget by \$4.3 million. It appears sales tax revenues will be higher than previously expected. Expenses are \$6.2 million below budget. Fuel was \$1.77 per gallon last week and year to date is \$1.73 per gallon.

Motion/Second: Harris/Tissier

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

Acceptance of Quarterly Investment Review and Fixed Income Report for the Quarter Ended June 30, 2015

Michael Joseph, PFM Asset Management, said there was a lot of uncertainty and volatility at the end of the quarter, especially with the situation in Greece. Second quarter Gross Domestic Product was up 2 percent and unemployment was low at 5.3 percent. Mr. Joseph said no trades were placed to extend the duration of the portfolio. He said the portfolio outperformed the benchmark by 13 basis points.

Motion/Second: Matsumoto/Gee

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

Authorize Salary Ordinance No. 98 Amending Table of Position Classifications

Joan Cassman, Legal Counsel, said in recent discussions with the California Public Employees' Retirement System (CalPERS), staff has learned the District's annual Salary Ordinance should include every District employee in CalPERS. This requires the position and salary of the General Manager/CEO be included.

Motion/Second: Gee/Tissier

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

Authorize Approval and Ratification of the Fiscal Year (FY) 2016 District Insurance Program with Wells Fargo Insurance Services for a Total Premium Cost of \$1,845,146

Ms. Harrington said insurance was purchased at end of June. Liability coverage is \$100 million. The District's FY2016 total insurance premium increased 4.1 percent over last year's premium. The funds are included in the FY2016 budget.

Motion/Second: Tissier/Gee

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

Authorize Entering into a Memorandum of Understanding with Greenbelt Alliance for FY2016 Staffing Support for the Grand Boulevard Initiative (GBI) Community Leaders Roundtable in the Amount of \$7,656

Megan Channell, Principal Planner, said this will provide ongoing administrative support including leading bi-monthly meetings, preparing reports and recommendations for the quarterly GBI Task Force meetings. Funding is in the approved in FY2016 Operating Budget.

Motion/Second: Kersteen-Tucker/Gee

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

Authorize Filing Annual Claim with the Metropolitan Transportation Commission for Transportation Development Act, State Transit Assistance and Regional Measure 2 Funds

Ladi Millard, Director, Budgets, said the FY2016 claim is approximately \$39 million; \$2 million less than last year.

Motion/Second: Gee/Harris

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

Authorize the Disposition and Transfer of Fleet Radio Communications Equipment and First Generation Automatic Vehicle Location Electronics

Ms. Harrington said this will authorize the transfer of the obsolete equipment to other transit agencies.

Motion/Second: Tissier/Kersteen-Tucker

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

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

Ms. Harrington said staff followed the normal competitive process. This rental is for the layover locations for bus operators where there are no facilities available.

Chair Shirley Harris asked if the facilities are keyed. Ms. Harrington said they have a combination lock.

Director Zoe Kersteen-Tucker asked why the contract is so much more than the previous contract. Jim Hartnett, General Manager/CEO, said the toilets will be cleaned more frequently.

Motion/Second: Harris/Matsumoto

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

Information on the Statement of Revenues and Expenses for June 2015

Ms. Harrington said staff will bring year-end financial information to the November 4 meeting.

Update on the Execution of the Fiscal Year 2016 Fuel Hedging Program

Ms. Harrington said 65 percent of the District's fuel portfolio was hedged. The cap was \$2 per gallon. The total cost was \$197,000. Since the execution, Barclay's has been downgraded and staff is working with them to have the transaction collateralized.

Adjourned: 2:42 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
JULY 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 July 2015 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 14) are \$500,194 or 3.5 percent **worse** than revised budget. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$173,139 or 11 percent, *SMCTA Measure A* (page 1, line 4) is **worse** than budget by \$41,067 or 1.7 percent and *Other Interest, rent & Other Income* (page 1, line 12) is **worse** than budget by \$241,174 or 36.2 percent offset by *Investment Interest* (page 1, line 10), which is **better** than budget by \$11,793 or 15.5 percent.

Expenses: *Total Expenses* (page 4, line 72) are \$1,552,472 or 10.5 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$1,376,858 or 12.5 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$33,631 or 2.4 percent and *Total Multi-Modal Programs* (page 4, line 70) are **better** than budget by \$141,983 or 5.8 percent.

BUDGET IMPACT

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

Prepared By: Jeannie Chen, Senior Accountant
Sheila Tiyoao, Manager, General Ledger

650-508-6259
650-508-7752

**SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2016
July 2015**

% OF YEAR ELAPSED: **8.3%**

	MONTH	YEAR-TO-DATE				ANNUAL			
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET	
SOURCES OF FUNDS									
Operating Revenues									
1	Passenger Fares	1,405,611	1,444,559	1,405,611	1,578,750	89.0	18,945,000	18,945,000	7.4
2	Local TDA and STA Funds	3,198,257	3,360,301	3,198,257	3,204,007	99.8	38,448,081	38,448,081	8.3
3	Operating Grants	460,126	517,055	460,126	510,984	90.0	6,131,812	6,131,812	7.5
4	SMCTA Measure A	2,336,497	731,667	2,336,497	2,377,564	98.3	9,240,000	9,240,000 ^(B)	25.3
5	SM County Measure A	416,667	416,667	416,667	416,667	100.0	5,000,000	5,000,000	8.3
6	AB434 Funds	50,083	48,500	50,083	50,083	100.0	601,000	601,000	8.3
7	Subtotal - Operating Revenues	7,867,240	6,518,749	7,867,240	8,138,055	96.7	78,365,893	78,365,893	10.0
Other Revenue Sources									
9	District 1/2 Cent Sales Tax	5,390,000	5,250,000	5,390,000	5,390,000	100.0	77,000,000	77,000,000	7.0
10	Investment Interest	87,656	69,158	87,656	75,863	115.5	910,357	910,357	9.6
11	Pass through to Other Agencies	10,083	25,347	10,083	10,083	100.0	121,000	121,000	8.3
12	Other Interest, Rent & Other Income	424,264	531,463	424,264	665,438	63.8	7,985,257	7,985,257	5.3
13	Subtotal - Other Revenues	5,912,004	5,875,968	5,912,004	6,141,385	96.3	86,016,614	86,016,614	6.9
14	Total Revenues	13,779,244	12,394,717	13,779,244	14,279,439	96.5	164,382,508	164,382,508	8.4
15	Capital Assistance	19,880,687	39,514	19,880,687	19,880,687	100.0	36,906,869	102,901,693 ^(A)	19.3
16	Reserves Programmed for Capital	11,732,802	182,505	11,732,802	11,732,802	100.0	0	5,403,959 ^(A)	217.1
17	Total Sources of Funds	45,392,734	12,616,736	45,392,734	45,892,929	98.9	201,289,377	272,688,160	16.6
USES OF FUNDS									
Operations									
21	Motor Bus	9,610,508	8,504,261	9,610,508	11,017,327	87.2	112,271,073	112,271,073	8.6
22	A. D. A. Programs	1,358,433	1,201,166	1,358,433	1,392,064	97.6	16,723,218	16,723,218	8.1
23	Caltrain	2,120,897	521,667	2,120,897	2,120,897	100.0	6,080,000	6,080,000	34.9
24	Other Multi-modal Programs	177,198	235,101	177,198	319,181	55.5	3,830,170	3,830,170	4.6
25	Subtotal - Operating Costs	13,267,036	10,462,194	13,267,036	14,849,469	89.3	138,904,462	138,904,462	9.6
Other Uses of Funds									
27	Pass through to Other Agencies	10,083	25,347	10,083	10,083	100.0	141,780	141,780	7.1
28	Debt Service	836,304	2,037,403	836,304	836,304	100.0	21,645,646	21,645,646	3.9
29	Fiscal Agent Fees	1,043	0	1,043	2,367	44.1	28,399	28,399	3.7
30	Land Transfer Interest Expense	0	0	0	0	0	45,716	45,716	0.0
31	Subtotal - Other Uses of Funds	847,430	2,062,750	847,430	848,754	99.8	21,861,541	21,861,541	3.9
32	Capital Programs	32,953,739	222,019	32,953,739	32,953,739	100.0	42,403,029	113,801,812 ^(A)	29.0
33	Total Uses of Funds	47,068,205	12,746,963	47,068,205	48,651,962	96.7	203,169,032	274,567,815	17.1
34	NET SURPLUS / (DEFICIT)	(1,675,471)	(130,227)	(1,675,471)	(2,759,033)	60.7	(1,879,656)	(1,879,656)	89.1

% 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 (Unaudited).

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES
FISCAL YEAR 2016
July 2015**

% OF YEAR ELAPSED: **8.3%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,338,618	1,371,337	1,338,618	1,510,833	88.6	18,130,000	18,130,000	7.4
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,678,644	2,871,551	2,678,644	2,678,644	100.0	32,143,723	32,143,723	8.3
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	338,463	307,843	338,463	338,463	100.0	4,061,556	4,061,556	8.3
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	429,496	474,400	429,496	510,984	84.1	6,131,812	6,131,812	7.0
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Assistance	4,444,663	3,054,833	4,444,663	5,506,246	80.7	46,135,529	46,135,529	9.6
10 Accessibility Fixed Route	91,559	98,034	91,559	93,729	97.7	1,124,750	1,124,750	8.1
11 TOTAL 1/2 CENT SALES TAX	4,536,222	3,152,867	4,536,222	5,599,976	81.0	47,260,279	47,260,279	9.6
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	66,257	50,755	66,257	53,956	122.8	647,475	647,475	10.2
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	18	0	18	0	0.0	0	0	0.0
16 Rental Income	42,932	99,115	42,932	107,041	40.1	1,284,497	1,284,497	3.3
17 Advertising Income	58,750	57,152	58,750	95,750	61.4	1,149,000	1,149,000	5.1
18 Other Income	121,107	119,240	121,107	121,679	99.5	1,460,150	1,460,150	8.0
19 TOTAL OTHER REVENUES	222,807	275,508	222,807	324,471	68.7	3,893,647	3,893,647	5.7
20								
21 TOTAL MOTOR BUS	9,610,508	8,504,261	9,610,508	11,017,327	87.2	112,268,492	112,268,492	8.6
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	66,993	73,222	66,993	67,917	98.6	815,000	815,000	8.2
25 Local TDA 4.5 Redi-Wheels	141,880	144,468	141,880	147,630	96.1	1,771,554	1,771,554	8.0
26 Local STA - Paratransit	39,271	36,439	39,271	39,271	100.0	471,248	471,248	8.3
27 Operating Grants	30,630	42,655	30,630	0	0.0	0	0	0.0
28 Sales Tax - District ADA Programs	198,536	31,716	198,536	198,482	100.0	2,412,766	2,412,766	0.0
29 Sales Tax - Paratransit Suppl. Coastsides	126,858	121,175	126,858	126,858	100.0	1,512,350	1,512,350	8.4
30 Interest Income - Paratransit Fund	21,399	18,403	21,399	21,907	97.7	262,882	262,882	8.1
31 SMCTA Measure A Redi-Wheels	215,600	210,000	215,600	256,667	84.0	3,080,000	3,080,000	7.0
32 SM County Measure A	416,667	416,667	416,667	416,667	100.0	5,000,000	5,000,000	8.3
33 Measure M Paratransit	100,600	106,422	100,600	116,667	86.2	1,400,000	1,400,000	7.2
34 TOTAL ADA PROGRAMS	1,358,433	1,201,166	1,358,433	1,392,064	97.6	16,725,800	16,725,800	8.1
35								
36 MULTI-MODAL TRANSIT PROGRAMS:								
37 Transfer from SMCTA for Caltrain	2,120,897	521,667	2,120,897	2,120,897	100.0	6,160,000	6,160,000	34.4
38 AB434 Funds - SamTrans Shuttle	50,083	48,500	50,083	50,083	100.0	601,000	601,000	8.3
39 Employer SamTrans Shuttle Funds	100,857	149,533	100,857	224,301	45.0	2,691,610	2,691,610	3.7
40 Sales Tax - SamTrans Shuttle Program	15,734	27,477	15,734	28,380	55.4	340,560	340,560	4.6
41 Sales Tax - Gen. Operating Asst.	10,524	9,591	10,524	16,417	64.1	117,000	117,000	9.0
42								
43 TOTAL MULTIMODAL	2,298,095	756,768	2,298,095	2,440,078	94.2	9,910,170	9,910,170	23.2
44								
45 TOTAL REVENUES	13,267,036	10,462,194	13,267,036	14,849,469	89.3	138,904,462	138,904,462	9.6

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**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2016
July 2015**

% OF YEAR ELAPSED: **8.3%**

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	6,218,801	4,934,366	6,218,801	6,281,617	99.0	55,442,550	55,442,550	11.2
2								
3 Services:								
4 Board of Directors	0	3,378	-	4,563	0.0	54,750	54,750	0.0
5 Contracted Vehicle Maintenance	25,250	35,406	25,250	123,080	20.5	1,476,960	1,476,960	1.7
6 Property Maintenance	65,383	79,267	65,383	103,500	63.2	1,242,000	1,242,000	5.3
7 Professional Services	197,104	232,627	197,104	363,883	54.2	4,366,600	4,366,600	4.5
8 Technical Services	385,227	346,682	385,227	500,147	77.0	6,001,765	6,001,765	6.4
9 Other Services	50,280	41,280	50,280	247,492	20.3	2,969,903	2,969,903	1.7
10								
11 Materials & Supply:								
12 Fuel & Lubricants	261,389	469,910	261,389	527,713	49.5	6,332,557	6,332,557	4.1
13 Bus Parts & Materials	204,973	122,219	204,973	158,188	129.6	1,898,250	1,898,250	10.8
14 Uniforms & Driver Expense	2,269	6,080	2,269	38,124	6.0	457,490	457,490	0.5
15 Timetables & Tickets	5,000	13,130	5,000	16,467	30.4	197,600	197,600	2.5
16 Office Supplies / Printing	5,312	6,220	5,312	29,791	17.8	357,497	357,497	1.5
17 Other Materials & Supply	4,645	7,618	4,645	13,292	34.9	159,500	159,500	2.9
18								
19 Utilities:								
20 Telecommunications	23,545	23,931	23,545	58,095	40.5	697,134	697,134	3.4
21 Other Utilities	73,872	99,509	73,872	95,000	77.8	1,140,000	1,140,000	6.5
22 Insurance Costs	112,445	182,406	112,445	223,021	50.4	2,676,250	2,676,250	4.2
23 Workers' Compensation	269,067	250,987	269,067	305,180	88.2	3,662,160	3,662,160	7.3
24 Taxes & License Fees	45,353	33,182	45,353	64,469	70.3	773,629	773,629	5.9
25 Fixed Route Accessibility	91,559	98,034	91,559	93,729	97.7	1,124,750	1,124,750	8.1
26 Leases & Rentals	9,675	10,139	9,675	11,591	83.5	139,096	139,096	7.0
27 Promotional & Legal Advertising	10,079	8,037	10,079	26,408	38.2	316,900	316,900	3.2
28 Training & Business Travel	5,621	9,388	5,621	30,262	18.6	363,145	363,145	1.5
29 Dues & Membership	5,837	5,559	5,837	7,441	78.4	89,289	89,289	6.5
30 Postage & Other	3,053	2,536	3,053	8,168	37.4	98,013	98,013	3.1
31								
32 Total District Operated Buses	8,075,739	7,021,891	8,075,739	9,331,220	86.5	92,037,788	92,037,788	8.8
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,281,449	1,230,453	1,281,449	1,380,992	92.8	16,571,900	16,571,900	7.7
36 Other Related Costs	34,145	31,094	34,145	34,178	99.9	410,130	410,130	8.3
37 Insurance Costs	30,167	34,652	30,167	54,583	55.3	655,000	655,000	4.6
38 Coastside Services	146,319	128,902	146,319	167,150	87.5	2,005,800	2,005,800	7.3
39 Redi Coast Non-ADA	19,409	19,482	19,409	20,058	96.8	240,700	240,700	8.1
40 Other Related Costs	1,911	5,661	1,911	10,223	18.7	122,670	122,670	1.6
41 La Honda - Pescadero	4,000	4,725	4,000	4,594	87.1	55,130	55,130	7.3
42 SamCoast - Pescadero	17,292	27,065	17,292	13,764	125.6	165,165	165,165	10.5
43 Other Related Cost - SamCoast	77	337	77	566	13.6	6,790	6,790	1.1
44 Total Contracted Bus Service	1,534,768	1,482,370	1,534,768	1,686,107	91.0	20,233,285	20,233,285	7.6
45								
46 TOTAL MOTOR BUS	9,610,508	8,504,261	9,610,508	11,017,327	87.2	112,271,073	112,271,073	8.6

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

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2016
July 2015**

% OF YEAR ELAPSED: **8.3%**

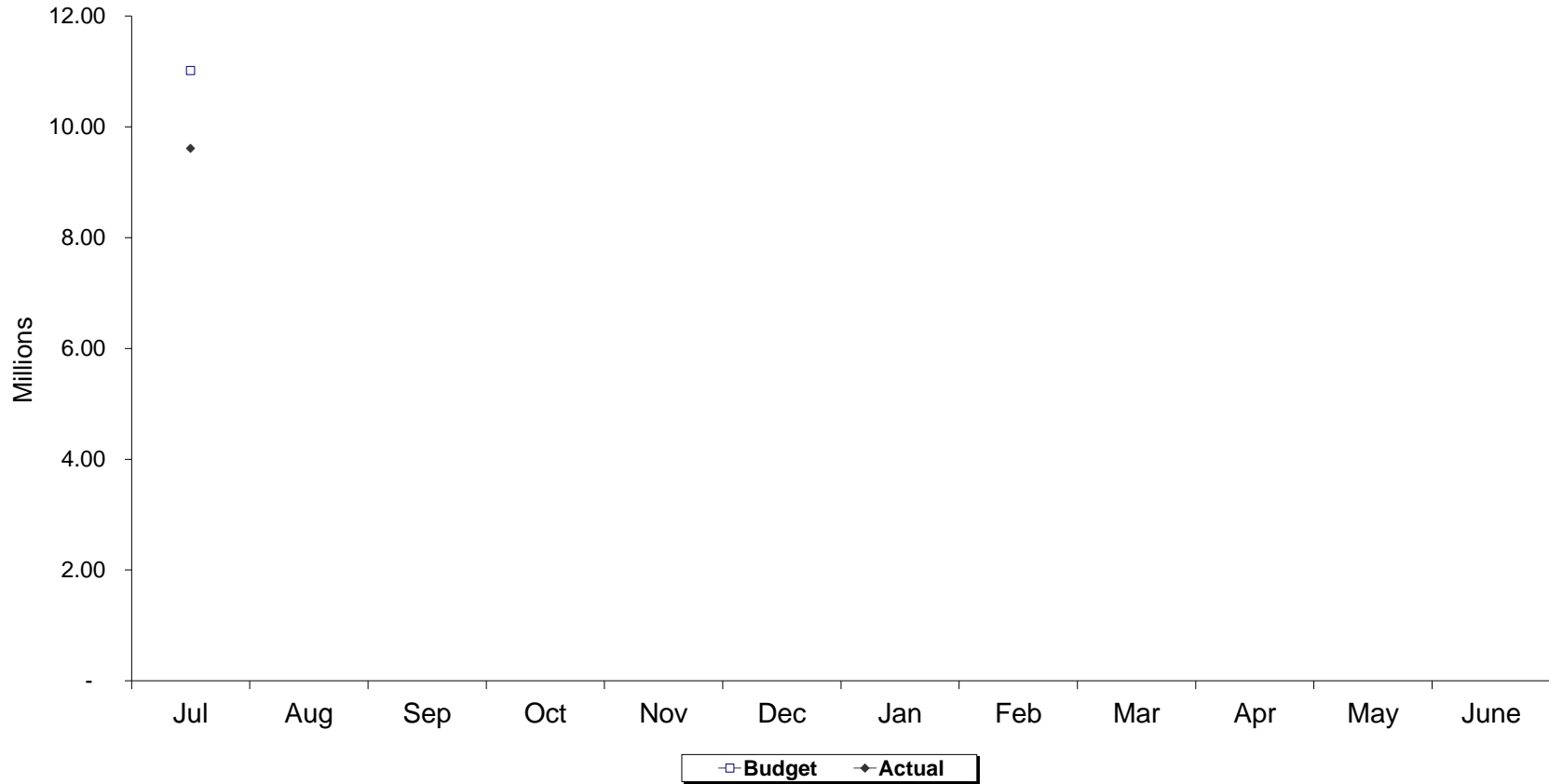
<u>EXPENSES</u>	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	468,695	520,020	468,695	567,267	82.6	6,807,200	6,807,200	6.9
Other Related Costs	363,413	209,159	363,413	268,534	135.3	3,222,406	3,222,406	11.3
ADA Sedan/Taxi Service	286,902	266,753	286,902	262,567	109.3	3,150,800	3,150,800	9.1
ADA Accessibility Support	83,811	52,325	83,811	123,922	67.6	1,515,462	1,515,462	5.5
Coastside ADA Support	126,858	121,175	126,858	126,858	100.0	1,512,350	1,512,350	8.4
Insurance Costs	28,754	31,735	28,754	42,917	67.0	515,000	515,000	5.6
TOTAL ADA PROGRAMS	1,358,433	1,201,166	1,358,433	1,392,064	97.6	16,723,218	16,723,218	8.1
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	2,120,897	521,667	2,120,897	2,120,897	100.0	6,080,000	6,080,000	34.9
Total Caltrain Service	2,120,897	521,667	2,120,897	2,120,897	100.0	6,080,000	6,080,000	34.9
OTHER SUPPORT								
SamTrans Shuttle Service	166,674	225,510	166,674	302,764	55.1	3,633,170	3,633,170	4.6
Bicycle Coordinating Activities	0	0	0	2,083	0.0	25,000	25,000	0.0
Maintenance Multimodal Facilities	10,524	9,591	10,524	14,333	73.4	172,000	172,000	6.1
Total Other Support	177,198	235,101	177,198	319,181	55.5	3,830,170	3,830,170	4.6
TOTAL MULTI-MODAL PROGRAMS	2,298,095	756,768	2,298,095	2,440,078	94.2	9,910,170	9,910,170	23.2
TOTAL EXPENSES	13,267,036	10,462,194	13,267,036	14,849,469	89.3	138,904,462	138,904,462	9.6

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SAN MATEO COUNTY TRANSIT DISTRICT

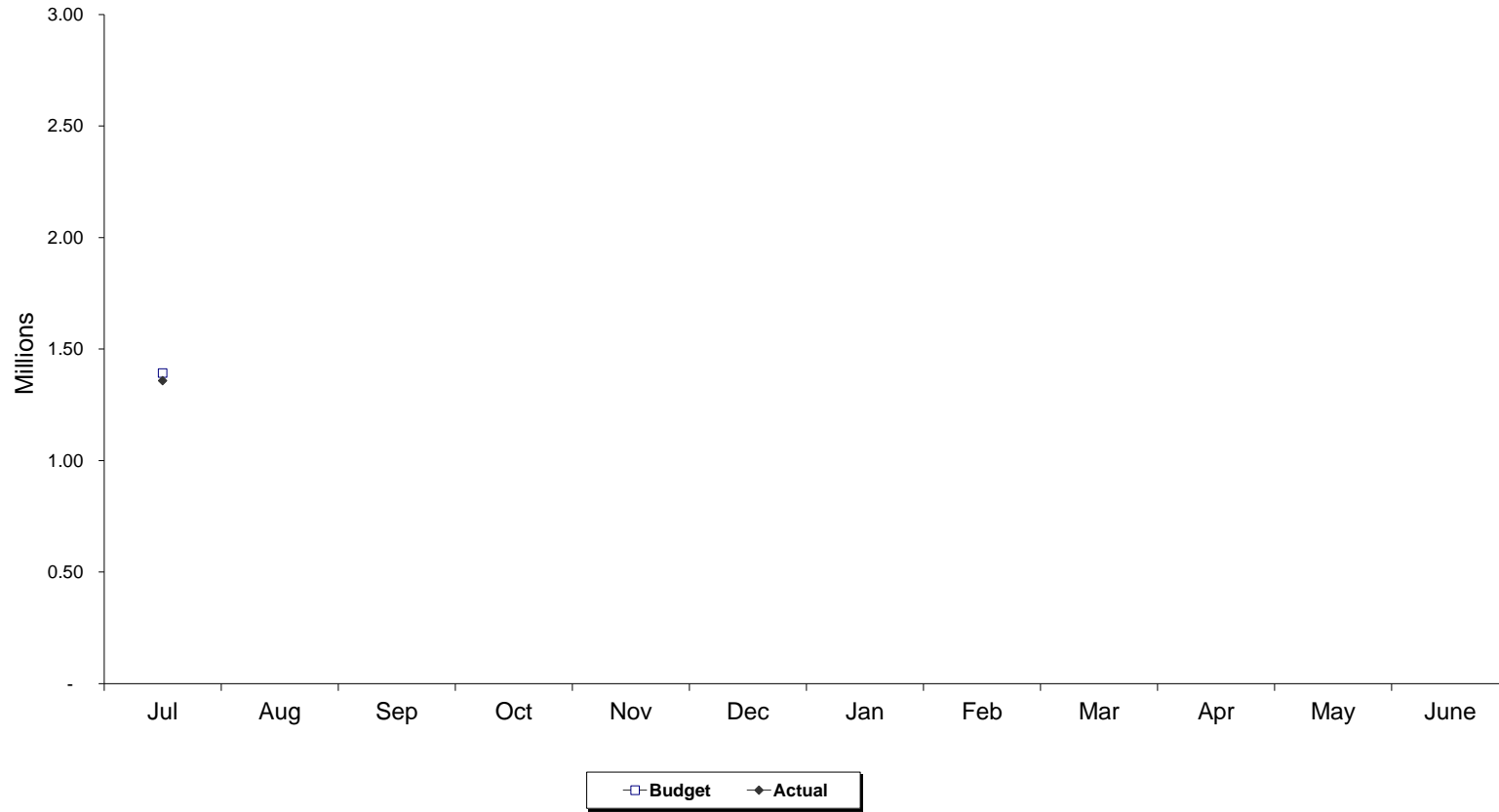
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2016



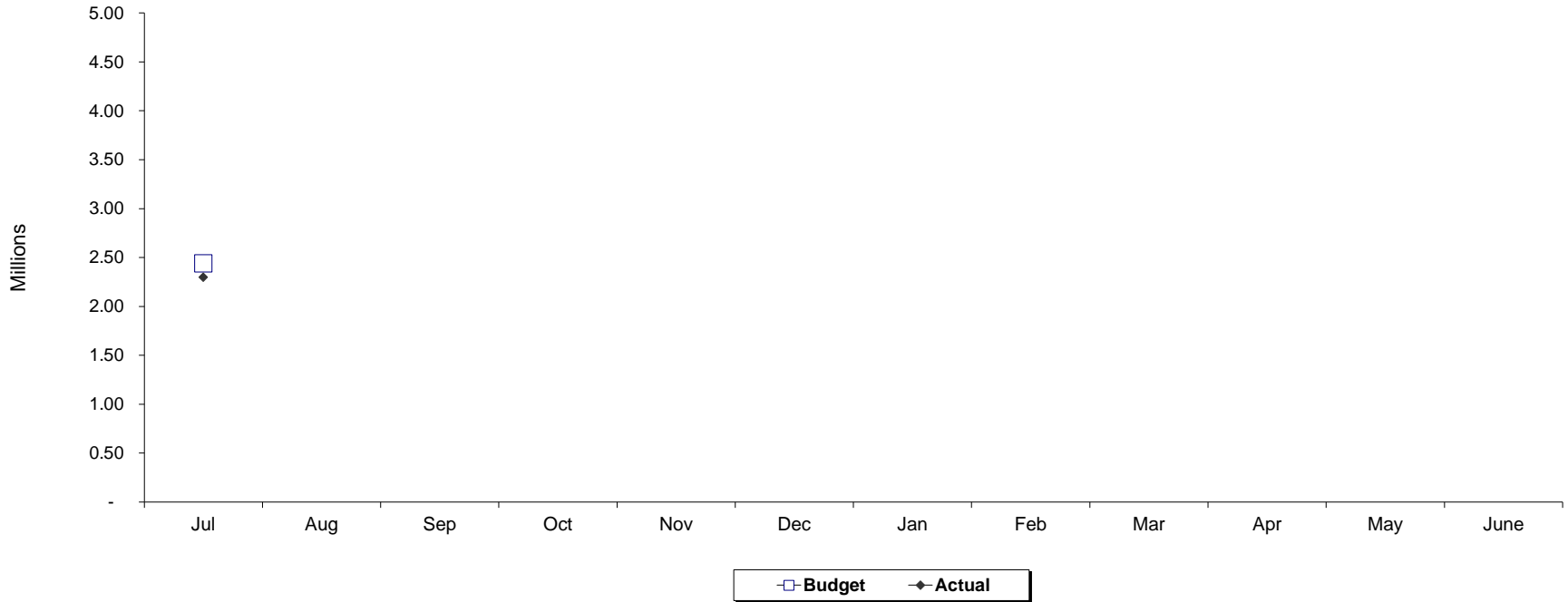
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	11,017,327												
Actual	9,610,508												
CUMULATIVE EXPENSES													
Budget	11,017,327												
Actual	9,610,508												
Variance - F(U)	1,406,820												
Variance %	12.77%												

SAN MATEO COUNTY TRANSIT DISTRICT
ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2016



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	1,392,064												
Actual	1,358,433												
CUMULATIVE EXPENSES													
Budget	1,392,064												
Actual	1,358,433												
Variance - F(U)	33,631												
Variance %	2.42%												

SAN MATEO COUNTY TRANSIT DISTRICT
MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2016



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,440,078											
Actual	2,298,095											
CUMULATIVE EXPENSES												
Budget	2,440,078											
Actual	2,298,095											
Variance - F(U)	141,983											
Variance %	5.82%											

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

July 31, 2015

DESCRIPTION	TOTAL INVESTMENT 7-31-15	INTEREST RECEIVABLE 6-30-15	PREPAID INT RECEIVABLE 7-31-15	INTEREST EARNED 7-31-15	INTEREST RECEIVED 7-31-15	ADJ.	INTEREST RECEIVABLE 7-31-15
RESERVE FOR CAPITAL PROJ	8,064,311.50	6,674.01	0.00	4,280.17	0.00	63.12	11,017.30
LAIF -- CAPITAL PROJ	76,612.12	61.64	0.00	20.82	53.70	0.00	28.76
REIMB SECURITIES -- L76R	87,918,665.91	130,183.24	0.00	49,732.86	31,412.92	(31.17)	148,472.01
LAIF -- REIMB FUNDS L76R	44,850,277.21	35,182.22	0.00	12,191.10	31,435.55	0.00	15,937.77
PARATRANSIT FUNDS	19,906,586.45	87,987.04	0.00	19,794.18	90,850.83	226.12	17,156.52
LAIF -- PARATRANSIT	5,073,110.67	4,081.50	0.00	1,378.96	3,555.74	0.00	1,904.72
BANK OF AMERICA	21,397,067.73	0.00	0.00	1,347.09	1,347.09	0.00	0.00
WELLS FARGO	430,323.27	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	5,511,804.26	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	3,684,435.62	60.29	0.00	0.00		0.00	60.29
	<u>196,913,194.74</u>	<u>264,229.94</u>	<u>0.00</u>	<u>88,745.18</u>	<u>158,655.83</u>	<u>258.07</u>	<u>194,577.37</u>

JULY 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 07/31/15	89,003.25
Add:	
CEO Interest	0.00
Less:	
Trust Fees	(1,042.57)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>87,960.68</u>

YEAR TO DATE -- SUMMARY

Interest Earned	89,003.25
Add:	
CEO Interest	
Less:	
Trust Fees	(1,042.57)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>87,960.68</u>

Balance Per Ledger as of 07/31/15

Deferred Int Acct. 210852/3	1,347.09
Interest Acct. 409102	0.00
Interest Acct. 409101	87,656.16
Less Trust Fees 530045	(1,042.57)
Gain(Loss) Acct. 405210	0.00
	<u>87,960.68</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 7-31-15	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 6-30-15	PREPAID INT REC'VBLE 7-31-15	INTEREST EARNED 7-31-15	INTEREST RECEIVED 7-31-15	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 7-31-15	INT REC'VBLE LESS PREPAID 7-31-15	PAR VALUE
<u>U.S. TREASURY NOTES AND BONDS</u>																		
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,006,100.00	2,005,468.00	07-15-16	0.625%	34.7222	31	5,766.57		1,076.39	6,250.00		(15.51)	577.45	577.45	2,000,000
US TREASURY NOTE	912828WX4	08-27-14	5,999,531.25	6,003,300.00	6,009,372.00	07-31-16	0.500%	83.3333	31	12,513.81		2,583.33	15,000.00		(15.62)	81.52	81.52	6,000,000
US TREASURY NOTE	912828VR8	12-11-2014	8,018,125.00	8,034,157.61	8,020,000.00	08-15-16	0.625%	138.8889	31	18,783.53		4,305.56			(22.79)	23,066.30	23,066.30	8,000,000
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,486,060.00	8,519,924.00	10-15-16	0.625%	147.5694	31	11,176.57		4,574.65			(74.99)	15,676.23	15,676.23	8,500,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	10,023,440.00	11-15-16	0.625%	173.6111	31	7,982.34		5,381.94			(117.00)	13,247.28	13,247.28	10,000,000
US TREASURY NOTE	912828SM3	03-23-15	5,376,054.49	5,994,694.26	5,372,926.52		1.000%	148.1944	31	13,410.38		4,094.03			424.69	17,929.10	17,929.10	5,335,000
US TREASURY NOTE	912828ST8	03-25-15	7,848,466.80	7,859,812.50	7,852,449.20	4-30-19	1.250%	272.5694	31	16,531.93		8,449.65			(183.69)	24,797.89	24,797.89	7,850,000
																		54.34%
<u>GOVERNMENT BONDS</u>																		
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,514,535.00	8,506,936.00	11-24-15	0.450%	106.2500	30	3,931.25		3,187.50				7,118.75	7,118.75	8,500,000
FFCB	31331HSL7	5-11-07	1,020,404.50	1,032,327.00	972,370.60	12-29-15	6.125%	161.6319	30	323.26		4,848.96				5,172.22	5,172.22	950,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	15,025,500.00	15,014,880.00	03-30-16	0.500%	208.3333	30	18,958.33		6,250.00				25,208.33	25,208.33	15,000,000
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,976,450.00	4,997,310.00	07-05-16	0.375%	52.0833	30	9,166.67		1,562.50	9,375.00			1,354.17	1,354.17	5,000,000
FNMA	3135G0YE7	03-07-14	5,009,800.00	5,003,000.00	5,009,000.00	08-26-16	0.625%	86.8056	30	10,850.69		2,604.17				13,454.86	13,454.86	5,000,000
<u>FEDERAL AGENCY DISCOUNT NOTE</u>																		
FNMA	313396LD3	1-13-15	4,996,150.00	5,000,000.00	4,999,679.70	09-01-15	0.000%	0.0000	30	0.00		0.00				0.00	0.00	5,000,000
<u>FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION</u>																		
FNMA	3136ANJ4	4-30-15	616,097.80	616,097.80	614,909.89	04-01-18	1.550%	26.2639	31	787.92		814.18	787.92		(26.26)	787.92	787.92	610,000
																		45.66%
<u>CASH AND CASH EQUIVALENTS</u>																		
			368,355.52		368,355.52											0.00	0.00	0
LAIF			44,850,277.21	44,850,277.21	44,850,277.21					35,182.22		12,191.10	31,435.55			15,937.77	15,937.77	44,850,277.21
TOTAL LAIF			<u>44,850,277.21</u>	<u>44,850,277.21</u>	<u>44,850,277.21</u>													
TOTAL A/C 121100 & 112010			<u>87,850,340.00</u>	<u>88,523,934.17</u>	<u>87,918,665.91</u>													
MATURED/CALLED																		
TOTAL			<u>87,850,340.00</u>	<u>88,523,934.17</u>	<u>87,918,665.91</u>					<u>130,183.24</u>	<u>0.00</u>	<u>49,732.86</u>	<u>31,412.92</u>		<u>(31.17)</u>	<u>148,472.01</u>	<u>148,472.01</u>	<u>132,595,277</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 7-31-15	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 6-30-15	PREPAID INT REC'VBLE 7-31-15	INTEREST EARNED 7-31-15	INTEREST RECEIVED 7-31-15	ADJ.	INTEREST REC'VBLE 7-31-15	INT REC'VBLE LESS PREPAID 7-31-15	PAR VALUE
U.S. TREASURY NOTES AND BONDS																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,909,875.00	7,914,220.00	06-15-16	0.500%	109.7222	30	1,731.51		3,291.67		63.12	5,086.30	5,086.30	7,900,000
GOVERNMENT BONDS																	
HOUSING URBAN DEVEL	911759E80	12-23-08	155,581.50	150,760.50	150,091.50	08-01-17	7.908%	32.9500	30	4,942.50		988.50			5,931.00	5,931.00	150,000
CASH AND CASH EQUIVALENTS																	
FIRST AMER US TREASURY MM	31846V534		19,750.00		19,750.00											0.00	0.00
LAIF			76,612.12	76,612.12	76,612.12					61.64		20.82	53.70		28.76	28.76	76,612
TOTAL LAIF			76,612.12	76,612.12	76,612.12												
TOTAL A/C 121100 & 112010			8,065,147.85	8,060,635.50	8,084,061.50												
TOTAL			<u>8,045,397.85</u>	<u>8,060,635.50</u>	<u>8,064,311.50</u>					<u>6,674.01</u>	<u>0.00</u>	<u>4,280.17</u>	<u>0.00</u>	<u>63.12</u>	<u>11,017.30</u>	<u>11,017.30</u>	<u>8,050,000</u>

24-Aug-15

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 7-31-15	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 6-30-15	PP INTEREST REC'VBLE 7-31-15	INTEREST EARNED 7-31-15	INTEREST RECEIVED 7-31-15	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 7-31-15	INT REC'VBLE LESS PREPAID 7-31-15	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	4,757,419.50	07-31-16	0.500%	65.9722	31	9,906.77		2,045.14	11,875.00		(12.37)	64.54	64.54	4,750,000
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,505,610.00	5,512,892.00	10-15-16	0.625%	95.4861	31	7,231.90		2,960.07			(48.53)	10,143.44	10,143.44	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	5,001,150.00	5,011,720.00	11-15-16	0.625%	86.8056	31	3,991.17		2,690.97			(58.50)	6,623.64	6,623.64	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,449,223.04	4,620,470.00	4,453,186.62	01-31-17	0.875%	107.6736	31	16,168.89		2,972.17	19,381.25		345.52	105.33	105.33	4,430,000
																		79.20%
<u>GOVERNMENT BONDS</u>																		
FNMA	31398AU34	2-15-12	5,299,150.00	5,117,150.00	5,008,160.00	07-28-15	2.375%	329.8611	28	50,468.75	0.00	8,906.25	59,375.00		(0.00)	0.00	0.00	5,000,000
<u>FEDERAL AGENCY COLLETERIALIZED MORTGAGE OBLIGATION</u>																		
FNMA	3136ANJY4	4-30-15	171,699.39	171,442.96	171,368.33	04-25-18	1.550%	7.3194	30	219.58		219.58	219.58			219.58	219.58	170,000
																		20.80%
<u>CASH AND CASH EQUIVALENTS</u>																		
			5,123,698.74	0.00	5,123,698.74					0.00					0.00	0.00	0.00	0
<u>CASH INVESTMENT</u>																		
LAIF			5,073,110.67	5,073,110.67	5,073,110.67					4,081.50	0.00	1,378.96	3,555.74			1,904.72	1,904.72	5,073,111
TOTAL LAIF			5,073,110.67	5,073,110.67	5,073,110.67													
TOTAL A/C 122010			25,142,572.44	25,168,435.46	24,914,746.45													
<u>MATURED/CALLED</u>																		
FNMA	31398AU34	2-15-12	5,299,150.00	5,117,150.00	5,008,160.00													5,000,000
TOTAL			19,843,422.44	20,051,285.46	19,906,586.45					87,987.05	0.00	19,794.18	90,850.83	0.00	226.12	17,156.52	17,156.52	19,850,000

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

SAN MATEO COUNTY TRANSIT DISTRICT
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY 2016
 JULY 2015

8/24/15 4:42 PM

Approved Budget			Receipts		Over/(Under)	Current																				
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection																				
FY2015:																										
1st Quarter	17,150,000	18,235,600		19,885,600	1,650,000	19,885,600																				
2nd Quarter	18,405,000	20,319,400		22,628,025	2,308,625	22,628,025																				
3rd Quarter	17,500,000	17,500,000		18,198,785	698,785	18,198,785																				
4th Quarter	18,945,000	18,945,000	4th Quarter	12,014,583	(6,930,417)	12,014,583																				
FY2015 Total	72,000,000	75,000,000	FY2015 Total	72,726,993	(2,273,007)	72,726,993																				
FY2016																										
Jul. 15	5,390,000		Sep. 15			5,390,000																				
Aug. 15	5,390,000		Oct. 15			5,390,000																				
Sep. 15	6,827,333		Nov. 15			6,827,333																				
3 Months Total	17,607,333	0		0	0	17,607,333																				
Oct. 15	5,877,667		Dec. 15			5,877,667																				
Nov. 15	5,877,667		Jan. 16			5,877,667																				
Dec. 15	7,140,467		Feb. 16			7,140,467																				
6 Months Total	36,503,134	0		0	0	36,503,134																				
Jan. 16	5,544,000		Mar. 16			5,544,000																				
Feb. 16	6,079,920		Apr. 16			6,079,920																				
Mar. 16	7,542,920		May 16			7,542,920																				
9 Months Total	55,669,974	0		0	0	55,669,974																				
Apr. 16	6,884,826		Jun. 16			6,884,826																				
May 16	6,997,760		Jul. 16			6,997,760																				
Jun. 16	7,447,440		Aug. 16			7,447,440																				
FY2016 Total	77,000,000	0	FY2016 Total	0	0	77,000,000																				
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;"></td> <td style="width: 25%; text-align: center;">5,390,000</td> <td style="width: 25%;"></td> <td style="width: 25%;">1st Quarter</td> </tr> <tr> <td></td> <td></td> <td></td> <td>2nd Quarter</td> </tr> <tr> <td></td> <td></td> <td></td> <td>3rd Quarter</td> </tr> <tr> <td></td> <td></td> <td></td> <td>4th Quarter</td> </tr> <tr> <td></td> <td style="text-align: center;"><u>5,390,000</u></td> <td></td> <td>YTD Actual Per Statement of Revenues & Expenses</td> </tr> </table>								5,390,000		1st Quarter				2nd Quarter				3rd Quarter				4th Quarter		<u>5,390,000</u>		YTD Actual Per Statement of Revenues & Expenses
	5,390,000		1st Quarter																							
			2nd Quarter																							
			3rd Quarter																							
			4th Quarter																							
	<u>5,390,000</u>		YTD Actual Per Statement of Revenues & Expenses																							

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

C.H. (Chuck) Harvey
Deputy CEO

SUBJECT: **AUTHORIZE A MEMORANDUM OF UNDERSTANDING (MOU) FOR A JOINT
DISADVANTAGED BUSINESS ENTERPRISE (DBE) AVAILABILITY AND
UTILIZATION STUDY**

ACTION

The San Mateo County Transit District's (District) DBE Review Committee recommends the Finance Committee recommend the Board authorize the General Manager/CEO or his designee to enter into an MOU with the Santa Clara Valley Transportation Authority (VTA) and the Peninsula Corridor Joint Powers Board (JPB) to collaborate and jointly fund a DBE Availability and Utilization Study, at a cost to the District not to exceed \$30,000.

SIGNIFICANCE

In 2007, the parties jointly conducted a DBE Availability and Utilization Study measuring the availability and utilization of minority and women-owned business enterprises relevant to public transportation contracting activity in the greater San Francisco Bay Area. The parties recognize the need to update the 2007 DBE Availability and Utilization Study to incorporate new census data and to take into account amendments to the Federal regulations and requirements of the DBE Program, pursuant to 49 CFR Part 26. The parties desire to commission a new availability and utilization study of DBEs to ensure that their respective DBE programs are narrowly tailored and in compliance with applicable Federal regulations and relevant court rulings, as set forth by the United States Court of Appeals for the Ninth Circuit in *Western States Paving v. Washington Department of Transportation*, 407 F.3d 983 (9th Cir. 2005). The parties wish to jointly seek a qualified consultant with the proven ability to conduct a new DBE Availability and Utilization Study upon which each agency may base a legally-defensible DBE Program to be administered in accordance with the requirements of 49 CFR Part 26.

Board authority to enter into an MOU will allow the District to participate in a joint DBE Availability and Utilization Study, and defray the cost of a full study by sharing the costs with VTA and the JPB. The terms of the MOU have been finalized and the DBE Review Committee is recommending Board approval to allow the General Manager/CEO to execute the agreement with a funding commitment for the District not to exceed \$30,000.

The desired release of a Request for Proposals is September 2015, with an anticipated completion date for the study in July 2016.

BUDGET IMPACT

Funding for the DBE Availability and Utilization Study is included in the approved Fiscal Year 2016 Capital Budget.

BACKGROUND

In January 2006, the United States Department of Transportation (USDOT) issued regulatory guidance instructing USDOT grantees in the Ninth Circuit of the U.S. Court of Appeals, which includes the District, to gather and analyze current evidence of discrimination or its effects to narrowly tailor existing DBE programs. USDOT further instructed each grantee to submit a statement describing its plans to conduct a study or other appropriate evidence-gathering process to determine the existence of current discrimination, if any, or its effect in the grantee's transportation contracting market if a grantee determines there is inadequate evidence on-hand. The USDOT revised the DBE regulations effective November 3, 2014 to improve program implementation in several major areas. The regulations and relevant judicial decisions continue to require that in order to use race conscious means, such as contract goals, to achieve DBE participation, evidence of discrimination or its effects must be sufficiently documented. The development of a DBE availability and utilization study is an effective method to comply with this requirement.

Prepared by: Elke Campbell, DBE Officer
Bill Carson, Director, Human Resources

650-508-7939
650-508-6234

RESOLUTION NO. 2015 –

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

**AUTHORIZING THE GENERAL MANAGER/CEO TO ENTER INTO A MEMORANDUM OF
UNDERSTANDING (MOU) FOR A JOINT DISADVANTAGED BUSINESS ENTERPRISE (DBE)
AVAILABILITY AND UTILIZATION STUDY**

WHEREAS, effective July 16, 2003, the United States Department of Transportation (USDOT) issued amended regulations regarding the participation of Disadvantaged Business Enterprises (DBEs) in Federally assisted contracts (Regulations); and

WHEREAS, USDOT issued regulatory guidance in January 2006 instructing USDOT grantees in the Ninth Circuit of the U.S. Court of Appeals, which includes the San Mateo County Transit District (District), to gather and analyze current evidence of discrimination or its effects to narrowly tailor its DBE Program; and

WHEREAS, USDOT further instructed each grantee to submit a statement describing its plans to conduct a study or other appropriate evidence-gathering process to determine the existence of current discrimination, if any, or its effect in the grantee's transportation contracting market if a grantee determines that it does not have adequate evidence of discrimination to narrowly tailor its program; and

WHEREAS, in 2007, the Santa Clara Valley Transportation Authority (VTA), the Peninsula Corridor Joint Powers Board (JPB) and the District jointly conducted a DBE availability and utilization study; and

WHEREAS, the District desires to obtain current information about whether and to what extent discrimination exists in its transportation contracting market; and

WHEREAS, the District desires to collaborate and jointly fund a DBE Availability and Utilization Study with VTA and the JPB to analyze whether and to what extent discrimination or its lingering effects continue to exist in the District's transportation contracting market; and

WHEREAS, staff and legal counsel have negotiated the terms and conditions of an MOU by and among VTA, JPB and the District for the joint solicitation of proposals for the development of a DBE Availability and Utilization Study, whereby VTA will assume the lead role in the procurement process, and the parties will coordinate the oversight and development of the Study; and

WHEREAS, the Finance Committee recommends the General Manager/CEO be authorized to execute the negotiated MOU.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the District hereby authorizes the General Manager/CEO to enter into an MOU with VTA and the JPB to collaborate and jointly fund a DBE Availability and Utilization Study, with a District funding commitment not to exceed \$30,000.

Regularly passed and adopted this 2nd day of September, 2015 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chair, San Mateo County Transit District

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **CONTINUATION OF THE SAFE HARBOR TRANSIT TICKET PROGRAM**

ACTION

Staff proposes the Finance Committee recommend the Board authorize the continuation of the Safe Harbor Transit Ticket Program through December 2018. The current program is scheduled to conclude at the end of December 2015.

SIGNIFICANCE

Continuation of the program will permit the San Mateo County Transit District (District) to provide a valuable service to Safe Harbor Shelter clients, allowing them safe, no cost travel to jobs and resource centers throughout the county. Safe Harbor is located adjacent to the District's North Base Maintenance and Operations Facility along North Access Road.

BUDGET IMPACT

There is only a minimal impact on the District's budget because many of the participants don't have the means to purchase bus tickets, and would therefore likely not buy tickets if this program did not exist. The value of the complimentary bus tickets is approximately \$105,000 annually.

BACKGROUND

Public transportation is a vital link in helping the homeless reach the resources they need to raise their level of self-sufficiency and transition to a stable housing situation, the District has partnered with county organizations for nearly 25 years to fill that need.

Safe Harbor Shelter clients are provided a Day Pass that allows them unlimited rides on SamTrans local buses.

Safe Harbor Shelter is a 90-bed emergency homeless shelter operated by Samaritan House. The shelter was created to help fill the gap in short-term emergency housing options available in the county. Homeless county residents 18 years and older are permitted to enter the shelter on a first-come, first-served basis. The shelter is operated in collaboration with the County of San Mateo Human Services Agency.

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

RESOLUTION NO. 2015 –

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

* * *

AUTHORIZING EXTENSION OF SAFE HARBOR SHELTER TRANSIT TICKET PROGRAM

WHEREAS, Samaritan House, in collaboration with the County of San Mateo Human Services Agency, operates the Safe Harbor Shelter (Safe Harbor) adjacent to the San Mateo County Transit District's (District) North Base Maintenance and Operations Facility, pursuant to a lease with the District, which expires in March 2024; and

WHEREAS, in 2001 the District authorized a free bus pass program with Safe Harbor, in order to provide clients of Safe Harbor complimentary bus tickets to and from the shelter, continuing a program initiated in 1988 with the Shelter Network of San Mateo County; and

WHEREAS, in 2003, 2010 and 2012 the District authorized the extension of the Transit Ticket Program, with the latest through December of 2015; and

WHEREAS, because public transportation is vital in helping the homeless reach the resources they need to raise their level of self-sufficiency and transition to a stable housing situation, staff recommends, and the Finance Committee concurs, extending the Safe Harbor Transit Ticket Program through December 2018.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the District authorizes the extension of the Safe Harbor Transit Ticket Program through December 2018.

Regularly passed and adopted this 2nd day of September, 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: Rita P. Haskin
Executive Officer, Customer Service and Marketing

SUBJECT: **AUTHORIZE EXECUTION OF AMENDED AND RESTATED CLIPPER®
MEMORANDUM OF UNDERSTANDING (MOU)**

ACTION

Staff proposes the Finance Committee recommend the Board authorize the General Manager/CEO, or his designee, to execute the Amended and Restated Clipper® Memorandum of Understanding (Amended MOU) with the Metropolitan Transportation Commission (MTC) and Bay Area transit operators.

SIGNIFICANCE

The Amended and Restated Clipper MOU was developed collaboratively by MTC and the participating transit agencies to restructure their respective roles and responsibilities. Specifically, the proposed MOU establishes and defines the roles for a Clipper Executive Board, a Clipper Executive Director, and a Contracting Agency, in addition to clarifying the roles of MTC and the participating transit agencies. The MOU also revises the Cost Allocation Formula and provides for review of the formula at least every two years to ensure successful operation and maintenance of Clipper. The San Mateo County Transit District (District) General Manager/CEO, or his designee, will serve on the Clipper Executive Board.

BUDGET IMPACT

The District will spend an estimated additional \$82,000 annually over the approximately \$200,000 it currently spends due to changes in the Cost Allocation Formula. If approved by the Board, these expenses will be included in the Fiscal Year 2017 and future operating budgets.

BACKGROUND

Clipper is the automated regional fare payment system used by 20 million customers a month on 20 transit systems. MTC and seven transit agencies entered into an MOU effective November 10, 2011 (2011 MOU) whereby MTC manages the Clipper electronic fare payment system. MTC contracted with Cubic Transportation Systems, Inc. to implement, operate and maintain the Clipper fare payment system through November 2, 2019. Since 2011, an additional 15 transit agencies have or will sign on to the 2011 MOU. The 2011 MOU has been amended twice.

The 2011 MOU specified MTC's responsibilities, the transit agencies' responsibilities, the consultation process for amending the Clipper Operating Rules, the method by which MTC and transit operators divide Clipper costs and revenues, and a dispute resolution process.

In September 2014, MTC received correspondence from transit agency general managers which outlined the transit agencies' desire to have more input and control over the current Clipper system and plans for the next generation of the Clipper system. Over several months, the transit agency general managers and the MTC executive director met regularly to discuss how best to implement this greater degree of input and control for transit agencies. Ultimately, it was mutually agreed to amend and restate the 2011 Clipper MOU.

Summarized below are the key elements of the Amended MOU, which will replace the 2011 MOU. Provisions of the 2011 MOU are noted in italics.

1. Clipper Executive Board

- Establishes a nine-member Executive Board, comprised of one representative from San Francisco Municipal Transportation Agency, Bay Area Rapid Transit, Caltrain/San Mateo County Transit District, Alameda-Contra Costa Transit, Santa Clara Valley Transportation Authority, the Golden Gate Bridge, Highway and Transportation District, and MTC, and two representatives selected to represent all other participating agencies.
- The Executive Board will be responsible for developing and evaluating performance goals, adopting a detailed biennial work plan and budget, designating the "Contracting Agency," and approval of all business matters expected to have a substantial fiscal or operating impact.
- *Under the 2011 MOU, MTC maintains sole authority for these actions.*

2. Contracting Agency

- Establishes a Contracting Agency to procure, award and manage contracts, and carry out the duties and responsibilities necessary for the expansion, modification, modernization, operation, maintenance, marketing and customer service of the Clipper program.
- The Contracting Agency will be responsible for holding and managing the Clipper bank accounts and act as an agency in trust for the funds deposited by the cardholders for the ultimate use with the Operators, and for the benefit of the Operators for funds due.
- Provide staffing to support the Clipper program.
- *MTC currently fulfills the role of the Contracting Agency.* MTC will continue as the initial Contracting Agency under the Amended MOU. The Executive Board may renew this designation every three years and assign this role to a participating transit agency, with the approval of the Contracting Agency and its proposed successor.

3. Clipper Executive Director

- Establishes the position of the Clipper Executive Director, responsible for regional coordination of the program among the Agencies, oversight of consultants and contractors retained for the design, operation and maintenance of the program, and effectuation of the goals and work plan adopted by the Executive Board in accordance with the budget.
- The Clipper Executive Director will be selected and appointed by the Contracting Agency following consultation with the Executive Board. The initial Clipper Executive Director will be Carol Kuester, an employee of MTC.
- *Currently, there is no Executive Director.*

4. Cost and Revenue Allocation Formula

- *The current allocation of Clipper operating costs was developed prior to wide scale implementation of the program and is based on a formula of 2/3 transactions and 1/3 revenue.*
- *Credit card fees for agencies operating ticket vending or add-value machines outside of the Clipper gateway are absorbed by those agencies and currently exceed \$2 million per year.*
- Agencies have determined that the current allocation formula is not equitable and have developed a revised formula, outlined in Appendix B of the Amended MOU, that aligns actual cost drivers and usage of the system with the allocation amounts.
- As the proposed change will result in increased costs to most agencies, it is proposed that the increases be phased in, with the addition of agency credit card fees effective July 1, 2016 and the implementation of the new model effective January 1, 2017.

5. Program Goals and Performance Measures

- The Amended MOU includes Program Goals and Performance Measures intended to guide the development and ongoing operations of the Clipper program.
- Goals include expanding electronic payment to all modes of transportation, enhanced access for customers to obtain and use Clipper, establishing consistent fare categories and discounts, and improving the operation, integration, flexibility, efficiency and reliability of the system.
- *The 2011 MOU does not contain performance standards.*

6. Extend the Term

- It is anticipated that the Amended MOU will take effect on or about November 2, 2015. The Amended MOU term will extend until June 30, 2025, unless otherwise terminated by the parties.
- *The 2011 MOU would otherwise terminate on November 2, 2019, but will be replaced by this Amended MOU.*

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

RESOLUTION NO. 2015 –

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

**AUTHORIZING GENERAL MANAGER/CEO TO EXECUTE
AMENDED AND RESTATED CLIPPER® MEMORANDUM OF UNDERSTANDING
WITH METROPOLITAN TRANSPORTATION COMMISSION (MTC)
AND BAY AREA TRANSIT OPERATORS, AND RELATED ACTIONS**

WHEREAS, Clipper® is the automated fare payment system for intra- and inter-operator transit trips in the San Francisco Bay Area that has been implemented and is currently being operated on 20 transit systems; and

WHEREAS, the Metropolitan Transportation Commission (MTC) entered into a contract with Cubic Transportation Systems, Inc. to implement, operate and maintain the Clipper fare payment system through November 2, 2019; and

WHEREAS, in November 2011, a Memorandum of Understanding Regarding Operations and Maintenance of Clipper Fare Collection System (2011 MOU) was adopted by seven participating transit operators and MTC to delineate the respective responsibilities of MTC and the transit operators, the process for amending Clipper operating rules, a dispute resolution process, and the basis for allocation of operating costs and revenues; and

WHEREAS, since 2011, an additional 15 transit agencies have or will soon implement the Clipper system; and

WHEREAS, the transit agencies and MTC have examined the successes and challenges of the program to date and have identified certain areas in which existing arrangements should be modified or clarified to maximize the benefits of the continued expansion, modification, operations and maintenance of the Clipper program; and

WHEREAS, transit agencies and MTC negotiated the proposed Amended and Restated Memorandum of Understanding (Amended MOU) to replace the 2011 MOU; and

WHEREAS, the Amended MOU establishes a Clipper Executive Board made up of one representative from the San Francisco Municipal Transportation Agency, Bay Area Rapid Transit, Caltrain/San Mateo County Transit District, Alameda-Contra Costa Transit, Santa Clara Valley Transportation Authority, the Golden Gate Bridge, Highway and Transportation District, and MTC, and two representatives selected to represent all other participating agencies to oversee the Clipper program, including establishing and evaluating performance goals, adopting a biennial work plan and budget and approving all significant business matters; and

WHEREAS, the Amended MOU establishes a Contracting Agency to procure, award and manage contracts, and carry out the duties and responsibilities necessary for the operation, maintenance and expansion of the Clipper program; and

WHEREAS, the Amended MOU establishes a position of Clipper Executive Director responsible for the regional coordination of the Clipper program, oversight of contractors, and implementing the goals and work plan as adopted by the Executive Board; and

WHEREAS, the Amended MOU provides for a revised cost allocation formula between operators that will more equitably distribute costs among the various operators based on actual usage, revenues and trip transactions; and

WHEREAS, the Amended MOU establishes program goals and performance measures to guide the ongoing development and operation of the Clipper program; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors authorize the General Manager/CEO, or his designee, to execute the Amended and Restated Clipper MOU at an estimated additional cost to the District of \$82,000 per year.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District (District) hereby approves and authorizes the General Manager/CEO, or his designee, to execute the Amended and Restated MOU with the MTC and Bay Area transit operators; and

BE IT FURTHER RESOLVED the General Manager/CEO is authorized to take all necessary actions to implement the terms and conditions of the Amended and Restated MOU, consistent with the role of the District as a participating transit operator.

Regularly passed and adopted this 2nd day of September, 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: Marian Lee
Executive Officer, CalMod Program

**SUBJECT: AUTHORIZE EXECUTION OF A COOPERATIVE AGREEMENT WITH THE
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB) TO UNDERTAKE EMINENT
DOMAIN PROCEEDINGS IN CONNECTION WITH THE PENINSULA CORRIDOR
ELECTRIFICATION PROJECT (PCEP)**

ACTION

Staff proposes the Finance Committee recommend the Board authorize the General Manager/CEO to execute a Cooperative Agreement (Agreement) with the JPB to undertake eminent domain proceedings that may be necessary in connection with the PCEP.

SIGNIFICANCE

The PCEP will require real estate to implement the project. In San Mateo County, based on the Final Environmental Impact Report, up to 102 parcels may be impacted. All required land is slivers of parcels needed for placement of the poles or easements for the electric safety zone.

It is JPB's intent to obtain property interests through voluntary transactions with the property owners. However, in instances in which voluntary transaction is not an option, this agreement provides for the San Mateo County Transit District (District) to undertake eminent domain actions for the PCEP.

BUDGET IMPACT

The JPB will reimburse the District for all of its out-of-pocket costs, including all costs incurred in connection with condemnation of any property required for the PCEP.

BACKGROUND

The JPB does not have the power of eminent domain. As such, the JPB has requested the District to perform that function under the District's statutory authority if necessary. The Cooperative Agreement sets forth the process by which the District will undertake any necessary property condemnations within San Mateo County on behalf of and in coordination with the JPB, at JPB's sole expense.

This arrangement has worked effectively in the past. The District entered into this same Cooperative Agreement with the JPB to acquire through condemnation certain property interests needed for the San Bruno Grade Separation Project.

Prepared by: Joan Cassman, Legal Council

RESOLUTION NO. 2015 –

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

* * *

**AUTHORIZING GENERAL MANAGER/CEO TO EXECUTE A
COOPERATIVE AGREEMENT WITH THE PENINSULA CORRIDOR JOINT POWERS BOARD TO
UNDERTAKE EMINENT DOMAIN PROCEEDINGS IN CONNECTION WITH
THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) is implementing the Peninsula Corridor Electrification Project (PCEP) to electrify its 51-mile right of way; and

WHEREAS, because the JPB does not have the legal power to condemn real property interests, staff proposes that the San Mateo County Transit District (District) perform that function for the PCEP and undertake eminent domain actions with regard to property interests within San Mateo County that the JPB determines are necessary and appropriate for the successful implementation of the PCEP, with the JPB reimbursing the District for all costs and expenses incurred with regard to such actions; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board authorize the General Manager/CEO to execute a Cooperative Agreement with JPB that establishes the process by which the District will undertake eminent domain proceedings related to the PCEP on behalf of the JPB and at the JPB's sole expense.

NOW, THEREFORE, BE IT RESOLVED that the District Board of Directors authorizes the General Manger/CEO to execute a Cooperative Agreement with JPB to establish the process by the District will undertake eminent domain proceedings as may be determined by the JPB to be necessary and appropriate in connection with the PCEP.

Regularly passed and adopted this 2nd day of September, 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

C. H. (Chuck) Harvey
Deputy CEO

SUBJECT: **AUTHORIZE REJECTION OF SINGLE BID AND NEGOTIATION OF A CONTRACT ON THE OPEN MARKET FOR THE FURNISHING AND SERVICING OF SHOP SUPPLIES AND RELATED ITEMS**

ACTION

Staff proposes the Finance Committee recommend the Board:

- 1. Reject the single bid received from Kimball Midwest (Kimball), which staff and legal counsel determined to be non-responsive.
- 2. Authorize the General Manager/CEO, or his designee, to negotiate a contract for shop supplies and related items, following staff's solicitation of firms on the open market.

SIGNIFICANCE

Approval of the above actions will allow rejection of the single received bid and will provide staff with the requisite authority to research the marketplace to identify contractors with whom to negotiate fair and reasonable prices for the required goods and services.

BUDGET IMPACT

Rejection of the bids will have no budget impact.

BACKGROUND

An Invitation for Bids (IFB) was issued on the San Mateo County Transit District's (District) procurement website to obtain bids for the furnishing and servicing of shop supplies and related items. Staff advertised the IFB in a local newspaper of general circulation. Solicitation notifications also were sent to interested bidders. The District received one bid as listed below:

Company	Bid Amount
1. Kimball Midwest, Columbus, OH	\$354,504

Upon review by staff and legal counsel, the Kimball bid was found to be non-responsive due to its failure to include the revised bid form and acknowledgment of Addendum No. 3, which omission constitutes a material irregularity that cannot be waived by the District. Staff contacted other potential bidders to determine why they did not submit a bid. One indicated that they didn't want to be liable for the required negligence indemnification. Another bidder did not want to service the contract. A requirement of the contract is for the Contractor to restock items and keep inventory for three District locations.

A re-issuance of the same solicitation specifications is unlikely to yield different results. However, the flexibility to negotiate contract terms at fair and reasonable prices in the open market with qualified contractors may produce favorable results. Staff will bring the resulting contract to the Board for approval.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

C. H. (Chuck) Harvey
Deputy CEO

SUBJECT: **AUTHORIZE AN AMENDMENT TO THE GIRO MAINTENANCE CONTRACT TO
CONTINUE WARRANTY MAINTENANCE AND SUPPORT SERVICES FOR HASTUS
SOFTWARE**

ACTION

Staff proposes the Finance Committee recommend the Board:

1. Authorize an amendment to the contract with Giro, Inc. (Giro) of Montreal, Canada, for the purpose of continuing warranty, maintenance, and support services for Hastus scheduling software for a total amount of \$634,039 for five additional years. The cost includes software licenses and two upgrades over the course of the next five years, if in the best interest of the San Mateo County Transit District (District).
2. Authorize the General Manager/CEO or his designee, to execute the amendment in a form approved by legal counsel.

SIGNIFICANCE

Approval of the proposed action will provide the District with continued maintenance and support services for software under the Giro license for an additional five-year period. The fixed-price amendment will allow the District to lock an annual rate increase, and identify annual costs over the amendment term to efficiently control costs.

BUDGET IMPACT

The total cost of the contract, as amended, over the five-year period is \$634,039. The cost for each year of support services is identified in the amendment and is paid in advance on a semi-annual basis. The cost for these services will be included under approved and projected operating budgets.

BACKGROUND

In 1998, the District purchased Giro's Hastus scheduling software to develop bus and operator assignments. In 2009, the District purchased three new software modules – Minibus, Hastus ATP and GEO - to improve scheduling and on-time performance.

The current maintenance and support services agreement with Giro provides the District with functional and technical support and no-cost software enhancements contained in new releases. The proposed contract amendment would continue these support services for a period of five years and includes terms to cap current and future increases.

Staff has determined that the requirement to solicit competitive proposals is inapplicable to this procurement because Giro is the sole source provider of the Hastus software and therefore is the only firm that provides maintenance and support services for the Hastus software, including upgrades to the latest software version. The District entered into discussions with Giro in May 2015. Giro no longer provides an annual software license at no cost, which is the most significant reason for higher costs in the contract amendment. The software license is at no cost for years 1-2 and approximately \$30,000 per year for years 3-5. Giro agreed to continue to provide support services for a five-year period for a total cost of \$634,039, inclusive of software license fees. Staff performed a cost analysis by comparing the proposed costs with costs paid by a similar size transit agency for a similar software configuration, and determined the costs to be fair and reasonable.

Resolution No. 2010-09 authorized the purchase of on-going Hastus scheduling software and maintenance support services in an aggregate amount of \$523,417 for six years.

Contract Officer: Brian Geiger 650-508-7973
Project Manager: Dianne LaVanway, Senior Business Systems Analyst 650-508-7957

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING AN AMENDMENT TO THE MAINTENANCE CONTRACT WITH
GIRO, INC. TO CONTINUE MAINTENANCE AND SUPPORT SERVICES
FOR HASTUS SOFTWARE FOR A FIVE-YEAR PERIOD
FOR A TOTAL AMOUNT OF \$634,039**

WHEREAS, in 1998, the San Mateo County Transit District (District) purchased Giro, Inc.'s (Giro) Hastus scheduling software to develop bus and operator assignments and in 2009, the District purchased three new software modules – Minbus, Hastus, ATP and GEO - to improve scheduling and on-time performance; and

WHEREAS, in 2010 the District awarded a sole source contract to Giro to provide, continued maintenance and support services for Hastus scheduling software for a six-year period.

WHEREAS, there is a need to continue the current maintenance and support services agreement with Giro that provides the District with functional support for software usage, technical support to fix errors, functional and technical support for updates and software enhancements contained in new releases and software license; and

WHEREAS, Giro proposed to provide these support services for a period of five years with controls to cap current and future cost increases at a total cost of \$634,039; and

WHEREAS, staff has determined that the requirement to solicit competitive proposals is inapplicable to this procurement because Giro is the sole source provider of the Hastus software and therefore is the only firm that provides maintenance and

support services, and license fees for the Hastus software, including upgrades to the latest software version; and

WHEREAS, staff conducted a price analysis and determined the cost to be fair and reasonable; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board authorize a contract amendment with Giro to continue maintenance and support services for Hastus software for a five-year period.

NOW, THEREFORE, BE IT RESOLVED the Board of the District authorizes an amendment to the contract with Giro to continue maintenance and support services for Hastus software for a five-year period for a total amount of \$634,039, inclusive of all taxes, and all other costs and expenses; and

BE IT FURTHER RESOLVED the Board of the District authorizes the General Manager/CEO to execute the amendment in a form approved by legal counsel.

Regularly passed and adopted this 2nd day of September, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2015

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

JIM HARTNETT
GENERAL MANAGER/CEO

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

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

WEDNESDAY, SEPTEMBER 2, 2015 – 2:45 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of August 5, 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
AUGUST 5, 2015**

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

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

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

Committee Chair Adrienne Tissier called the meeting to order at 2:42 p.m.

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

Motion/Second: Kersteen-Tucker/Guilbault

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

Abstain: Harris

Update on the State and Federal Legislative Program

State Update

Seamus Murphy, Director, Government and Community Affairs, said Assembly Bill 464 (Mullin) would increase the Statewide cap on sales tax at the local level from 2 percent to 3 percent. Currently, the Statewide sales tax may not exceed 9.5 percent when combined with any local sales tax. The Legislature returns from recess on August 17 and will focus on a special transportation session. Senate Bill Extraordinary Session 1-8 (Hill) would increase the amount of funding continuously appropriated to two Cap and Trade programs dedicated to transit – 20 percent of the annual proceeds to the Transit and Intercity Rail Capital Program and 10 percent of the annual proceeds to the Low Carbon Transit Operations Program.

Federal Update

Mr. Murphy said Congress passed a three-month extension for Surface Transportation programs. Staff has applied for Core Capacity Program funds for the Caltrain Electrification Project and it has been accepted in the development phase. Staff met with key legislators and U.S. Department of Transportation (USDOT) officials in Washington, D.C., last week and was joined by major Bay Area employers who helped staff advocate that \$220 million be included in the president's FY2017 budget request. Legislators and USDOT officials were very receptive and the project could be the first in the nation to receive Federal Transit Administration Core Capacity funds.

Jim Hartnett, General Manager/CEO, said the District has had great support from the Legislature and congressional leaders.

Adjourned: 2:49 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Mark Simon
Executive Officer, Public Affairs

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

Staff continues to monitor and take positions on new Extraordinary Session 1 – Transportation Special Session bills including:

Senate Bill Extraordinary Session 1 (SBx1) 8 (Hill) and Assembly Bill Extraordinary Session 1 (ABx1) 7 (Nazarian) - Support

These bills would increase the amount of funding in the Transit and Intercity Rail and Low Carbon Transit Operation Programs receive from the cap-and-trade revenues, resulting in an additional \$300 million a year to support public transit.

SBX1 7 (Allen) and ABX1 8(Chiu and Bloom) - Support

These bills increase the sales tax on diesel fuel, which in turn would increase revenues to the State Transit Assistance Fund to support capital needs and operating costs of local transit agencies. The tax increase is expected to generate approximately \$300 million to support capital maintenance and operational needs.

SBx1 2 (Huff), SBx1 3 (Vidak) and SBx1 6 (Runner) - Oppose

All three bills attempt to take funding appropriations away from High-Speed Rail and divert them to other transportation areas such as streets and roads, and highways and freeways.

AB 464 (Mullin) – Governor Veto

This bill would have increased the local sales tax cap from 2 percent to 3 percent. This was a surprise veto since the governor has previously signed several county-specific increases.

Press Conference For Transit Funding

On August 25, Assembly Members David Chiu and Kevin Mullin held a press conference urging state leaders to support a package that includes funding for transit in addition to funding for local streets and roads. Governor Brown has identified a \$59 billion funding shortage over the next 10 years for the basic maintenance of state highways and bridges, and local governments have estimated that a \$78 billion need exists for local roads over the same time period. The state's transit funding backlog in the decade ahead is similarly daunting: \$72 billion in maintenance and expansion needs. A similar press conference was also held in Los Angeles.

FEDERAL ISSUES

Nothing to report.

Prepared By: Seamus Murphy, Director, Government and Community Affairs 650-508-6388

San Mateo County Transit District State Legislative Matrix 8/25/15

Bill ID/Topic	Location	Summary	Position
<p>AB 2 Alejo D</p> <p>Community revitalization authority.</p>	<p>8/17/2015-S. APPR. SUSPENSE FILE 8/17/2015-In committee: Referred to APPR. suspense file.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state.</p> <p>This bill would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. The bill would also provide for periodic audits by the Controller. The bill would also require the Department of Housing and Community Development, advised by an advisory committee appointed by the Director of Housing and Community Development, to periodically review the calculation of surplus housing under these provisions. The bill would require certain funds allocated to the authority to be deposited into a separate Low and Moderate Income Housing Fund and used by the authority for the purposes of increasing, improving, and preserving the community's supply, as specified. The bill would, if an authority failed to expend or encumber surplus funds in the Low and Moderate Income Housing Fund, require those funds to be disbursed towards housing needs. The bill would require an authority to make relocation provisions for persons displaced by a plan and replace certain dwelling units that are destroyed or removed as part of a plan. The bill would authorize an authority to acquire interests in real property and exercise the power of eminent domain, as specified.</p>	

San Mateo County Transit District State Legislative Matrix 8/25/15

Bill ID/Topic	Location	Summary	Position
<p>AB 4 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/16/2015)</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill, notwithstanding these provisions or any other law, until January 1, 2020, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.</p>	
<p>AB 6 Wilk R</p> <p>Bonds: transportation: school facilities.</p>	<p>4/20/2015-A. TRANS. 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund construction of school facilities for K-12 and higher education. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.</p>	

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 33 Quirk D</p> <p>California Global Warming Solutions Act of 2006: Energy Sector Emissions Reduction Advisory Council.</p>	<p>8/24/2015-S. APPR. SUSPENSE FILE 8/24/2015-In committee: Referred to APPR. suspense file.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years.</p> <p>This bill would establish the Energy Sector Emissions Reduction Advisory Council in state government and would require the council to recommend strategies for the electricity sector for incorporation into the scoping plan prepared by the state board, based on conclusions of specified analyses, including, among others, an analysis of the various strategies that could be implemented to reduce emissions of greenhouse gases from the electricity sector and integrate increasing amounts of renewable energy into the electricity grid. The bill would require the council to first convene by February 1, 2016, and to develop a schedule that ensures the recommendations and analyses are delivered to the state board early enough to be considered during development of the next scoping plan update. The bill would provide that the council shall cease to exist as of the end of the following December 31 after the council delivers its recommendations and analyses to the state board.</p>	
<p>AB 61 Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 4/21/2015)</p>	<p>Under existing law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school.</p> <p>This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 156 Perea D</p> <p>California Global Warming Solutions Act of 2006: disadvantaged communities.</p>	<p>8/24/2015-S. APPR. SUSPENSE FILE 8/24/2015-In committee: Referred to APPR. suspense file.</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 as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities.</p> <p>This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 194 Frazier D</p> <p>High-occupancy toll lanes.</p>	<p>8/17/2015-S. APPR. SUSPENSE FILE 8/17/2015-In committee: Referred to APPR. suspense file.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles.</p> <p>This bill would also authorize a regional transportation agency, in cooperation with the department, to apply to the commission to develop other toll facilities, as specified. The bill would delete the requirement that the facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill would provide that these provisions do not authorize or prohibit the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would delete the requirement that the commission conduct at least one public hearing in northern California and one in southern California for each eligible application and would instead require the commission to conduct at least one public hearing at or near the proposed facility. The bill would provide that each application is subject to the review and approval of the commission pursuant to eligibility criteria developed by the commission subject to certain minimum requirements. The bill would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's costs and expenses incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with every local transportation authority, or every congestion management agency, whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. The bill would require the regional transportation agency to give a local transportation authority or congestion management agency, as specified, the option of entering into agreements, as needed, for project development, engineering, financial studies, and environmental documentation for each construction project or segment, and would authorize the local transportation authority or congestion management agency to be the lead agency for those construction projects or segments. This bill contains other related provisions and other existing laws.</p>	

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

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Bill ID/Topic	Location	Summary	Position
AB 378 Mullin D State Highway 101 corridor.	5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/18/2015)	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.</p> <p>This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.</p>	Support
AB 464 Mullin D Transactions and use taxes: maximum combined rate.	8/17/2015-A. VETOED 8/17/2015-Vetoed by the Governor	<p>Existing law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%.</p> <p>This bill would increase that maximum combined rate to 3%.</p>	Support
AB 471 Harper R Employment.	5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/23/2015)	<p>Existing law prohibits, subject to certain exceptions, an employer from requiring an employee to work more than 5 hours per day without providing a meal period.</p> <p>This bill would make a nonsubstantive change to those provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 516 Mullin D</p> <p>Vehicles: temporary license plates.</p>	<p>8/24/2015-S. APPR. SUSPENSE FILE 8/24/2015-In committee: Referred to APPR. suspense file.</p>	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires vehicle dealers and lessor-retailers to attach a numbered report-of-sale form issued by the DMV to a vehicle at the time of sale, and to submit to the DMV an application for registration of the vehicle, and the applicable fees, within a specified period after the date of sale. Existing law authorizes a dealer, as specified, to assess a specified document processing charge on the purchaser or lessee of a vehicle for the preparation and processing of documents, disclosures, and titling, registration, and information security obligations imposed by state and federal law. Existing law generally makes a violation of the Vehicle Code an infraction, but makes counterfeiting a license plate a felony.</p> <p>This bill would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. The bill would also, commencing January 1, 2018, increase the document processing charge, as specified, that a dealer may impose on the purchaser or lessee of a vehicle, and would authorize the imposition of a specified electronic filing charge for reporting vehicle sales and producing temporary license plates. The bill would authorize the DMV to establish contracts with qualified industry partners to provide these vehicle sale reporting and temporary license plate services . This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>AB 528 Baker R</p> <p>San Francisco Bay Area Rapid Transit District: strikes: prohibition.</p>	<p>5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was P.E.,R. & S.S. on 4/9/2015)</p>	<p>Existing law creates the San Francisco Bay Area Rapid Transit District and establishes provisions regulating the collective bargaining of the employees and the board of directors of that district. Existing law prescribes procedures specifically relating to the collective bargaining of transit districts, and authorizes the Governor, when it appears a strike will significantly disrupt transportation services and endanger public health, safety, and welfare, to appoint a board to investigate issues in connection with these labor negotiations and make a report. Existing law prohibits a strike during the period of investigation and permits the Governor, upon receiving a report from a board of investigation, to request the Attorney General to petition a court to enjoin the strike, as specified.</p> <p>This bill would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains the compensation and benefit provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.</p>	

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 779 Garcia, Cristina D</p> <p>Transportation: congestion management program.</p>	<p>8/24/2015-S. T. & H. 8/24/2015-Re-referred to Com. on T. & H.</p>	<p>Existing law requires the development, adoption, and updating of a congestion management program with specified elements for each county that includes an urbanized area, as defined. The program is required to contain specified elements and to be submitted to regional agencies, as defined, for determination of whether the program is consistent with regional transportation plans. The regional agency is then directed to monitor the implementation of all elements of each congestion management program. Existing law defines "infill opportunity zone" for purposes of the above-described provisions to mean a specified area designated by a city or county according to certain provisions and that is within a specified distance of a major transit stop or high-quality transit corridor.</p> <p>This bill would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways. The bill would also require the program to analyze the relationship between local land use decisions and regional transportation systems, instead of analyzing impacts of the land use decisions on the transportation systems. The bill would delete existing law's prohibition on including an estimate of the costs of mitigating the impacts of interregional travel and the requirement that the program provide credit for local public and private contributions to improvements to regional transportation systems. The bill would also require, to the extent the program identifies capacity enhancements, the evaluation of the potential for capacity enhancement to induce additional travel. To the extent this bill would impose additional duties on local officials relating to the development of a congestion management program, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>AB 828 Low D</p> <p>Vehicles: transportation services.</p>	<p>7/16/2015-S. E. U., & C. 7/16/2015-Joint Rule 61 suspended. (Page 1988.) Re-referred to Com. on E., U., & C.</p>	<p>Existing law establishes the Public Utilities Commission and designates the duties of the commission, including regulating specified transportation carriers.</p> <p>This bill would require the commission to conduct an investigation to consider whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive transportation market between companies that provide regulated transportation services. The bill would require the commission to complete the investigation and report its conclusions and recommendations to the Legislature on or before January 1, 2017. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 857 Perea D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>8/24/2015-S. APPR. SUSPENSE FILE 8/24/2015-In committee: Referred to APPR. suspense file.</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 as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.</p> <p>This bill, between January 2, 2018, and January 1, 2023, inclusive, annually would require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.</p>	
<p>AB 877 Chu D</p> <p>Transportation.</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/6/2015)</p>	<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>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/19/2015)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program. The bill would require that an environmental impact report be prepared for each priority project, but would authorize tiering from previously prepared reports, as specified. The bill would prohibit the court from staying or enjoining the implementation of a priority project unless the court makes specified findings and would limit any stay or injunction, as provided. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1171 Linder R</p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>8/17/2015- A. ENROLLMENT 8/17/2015-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 79. Noes 0.).</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements.</p> <p>This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. The bill would require the regional transportation agency to provide a report, containing specified information, to its governing body upon completion of a project using the Construction Manager/General Contractor method. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of the existing crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>AB 1250 Bloom D</p> <p>Vehicles: buses: axle weight.</p>	<p>8/19/2015-S. THIRD READING 8/19/2015-Read second time. Ordered to third reading.</p>	<p>Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime.</p> <p>This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016. This bill would also establish certain weight limitations for transit buses procured through a solicitation process pursuant to which a solicitation was issued at a specified time. The bill would provide that these provisions do not authorize the operation of a transit bus on a bridge if the gross weight of the bus exceeds the single vehicle maximum weight limit to which that bridge was designed, except as specified. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p>AB 1347 Chiu D</p> <p>Public contracts: claims.</p>	<p>8/24/2015-S. APPR. SUSPENSE FILE 8/24/2015-In committee: Referred to APPR. suspense file.</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 claims by contractors in connection with public works. The bill would define a claim as a separate demand by the contractor for one or more of: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the public entity, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Oppose</p>
<p>AB 1364 Linder R</p> <p>California Transportation Commission.</p>	<p>5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/23/2015)</p>	<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>ABX1 1 Alejo D</p> <p>Transportation funding.</p>	<p>6/23/2015-A. PRINT 6/24/2015-From printer.</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 2 Perea D</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>6/25/2015-A. PRINT 6/26/2015-From printer.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	
<p>ABX1 3 Frazier D</p> <p>Transportation funding.</p>	<p>7/9/2015-A. PRINT 7/10/2015-From printer.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical infrastructure.</p>	
<p>ABX1 4 Frazier D</p> <p>Transportation funding.</p>	<p>7/9/2015-A. PRINT 7/10/2015-From printer.</p>	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 6 Hernández, Roger D</p> <p>Affordable Housing and Sustainable Communities Program.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives.</p> <p>This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	
<p>ABX1 7 Nazarian D</p> <p>Public transit: funding.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	Support
<p>ABX1 8 Chiu D</p> <p>Diesel sales and use tax.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 10 Levine D</p> <p>Public works: contracts: extra compensation.</p>	<p>8/19/2015-A. PRINT 8/20/2015-From printer.</p>	<p>Existing law sets forth requirements for provisions in public works contracts awarded by a state entity. Under existing law, the state or any other public entity in any competitively bid public works contract may provide for the payment of extra compensation to the contractor for cost reduction changes.</p> <p>This bill would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.</p>	
<p>ACA 4 Frazier D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>8/19/2015-A. APPR. SUSPENSE FILE 8/19/2015-In committee: Set, first hearing. Referred to suspense file.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it would become effective immediately upon approval by the voters and would apply to any local measure imposing, extending, or increasing a sales and use tax or transactions and use tax for local transportation projects submitted at the same election. This bill contains other existing laws.</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p>SB 1 Gaines R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>1/15/2015-S. E.Q. 4/7/2015-April 15 set for second hearing canceled at the request of author.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015.</p> <p>This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025. This bill contains other related provisions.</p>	
<p>SB 5 Vidak R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>1/15/2015-S. E.Q. 4/16/2015-April 15 set for second hearing. Failed passage in committee. (Ayes 2. Noes 5. Page 648.) Reconsideration granted.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015.</p> <p>This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 9 Beall D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>8/20/2015-A. THIRD READING 8/20/2015-Read second time. Ordered to third reading.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, expanding and improving transit services to increase ridership, and improving transit safety. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation. The bill would modify the information required to be included in applications for grants under the program and would authorize an eligible applicant to submit an application to fund a project over multiple fiscal years and to submit multiple applications. The bill would require the Transportation Agency, in selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, would add additional factors to be considered in evaluating applications for funding, and would expand certain factors considered to include bus and ferry transit service. The bill would require the Transportation Agency to approve, by July 1, 2018, a 5-year program of projects, and would require the California Transportation Commission to allocate funding to eligible applicants pursuant to the program of projects, with subsequent programs of projects to be approved not later than April 1 of each even-numbered year thereafter. The bill would require the Transportation Agency, in cooperation with the California Transportation Commission and at the request of an eligible applicant, to enter into and execute a multiyear funding commitment for a project to be funded over more than one fiscal year, as specified, and would authorize the California Transportation Commission to approve a letter of no prejudice that would allow an applicant to expend its own moneys on a project in the approved program of projects, subject to future reimbursement from program moneys for eligible expenditures. This bill contains other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 32 Pavley D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>8/19/2015-A. APPR. SUSPENSE FILE 8/19/2015-August 19 set for first hearing. Placed on APPR. suspense file.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions.</p> <p>This bill would require the state board to approve statewide greenhouse gas emissions limits that are the equivalent to 40% below the 1990 level to be achieved by 2030 and 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt an interim greenhouse gas emissions level target to be achieved by 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. The bill would make conforming changes.</p>	<p>Support</p>
<p>SB 64 Liu D</p> <p>California Transportation Plan.</p>	<p>7/8/2015-A. APPR. SUSPENSE FILE 7/8/2015-July 8 set for first hearing. Placed on APPR. suspense file.</p>	<p>Existing law requires the California Transportation Commission to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law provides that the annual report may also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature.</p> <p>This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 122 Jackson D</p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>7/15/2015-A. APPR. SUSPENSE FILE 7/15/2015-July 15 set for first hearing. Placed on APPR. suspense file.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions and other existing laws.</p>	
<p>SB 158 Huff R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>5/1/2015-S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/7/2015)</p>	<p>Existing law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project.</p> <p>This bill would authorize the department or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.</p>	
<p>SB 207 Wieckowski D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>7/17/2015-A. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/14/2015)</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires a state agency expending moneys from the fund to create a record, prior to the expenditure, that includes, among other things, a description of the expenditure proposed to be made and a description of how the proposed expenditure will contribute to achieving and maintaining greenhouse gas emissions reductions, as specified.</p> <p>This bill would require that record to be posted on the Internet Web sites of the state agency and the State Air Resources Board prior to the state agency expending those moneys.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 231 Gaines R</p> <p>Transportation programs.</p>	<p>8/20/2015-A. CONSENT CALENDAR 8/20/2015-Read second time. Ordered to consent calendar.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would include water-borne transit as an eligible project that may be funded under these 2 programs. Because the bill would expand the allowable purposes for which the continuously appropriated funds allocated to the program may be expended, it would thereby make an appropriation. This bill contains other existing laws.</p>	
<p>SB 321 Beall D</p> <p>Motor vehicle fuel taxes: rates: adjustments.</p>	<p>8/18/2015-A. APPR. 8/18/2015-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.</p> <p>This bill for the 2016- 17 fiscal year and each fiscal year thereafter would, instead require the board on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.</p>	Support
<p>SB 348 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>8/7/2015-S. CHAPTERED 8/7/2015-Chaptered by Secretary of State - Chapter 143, Statutes of 2015.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. 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>	Support

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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>8/19/2015-A. APPR. SUSPENSE FILE</p> <p>8/19/2015-August 19 set for first hearing. Placed on APPR. suspense file.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, as defined, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. Under existing law, a violation of the Public Utilities Act is a crime.</p> <p>This bill would require that the amount of electricity generated per year from eligible renewable energy resources be increased to an amount equal to at least 50% by December 31, 2030, and would require the PUC, by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources to be procured by each retail seller for specified compliance periods sufficient to ensure that the procurement of electricity products from eligible renewable energy resources achieves 50% of retail sales by December 31, 2030. The bill would require the governing boards of local publicly owned electric utilities to ensure that specified quantities of electricity products from eligible renewable energy resources be procured for specified compliance periods to ensure that the procurement of electricity products from eligible renewable energy resources achieve 50% of retail sales by December 31, 2030. The bill would exclude all facilities engaged in the combustion of municipal solid waste from being eligible renewable energy resources. The bill would require community choice aggregators and electric service providers to prepare and submit renewable energy procurement plans. The bill would revise other aspects of the RPS Program, including, among other things, the enforcement provisions and would require penalties collected from retail sellers for noncompliance to be deposited in the Electric Program Investment Charge Fund. The bill would require the PUC to direct electrical corporations to include in their proposed procurement plans a strategy for procuring a diverse portfolio of resources that provide a reliable electricity supply. The bill would require the PUC and the Energy Commission to take certain actions in furtherance of meeting the state's clean energy and pollution reduction objectives. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 358 Jackson D</p> <p>Conditions of employment: gender wage differential.</p>	<p>8/20/2015-A. THIRD READING 8/20/2015-Read second time. Ordered to third reading.</p>	<p>Existing law regulates the payment of compensation to employees by employers and prohibits an employer from conditioning employment on requiring an employee to refrain from disclosing the amount of his or her wages, signing a waiver of the right to disclose the amount of those wages, or discriminating against an employee for making such a disclosure.</p> <p>This bill would revise that prohibition to eliminate the requirement that the wage differential be within the same establishment, and instead would prohibit an employer from paying any of its employees at wage rates less than those paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, as specified. The bill would revise and recast the exceptions to require the employer to affirmatively demonstrate that a wage differential is based upon one or more specified factors, including a seniority system, a merit system, a system that measures earnings by quantity or quality of production, or a bona fide factor other than sex, as specified. The bill would also require the employer to demonstrate that each factor relied upon is applied reasonably, and that the one or more factors relied upon account for the entire differential. The bill would prohibit an employer from discharging, or in any manner discriminating or retaliating against, any employee by reason of any action taken by the employee to invoke or assist in any manner the enforcement of these provisions. The bill would authorize an employee who has been discharged or discriminated or retaliated against, in the terms and conditions of his or her employment because the employee engaged in any conduct delineated in these provisions, to recover in a civil action reinstatement and reimbursement for lost wages and work benefits caused by the acts of the employer, including interest thereon, as well as appropriate equitable relief. The bill would prohibit an employer from prohibiting an employee from disclosing the employee's own wages, discussing the wages of others, inquiring about another employee's wages, or aiding or encouraging any other employee to exercise his or her rights under these provisions. The bill would also increase the duration of employer recordkeeping requirements from 2 years to 3 years. By changing the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>SB 391 Huff R</p> <p>Assault and battery: transit employees.</p>	<p>5/1/2015-S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 4/21/2015)</p>	<p>(1) Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment.</p> <p>This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 400 Lara D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>8/19/2015-A. APPR. SUSPENSE FILE 8/19/2015-August 19 set for first hearing. Placed on APPR. suspense file.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law makes a specified continuous appropriation to the High-Speed Rail Authority from the fund.</p> <p>This bill would require the High-Speed Rail Authority to allocate not less than 25% of the moneys continuously appropriated to the authority from the fund to projects that either reduce or offset greenhouse gas emissions directly associated with the construction of the high-speed rail project and provide a cobenefit of improving air quality. The bill would require priority to be given within this expenditure category to measures and projects that are located in communities in areas designated as extreme nonattainment. The bill would expand the purposes of a continuous appropriation, thereby making an appropriation.</p>	
<p>SB 413 Wieckowski D</p> <p>Public transit: prohibited conduct.</p>	<p>8/24/2015-A. THIRD READING 8/24/2015-From consent calendar on motion of Assembly Member Cristina Garcia. Ordered to third reading.</p>	<p>Existing law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise on the facilities, vehicles, or property of the public transportation system, in specified circumstances.</p> <p>This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing unreasonably loud sound equipment on or in a public transportation system facility or vehicle. The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person if the public transportation agency enacts an ordinance to that effect, after a public hearing. This bill contains other related provisions and other existing laws.</p>	Support
<p>SB 461 Hernandez D</p> <p>State Highway Route 164: relinquishment.</p>	<p>8/19/2015-A. APPR. SUSPENSE FILE 8/19/2015-August 19 set for first hearing. Placed on APPR. suspense file.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law authorizes the commission to relinquish certain state highway segments to local agencies.</p> <p>This bill would authorize the commission to relinquish specified portions of State Highway Route 164 to the County of Los Angeles and to the City of South El Monte, under specified conditions.</p>	

San Mateo County Transit District State Legislative Matrix 8/25/15

Bill ID/Topic	Location	Summary	Position
<p>SB 481 Hueso D</p> <p>Local government: auditors: independence.</p>	<p>8/20/2015- S. ENROLLMENT 8/20/2015-Assembly amendments concurrent in. (Ayes 38. Noes 0.) Ordered to engrossing and enrolling.</p>	<p>Existing law requires, with certain exceptions, that all city, county, city and county, and district employees who conduct audits or that conduct audit activities of those respective agencies, conduct their work under the general and specified standards prescribed by the Institute of Internal Auditors or the Government Auditing Standards issued by the Comptroller General of the United States, as appropriate. Those standards generally provide, among other things, that auditors should be independent of the activities they audit. Existing law makes every willful omission to perform any duty enjoined by law upon any public officer, or person holding any public trust or employment, where no special provision is made for the punishment of that delinquency, a crime.</p> <p>This bill would prohibit the general counsel of the city, county, city and county, or district, or the employees of the general counsel from having direct oversight over the city, county, city and county, and district employees that conduct audits or that conduct audit activities of those respective agencies. This bill contains other related provisions and other existing laws.</p>	
<p>SB 491 Committee on Transportation and Housing</p> <p>Transportation: omnibus bill.</p>	<p>8/20/2015-A. CONSENT CALENDAR 8/20/2015-Read second time. Ordered to consent calendar.</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 8/25/15

Bill ID/Topic	Location	Summary	Position
<p>SB 508 Beall D</p> <p>Transportation funds: transit operators: pedestrian safety.</p>	<p>8/20/2015-A. THIRD READING 8/20/2015-Read third time and amended. Ordered to third reading.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law authorizes an operator to satisfy the applicable ratio of fare revenues to operating costs by supplementing its fare revenues with local funds, as defined. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes.</p> <p>This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of local funds. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation. This bill contains other related provisions and other existing laws.</p>	
<p>SB 529 Pan D</p> <p>Transportation funding: Downtown/Riverfront Streetcar Project.</p>	<p>4/16/2015-S. T. & H. 4/16/2015-Re-referred to Com. on T. & H.</p>	<p>Existing law provides various sources of funding for transportation projects.</p> <p>This bill would appropriate \$10 million from the General Fund to the Downtown/Riverfront Streetcar Project, connecting Sacramento to West Sacramento, for use in funding the development of the project.</p>	

San Mateo County Transit District State Legislative Matrix 8/25/15

Bill ID/Topic	Location	Summary	Position
<p>SB 579 Jackson D</p> <p>Employees: time off.</p>	<p>8/20/2015-A. THIRD READING 8/20/2015-Read second time. Ordered to third reading.</p>	<p>Existing law prohibits an employer who employs 25 or more employees working at the same location from discharging or discriminating against an employee who is a parent, guardian, or grandparent having custody of a child in a licensed child day care facility or in kindergarten or grades 1 to 12, inclusive, for taking off up to 40 hours each year for the purpose of participating in school activities, subject to specified conditions. Existing law requires an employee to provide documentation regarding these activities upon request by an employer and provides remedies to employees discharged, demoted, or in any other manner discriminated against as a result of his or her exercise of this right to take time off.</p> <p>This bill would revise references to a child day care facility to instead refer to a child care provider. The bill would include the addressing of a child care provider emergency or a school emergency, as defined, and the finding, enrolling, or reenrolling of a child in a school or with a child care provider as activities for which a parent having custody of a child shall not be discriminated against or discharged, as described above. The bill would define "parent" for these purposes as a parent, guardian, stepparent, foster parent, or grandparent of, or a person who stands in loco parentis to, a child, thereby extending these protections to an employee who is a stepparent or foster parent or who stands in loco parentis to a child. This bill contains other related provisions and other existing laws.</p>	
<p>SB 599 Mendoza D</p> <p>Employment: public transit service contracts.</p>	<p>7/8/2015-A. APPR. SUSPENSE FILE 7/8/2015-July 8 set for first hearing. Placed on APPR. suspense file.</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified.</p> <p>This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	
<p>SB 698 Cannella R</p> <p>Active Transportation Program: school zone safety projects.</p>	<p>5/1/2015-S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/19/2015)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes.</p> <p>This bill would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 8/25/15

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>8/20/2015-A. THIRD READING 8/20/2015-Read second time. Ordered to third reading.</p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified.</p> <p>This bill would delete the above-referenced provisions relative to extension of the transactions and use tax and an amended ordinance and expenditure plan, The bill would instead authorize the MTA to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 8/25/15

Bill ID/Topic	Location	Summary	Position
<p>SBX1 1 Beall D</p> <p>Transportation funding.</p>	<p>8/24/2015-S. SECOND READING 8/24/2015-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 2.) (August 19).</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.</p> <p>This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and \$0.10 of the \$0.22 per gallon increase in the diesel fuel excise tax imposed by the bill, a \$0.12 per gallon storage tax on motor vehicle fuel and \$0.10 of the \$0.22 per gallon storage tax on diesel fuel imposed by the bill, an increase of \$35 in the annual vehicle registration fee, a new \$100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, a new annual road access charge on each vehicle, as defined, of \$35, and repayment, over a 3-year period, of outstanding loans made in previous years from certain transportation funds to the General Fund. This bill contains other related provisions and other existing laws.</p>	
<p>SBX1 2 Huff R</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>6/30/2015-S. T. & I.D. 7/1/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>	Oppose

San Mateo County Transit District State Legislative Matrix 8/25/15

Bill ID/Topic	Location	Summary	Position
<p>SBX1 3 Vidak R</p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>8/19/2015-S. T. & I.D. 8/19/2015-August 19 set for first hearing. Failed passage in committee.</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election.</p>	<p>Oppose</p>
<p>SBX1 4 Beall D</p> <p>Transportation funding.</p>	<p>7/8/2015-S. THIRD READING 7/8/2015-From printer. Read second time. Ordered to third reading.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p>	
<p>SBX1 5 Beall D</p> <p>Transportation funding.</p>	<p>7/8/2015-S. THIRD READING 7/8/2015-From printer. Read second time. Ordered to third reading.</p>	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	

San Mateo County Transit District State Legislative Matrix 8/25/15

Bill ID/Topic	Location	Summary	Position
<p>SBX1 6 Runner R</p> <p>Greenhouse Gas Reduction Fund: transportation expenditures.</p>	<p>7/13/2015-S. T. & I.D. 7/14/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would delete the continuous appropriations from the fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects. This bill contains other related provisions and other existing laws.</p>	<p>Oppose</p>
<p>SBX1 7 Allen D</p> <p>Diesel sales and use tax.</p>	<p>7/16/2015-S. PRINT 7/17/2015-From printer.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, as of July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>	<p>Support</p>
<p>SBX1 8 Hill D</p> <p>Public transit: funding.</p>	<p>7/16/2015-S. PRINT 7/17/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	<p>Support</p>
<p>SBX1 9 Moorlach R</p> <p>Department of Transportation.</p>	<p>7/16/2015-S. T. & I.D. 8/19/2015-August 19 set for first hearing. Failed passage in committee.</p>	<p>Existing law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs.</p> <p>This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 8/25/15

Bill ID/Topic	Location	Summary	Position
<p>SBX1 10 Bates R</p> <p>Regional transportation capital improvement funds.</p>	<p>7/16/2015-S. T. & I.D. 8/17/2015-August 19 hearing postponed by committee.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires funds available for regional projects to be programmed by the commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Existing law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others.</p> <p>This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant. These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the California Transportation Commission to incorporate the regional transportation improvement programs into the state transportation improvement program. The bill would eliminate the role of the California Transportation Commission in programming and allocating funds to these regional projects, but would retain certain oversight roles of the commission with respect to expenditure of the funds. The bill would repeal provisions governing computation of county shares over multiple years and make various other conforming changes.</p>	

San Mateo County Transit District State Legislative Matrix 8/25/15

Bill ID/Topic	Location	Summary	Position
<p>SBX1 11 Berryhill R</p> <p>California Environmental Quality Act: exemption: roadway improvement.</p>	<p>7/16/2015-S. T. & I.D. 8/17/2015-August 19 set for first 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 extend the above-referenced exemption until January 1, 2025, and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons. The bill would also expand the exemption to include state roadways. This bill contains other existing laws.</p>	
<p>SBX1 12 Runner R</p> <p>California Transportation Commission.</p>	<p>8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>	
<p>SBX1 13 Vidak R</p> <p>Office of the Transportation Inspector General.</p>	<p>8/19/2015-S. APPR. 8/19/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (August 19). Re-referred to Com. on APPR.</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes.</p> <p>This bill would create the Office of the Transportation Inspector General in state government as an independent office that would not be a subdivision of any other government entity, to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded.</p>	

San Mateo County Transit District State Legislative Matrix 8/25/15

Bill ID/Topic	Location	Summary	Position
<p>SBX1 14 Cannella R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>7/16/2015-S. T. & I.D. 8/17/2015-August 19 set for first hearing canceled at the request of author.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	
<p>SCA 5 Hancock D</p> <p>Local government finance.</p>	<p>7/16/2015-S. GOV. & F. 7/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.</p>	<p>The California Constitution provides that all property is taxable, unless exempted by the California Constitution or by federal law. The California Constitution authorizes the Legislature to classify personal property for differential taxation or for exemption by means of a statute approved by a 2/3 vote of the membership of each house.</p> <p>This measure would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 8/25/15

Bill ID/Topic	Location	Summary	Position
<p>SCAX1 1 Huff R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>7/8/2015-S. T. & I.D. 8/19/2015-August 19 hearing: Testimony taken. Hearing postponed by committee.</p>	<p>(1) Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law.</p> <p>This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. This bill contains other related provisions and other existing laws.</p>	



BOARD OF DIRECTORS 2015

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ADRIENNE TISSIER

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, AUGUST 5, 2015 – 3:00 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of August 5, 2015

INFORMATIONAL

2. SamTrans Water Consumption and Conservation Report
3. Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2015

Committee Members: Karyl Matsumoto, Adrienne Tissier, Peter Ratto

NOTE:

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

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

**MINUTES OF PLANNING, DEVELOPMENT AND SUSTAINABILITY
COMMITTEE MEETING
COMMITTEE OF THE WHOLE
AUGUST 5, 2015**

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

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

Staff Present: J. Averill, J. Cassman, A. Chan, B. Emerson, G. Harrington, J. Hartnett, R. Haskin, M. Martinez, N. McKenna, M. Reggiardo, M. Simon

Committee Chair Karyl Matsumoto called the meeting to order at 2:49 p.m.

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

Motion/Second: Ratto/Stone

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

Abstain: Harris

Update on Connect, Redwood City! Pilot Program Findings

Melissa Reggiardo, Planner, presented:

- In 2010 the District received a \$1.5 million Climate Initiatives Grant from the Metropolitan Transportation Commission (MTC).
- The pilot tested last-mile operations and included some first-mile and all-mile options.
- Six strategies:
 - Bike Share
 - 70 bicycles at seven stations throughout the region
 - Redwood City had lowest ridership
 - Additional study recommended moving stations and supplemental marketing
 - Redwood City ridership up 20 trips per month after making improvements
 - New station location strategy
 - Dense locations with transit and bike facility access
 - Employment locations
 - Consider appropriate distances between bike share stations
 - In May 2015 the Bay Area Air Quality Management District and MTC voted to privatize the system operating in San Francisco, San Jose and the East Bay
 - Redwood City, Palo Alto, Mountain View are not part of the privatized system
 - Peninsula cities to examine buying into the new system
 - Car Share
 - Three cars at Redwood City Caltrain
 - Added three cars at San Mateo County Center

- High utilization at Redwood City
- Survey says Zipcar supports Caltrain use
- Caltrain hub was integral to Zipcar
- Zipcar and Caltrain are negotiating lease terms to continue at Redwood City Caltrain Station and County Center
- Last-mile Vanpool
 - Operate from Redwood City Caltrain Station to work
 - No last-mile vanpools organized because high level of coordination needed, costly and parking issues
- Traditional Vanpool
 - Door-to-door from home to work
 - Commute.org subsidized 15 vanpools over an average of 17 months
 - 130 participants
 - Of those using the service 42 percent said they would continue to vanpool after subsidy ends
 - Best for congested commutes with high occupancy vehicle lanes where transit is not viable
 - Employer pre-tax commuter benefits, emergency ride home programs and monthly subsidies encouraged vanpool
 - Twelve vanpools are still active
 - Participants continue leasing vans at program-negotiated rates
- Telework/Flex Schedules
 - County employee commutes are 33 percent of the County's greenhouse gas emissions
 - County re-launched telework and flex schedule programs
 - Toolkit developed to help other employers launch alternative work schedules and address benefits
 - No major increase in telework and flex schedules as management didn't support telework even though flex schedules are more acceptable
 - County developed policy so departments can customize programs
- Lessons learned from pilot program will be shared with the San Mateo County Transportation Authority (TA)
- The TA provides funding for Alternative Congestion Relief Program

Director Jeff Gee asked if staff has any data on services such as Uber that might affect the pilot program. Ms. Reggiardo said Lyft stated that 22 percent of their rides originate at the Caltrain Station.

Jim Hartnett, General Manager/CEO, said Lyft representatives have been out in the community and have stated how important the Redwood City Caltrain Station is to them.

Update on the MTC Transit Sustainability Project (TSP)

Barrow Emerson, Principal Planner, presented:

- Purpose was to improve financial performance, improve productivity and attract riders.

- MTC established performance requirements for seven operators – Alameda-Contra Costa Transit, Bay Area Rapid Transit, Caltrain, Golden Gate Transit, San Francisco Municipal Transit Agency, SamTrans and Santa Clara Valley Transportation Authority.
- By 2017, each operator must achieve a 5 percent real reduction in cost per revenue hour, cost per passenger or cost per passenger mile.
- Operator must maintain these reductions and limit growth to Consumer Price Index.
- Operators report on performance measures to MTC on annual basis starting with Fiscal Year (FY) 2012.
- By FY2019 MTC will link operating and capital funds it administers to the achievement of the targets.
- The baseline year is established at the highest reported cost between FY2008 and FY2011.
- A 5 percent reduction is calculated from the highest reported cost.
- For FY2014 TSP targets for fixed-route were met in cost per service hour, cost per passenger, and cost per passenger mile. For paratransit the goal was met in cost per passenger mile only.
- Range of strategies for fixed-route service include:
 - Develop pilot projects to serve low-density communities
 - Develop youth ridership strategy
 - Update Senior Mobility Action Plan
 - SamTrans Service Plan implementation
 - Development of part-time operator program
 - Use of more fuel-efficient vehicles, including hybrids, to reduce operating costs
 - Revise fare policy to attract more riders, including discount day and youth passes
- Range of strategies for paratransit:
 - Continue to see a balance between anticipated increases in paratransit demand and rising costs of providing the service
 - Continue to implement Senior Mobility Action Plan recommendations, including free rides on fixed-route buses and travel training
 - Control of no-shows and late cancellations
 - Continue conditional eligibility program
 - Understand the cost-impact of operating outside of the legally mandated paratransit service area

Adjourned: 3:13 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: April Chan
Executive Officer, Planning and Development

SUBJECT: **SAMTRANS WATER CONSUMPTION AND CONSERVATION**

ACTION

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

SIGNIFICANCE

The Statewide drought, along with the required Statewide potable water usage reduction, is affecting the San Mateo County Transit District (District). Staff will provide an overview of its compliance with these mandatory measures, as well as its voluntary water conservation efforts that support the District's commitment to sustainability. The District's 2015-2019 Strategic Plan reaffirms the District's ongoing work to "provide public transportation in the most environmentally and economically sustainable manner possible" and identifies conserving natural resources, reducing waste, and controlling costs among the Plan's action items.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

In January 2014, Governor Brown declared a Statewide drought emergency, with 2012-2014 being the driest three consecutive years on record. In April 2015, the governor issued an Executive Order mandating a 25 percent Statewide reduction in urban potable water use. As a result, the State Water Resources Control Board issued regulations identifying conservation standards for each local water district ranging from 8 – 36 percent depending on past water usage. District facilities are within water districts with targets of 8 - 16 percent. To achieve these conservation standards, water districts are implementing surcharges for usage above a "drought budget" and are enforcing tighter restrictions on outdoor water use.

Staff will provide an overview of historic and current water usage; recent water conservation requirements; conservation efforts in both Bus Maintenance and Facilities Maintenance, and staff and public awareness.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –
4th QUARTER FISCAL YEAR 2015**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Kelvin Yu, Manager, Project Controls

650-622-7853



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, SEPTEMBER 2, 2015 – 3:15 p.m.
or immediately following Committee meetings

- 1. ROLL CALL**
- 2. CONSENT CALENDAR**
MOTION
 - a. Approval of Minutes of Board of Directors Meeting of August 5, 2015
 - b. Acceptance of Statement of Revenues and Expenses for July 2015
- 3. PUBLIC COMMENT**
Public comment by each individual speaker shall be limited to one minute
- 4. REPORT OF THE CHAIR**
 - a. Board Retreat Ad-hoc Committee Update (Kersteen-Tucker, Matsumoto, Tissier)
 - b. Audit Ad-hoc Committee Update (Gee, Groom, Guilbault)
- 5. REPORT OF THE GENERAL MANAGER/CEO**
- 6. COMMUNITY RELATIONS COMMITTEE – Z. KERSTEEN-TUCKER**
SUBJECTS DISCUSSED
 - a. Accessibility Update
 - b. Paratransit Coordinating Council Update
 - c. Citizens Advisory Committee Liaison Report
 - d. Mobility Management Report – End-of-Year Performance
 - e. Multimodal Ridership Report – July 2015
- 7. FINANCE COMMITTEE – R. GUILBAULT**
RESOLUTIONS
 - a. Authorize Entering into a Memorandum of Understanding with the Santa Clara Valley Transportation Authority for a Joint Disadvantaged Business Enterprise Availability and Utilization Study with a Funding Commitment Not to Exceed \$30,000
 - b. Authorize the Continuation of the Safe Harbor Transit Ticket Program

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

- c. Authorize Adopting Amended and Restated Clipper Memorandum of Understanding with the Metropolitan Transportation Commission and Bay Area Transit Operators
- d. Authorize Execution of a Real Estate Cooperative Agreement with the Peninsula Corridor Joint Powers Board to Undertake Eminent Domain Proceedings in Connection with the Peninsula Corridor Electrification Project
- e. Authorize Rejection of Single Bid from Kimball Midwest for the Furnishing and Servicing of Shop Supplies and Related Items and Negotiation of a Contract on the Open Market
- f. Authorize Award of Contract to Giro, Inc. to Provide Warranty, Maintenance and Support Services for Hastus Software for a Total Amount of \$634,039 for a Five-Year Base Term

8. LEGISLATIVE COMMITTEE – A. TISSIER

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

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

SUBJECT DISCUSSED

- a. SamTrans Water Consumption and Conservation Report
- b. Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2015

10. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

11. BOARD MEMBER REQUESTS/COMMENTS

12. DATE, TIME AND PLACE OF NEXT MEETING – October 7, 2015 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

13. GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): PCAM, LLC v. San Mateo County Transit District, Peninsula Traffic Congestion Relief Alliance, and Peninsula Corridor Joint Powers Board, Case No. CIV533496
- b. Closed Session: Public Employee Performance Evaluation – Pursuant to Government Code Section 54957: General Manager/CEO

14. ADJOURNMENT

INFORMATION FOR THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING
AUGUST 5, 2015**

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

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

Chair Shirley Harris called the meeting to order at 3:13 p.m.

CONSENT CALENDAR

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

Motion/Second: Harris/Tissier

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

PUBLIC COMMENT

None

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

Rita Haskin, Executive Officer, Customer Service and Marketing, said staff is asking the Board to call for a public hearing at the October 7, 2015 Board meeting to consider changes to the Codified Tariff related to fixed-route and paratransit fares and fare policies. Proposed changes to be considered include increasing the youth age from 17 years to 18 years, simplifying the fare structure by consolidating two zones into one and charging a local fare on all buses, adding "Youth" to the "Eligible Discount" category, increasing fares in 2016 and 2019, and establishing a discount for using Clipper e-cash.

Motion/Second: Ratto/Guilbault

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

REPORT OF CHAIR

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

Director Zoe Kersteen-Tucker said the Board Retreat Ad-Hoc Committee received three proposals, but prior to interviews being conducted one proposer pulled out. The Committee conducted interviews with the two other proposers and have selected a facilitator.

Jim Hartnett, General Manager/CEO, said Legal Counsel will work with the Board Committee to enter into an agreement with the selected facilitator.

Chair Harris said she and Director Peter Ratto attended the American Public Transportation Association (APTA) Transit Board Members Conference in Denver. Chair Harris said, Michael Melaniphy, CEO, APTA, noted at the conference that "Stand up for Transit" was a huge success nationwide and it made a significant difference for congressional delegates in Washington, D.C., to see the importance of transit.

Director Ratto said Mr. Melaniphy is an excellent advocate for public transportation. The staff at Denver Regional Transit District spared no expense. He said he and Chair Harris took a Bus Rapid Transit tour.

REPORT OF THE GENERAL MANAGER/CEO

Mr. Hartnett reported:

- The following employees were recognized:
 - Renato Tuazon with a 25-year safe driver award.
 - Danizo Gemanil with a 20-year safe driver award.
- San Mateo County Transit Police Deputies Lance Whitted and Erik Rueppel risked their own safety to pull a person out of their car that was on the tracks in Sunnyvale seconds before a train came through the area and hit the car. The deputies will be formally recognized at a subsequent Peninsula Corridor Joint Powers Board meeting.
- MV Transportation has purchased new shuttle buses and they are operating on 39 shuttle routes.
- In June, the average daily Caltrain rider's trip was 20 miles, which equates to 1,284,040 road miles not driven through the three counties for the month or 360 million road miles not driven through the three counties in a year.
- Thanked Director Carole Groom in her role on the Bay Area Air Quality Management District for securing funding of a \$20 million grant for Caltrain electrification.
- He was recently recognized at the Women in Transportation event and thanked Chair Shirley Harris for her kind words during his introduction.
- A new employee hotline was rolled out on August 3.
- He will be announcing a reorganization of the District sometime in August.
- He continues to meet with employees during Coffee with Jim, director-only meetings, has visited the bases, attended numerous staff meetings and has issued seven "Message from Jim" memos since joining the District in March.
- He has met with a number of city managers throughout the county and has been speaking to various community groups.

- He is a member of the General Manager/Executive Committee to establish Clipper policies, Co-Chair of the Grand Boulevard Initiative, Executive Member of the San Francisco Rail Alternatives Study and has joined several American Public Transportation Association (APTA) committees.
- The District assisted with the recent Bay Area Rapid Transit Transbay Tube shutdown by providing buses and operators.
- In June, fixed-route service averaged 26,424 miles between service calls and Redi-Wheels averaged 81,548 miles between service calls. Both of these are above the standard of 20,000 miles between service calls.
- Investment in human capital continues with 3,000 training hours in June.
- A new runbook starts on August 9 adjusting 11 regular routes to improve on-time performance and connections and increase evening service on Route 122.
- The District just completed an APTA Safety Audit and there were no compliance issues.

Director Adrienne Tissier asked how the Board will be notified of the reorganization. Mr. Hartnett said he will outline it in writing to the Board after internal discussions.

COMMUNITY RELATIONS COMMITTEE – Z. Kersteen-Tucker

MOTION

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

Motion/Second: Kersteen-Tucker/Tissier

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

SUBJECTS DISCUSSED

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

FINANCE COMMITTEE – R. Guilbault

ORDINANCE

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

RESOLUTIONS

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

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

Motion/Second: Gee/Stone

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

INFORMATIONAL

- g. Information on the Statement of Revenues and Expenses for June 2015
- h. Update on the Execution of the Fiscal Year 20196 Fuel Hedging Program

LEGISLATIVE COMMITTEE – A. Tissier

SUBJECT DISCUSSED

State and Federal Legislative Update

PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE – K. Matsumoto

SUBJECTS DISCUSSED

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

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

Director Kersteen-Tucker said she recently attended a Coastside Transportation Committee meeting. A new adult center is opening soon and there is interest in more information for transportation on the Coastside.

Director Karyl Matsumoto thanked staff for the assistance in the South San Francisco shuttle. The goal was to have 10 riders per hour and the shuttle is averaging about 15 riders per hour.

GENERAL COUNSEL PROPOSAL

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

Joan Cassman, Legal Counsel, said no activity has occurred since her last written communication to the Board.

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

The meeting adjourned at 3:54 p.m.