

OCTOBER 7, 2015 SAMTRANS BOARD MEETING

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BOARD OF DIRECTORS 2015

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

JIM HARNETT
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, OCTOBER 7, 2015 – 2:00 p.m.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus P. Murphy
Chief Executive Officer, Communications

SUBJECT: **PUBLIC HEARING FOR PROPOSED CHANGES TO THE CODIFIED TARIFF**

ACTION

On August 5, 2015 the Board approved a public hearing to be held October 7, 2015 for the consideration of changes to the SamTrans Codified Tariff.

SIGNIFICANCE

Holding the public hearing will allow SamTrans to receive input on proposed fare changes that may impact customers. SamTrans last increased fares for the fixed-route buses in 2010 and for paratransit in 2010 (Lifeline fares) and 2011 (full fare).

The initial proposed fixed-route changes would go into effect January 10, 2016, with a subsequent fare increase going into effect January 20, 2019. Paratransit fares would increase effective January 1, 2016 for individuals, July 1, 2016 for agency-paid trips, and January 1, 2019 for both categories.

Proposals to be considered include:

Fixed route

- Expanding youth discounts by:
 - Pricing "Youth" the same as "Eligible Discount"
 - Expanding the age of a "Youth" from 17 years to 18 years
 - Allowing two children instead of one to ride free with a fare-paying adult
- Eliminating the zone structure, along with the higher fares for Express and Out of San Francisco services
- Increasing cash fares a maximum of 25 cents in 2016 and 25 cents in 2019; Day passes, tokens and Monthly passes would also increase based on the cash fares
- Establishing an approximate 10 percent discount for using Clipper cash value
- Increasing the cost of the Way2Go Pass by \$5 to \$130 per participant, with minimum participation level of \$13,000 in 2019
- Increasing the cost of the Summer Youth Pass by \$5 to \$45 in 2019

Paratransit (Redi-Wheels & RediCoast)

- Increasing fares a maximum of 50 cents in 2016 and 50 cents in 2019

Under the Americans with Disabilities Act, paratransit fares are allowed to be up to twice the fixed-route fare. The San Mateo County Transit District (District) considered increasing the paratransit fare to twice the fixed-route fare, but staff recommends that the District not make this change at this time because it received additional funding from San Mateo County's Measure A.

The proposed fare charts are below.

Fixed-route Service

Fare Category	Current Fares	Proposed 1/10/16	Proposed 1/20/19
Adult			
Adult Local Cash	\$2.00	\$2.25	\$2.50
Adult Local Clipper	\$2.00	\$2.05	\$2.25
Adult Tokens (10)	\$16.00	\$18.00	\$20.00
Adult Monthly Pass	\$64.00	\$65.60	\$72.00
Adult Day Pass	\$5.00	\$5.50	\$6.25
Youth & Eligible Discount (seniors, customers with disabilities, Medicare cardholders)			
Youth & Eligible Discount Local Cash	\$1.25 Youth \$1.00 Eligible Discount	\$1.10	\$1.25
Youth & Eligible Discount Local Clipper	\$1.25 Youth \$1.00 Eligible Discount	\$1.00	\$1.15
Tokens (10) – Youth	\$10.00	\$10.00	\$10.00
Youth & Eligible Discount Monthly Pass	\$36.00 Youth \$25.00 Eligible Discount	\$27.00	\$31.05
Discount Youth Monthly Pass (free & reduced lunch program participants)	\$22.00	\$22.00	\$23.30
Youth & Eligible Discount Day Pass	\$3.00 Youth \$2.50 Eligible Discount	\$2.75	\$3.00
Summer Youth Pass	\$40.00	\$40.00	\$45.00
Way2Go Pass			
Way2Go Pass	\$125.00 [minimum \$12,500]	\$125.00 [minimum \$12,500]	\$130.00 [minimum \$13,000]

Paratransit Service

Fare Category	Current Fares	Proposed Fares 1/1/16	Proposed Fares 1/1/19
Paratransit & Coastside On-demand Non-ADA Paratransit Service			
One-way	\$3.75	\$4.25	\$4.75
Lifeline	\$1.75	\$2.00	\$2.25
Agency-paid trips (full fare)			
	Current Fares	Proposed Fares 7/1/16	Proposed Fares 1/1/19
Poplar Recare, Rosener House, San Carlos Adult Day Care, Senior Focus, Senior Day Care, South San Francisco Adult Day Care, Coastside Adult Day Health Care	\$4.50	\$5.00	\$5.50
Seniors Coastsiders	\$3.75	\$4.25	\$4.75
Agency-paid trips (Lifeline)			
Poplar Recare, Rosener House, San Carlos Adult Day Care, Senior Focus, Senior Day Care, South San Francisco Adult Day Care, Coastside Adult Day Health Care	\$2.25	\$2.75	\$3.00
Senior Coastsiders	\$1.75	\$2.00	\$2.25

BUDGET IMPACT

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

BACKGROUND

Staff evaluates SamTrans fare policies and prices to determine if they need to be adjusted to reflect market and operational conditions. Since the last time SamTrans increased fares, motor bus expenses have increased 12 percent and paratransit expenses have increased 10 percent. SamTrans customer fares cover approximately 18 percent of the cost to provide fixed-route service, and paratransit fares cover 6 percent.

The proposed fare adjustments support one of the three key focus areas included in the Board-adopted SamTrans Strategic Plan – Strengthen Fiscal Health – and its goal to increase fixed-route farebox revenue by 20 percent by 2019. The fare changes also would assist the District in meeting the performance measures and targets included in the Metropolitan Transportation Commission's (MTC) Transit Sustainability Plan (TSP). The TSP requires SamTrans to achieve a 5 percent real reduction by Fiscal Year (FY) 2017 in

one of the following performance measures for both fixed-route and paratransit services: cost per service hour, cost per passengers or cost per passenger mile. By FY2019, MTC will link existing and new operating and capital funds it administers to the progress that SamTrans and other operators have made toward achieving the targets.

The public outreach program regarding the proposed changes and this hearing included four community meetings (South San Francisco, Pacifica, San Carlos, East Palo Alto), newspaper notices, a news release, bilingual onboard messages for customers, social media and a *Rider's Digest* article. Presentations were made to the SamTrans Citizens Advisory Committee and the San Mateo County Paratransit Coordinating Council. Information, including the proposed fare chart, was posted to the SamTrans website, with a button on the home page linking customers to the information. SamTrans staff also reached out to community-based organizations to inform them of the proposed changes and also communicated directly with schools served by SamTrans buses.

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

Staff will consider public testimony and input from members of the Board of Directors before developing final recommendations for Board consideration at its November 4, 2015 meeting.



BOARD OF DIRECTORS 2015

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GENERAL MANAGER/CEO

AGENDA

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

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

WEDNESDAY, OCTOBER 7, 2015 – 2:15 P.M.
or immediately after the public hearing

ACTION

1. Approval of Minutes of Community Relations Committee Meeting of September 2, 2015
2. Designate October as "Disabilities Awareness Month"

INFORMATIONAL

3. Accessibility Update – Tina Dubost
4. Paratransit Coordinating Council Update - Mike Levinson
5. Citizens Advisory Committee Liaison Report
6. Mobility Management Report – Paratransit
7. Multimodal Ridership Report – August 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
SEPTEMBER 2, 2015**

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

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

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

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

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

Approval of Minutes of Community Relations Committee (CRC) Meeting of August 5, 2015

Motion/Second: Guilbault/Tissier

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

Absent: Groom, Matsumoto

Accessibility Update – Tina Dubost

Tina Dubost, Manager, Accessible Transit Services, said the Redi-Wheels contractor recently implemented their proprietary Info-Manager software. The software includes reports and tools to help staff better manage the system.

Paratransit Coordinating Council (PCC) Update – Mike Levinson

Mike Levinson, Chair, PCC, said PCC member Nancy Keegan has retired. The PCC will have a table at the Seniors on the Move and Transition to Independence events.

Mobility Management Report – End-of-Year Performance

Chuck Harvey, Deputy CEO, reported on Fiscal Year (FY) 2015 performance:

- Fixed-route service:
 - Total trips was 13.1 million.
 - On-time performance (OTP) was challenging trying to keep above the goal of 85 percent.

Director Karyl Matsumoto arrived at 2:07 p.m.

- Total of 146 missed schedules.
- Fleet reliability was consistently above the goal of 20,000 miles between service calls.
- Forty-three bus operators graduated.
- More than 26,000 hours of training.

- FY2016 preview:
 - Proposed fare change.
 - Install 15 new bus ad shelters.
 - Purchase replacement buses for 2003 Gillig and the 2002 articulated fleet.
 - Assess Zero Emission Bus (ZEB) readiness and develop potential ZEB Bus Project.
 - Finalize the Mechanic Apprenticeship Program.
- Paratransit
 - Total trips was more than 329,000.
 - OTP is suffering because of this increase in ridership
 - Fleet reliability was consistently above the goal of 20,000 miles between service calls.
 - Maintained zero denials.
 - Ridership increased 4.8 percent.
 - New Redi-Wheels five-year contract effective January 1, 2015.
 - New Paratransit Eligibility five-year contract effective August 1, 2015.
 - Fare changes under review.
- Caltrain
 - Total ridership was 18.7 million.
 - OTP is below the 95 percent goal due to the high ridership.
 - AWR increased 9.3 percent.
 - Farebox revenue increased 12.1 percent to \$83.9 million.
 - Installed 8,657 feet of fencing.
 - The Communications-based Overlay Signal System/Positive Train Control installation is progressing.
 - Sixteen used Bombardier rail cars were purchased.
 - The Electrification Environmental Impact Report was certified.
 - FY2016 preview:
 - Continue safety/service focus with TransitAmerica Services.
 - Continue bridge replacement projects in San Mateo and San Francisco.
 - Will be installing 16,000 feet of fencing.
 - Place all 16 used cars into service and increase Bombardier train bike capacity from 48 to 72 bikes per train.
 - Review fare changes.
 - Complete Caltrain Modernization Project procurements, contractor selection, funding plans and implementation schedules.
- Shuttles
 - Total trips were 2.7 million.
 - A new multi-agency shuttle service contract effective July 2015. The new vehicles have reduced emissions and new branding.
- A total of 34.8 million trips for all modes (not including the Bay Area Rapid Transit (BART) extension) were taken which equates to 492 million passenger miles.

Director Matsumoto asked if Caltrain schedules are matched up to other agencies when adjustments are made. Mr. Harvey said it is a challenge because staff has control of some and not others. For example, staff manages the shuttle routes so they

meet certain trains. It is harder to match up to BART, San Francisco Municipal Agency and Santa Clara Valley Transportation Authority.

Director Rose Guilbault asked how many miles does BART account for in the passenger miles. Mr. Harvey said he doesn't have that information, but will provide it.

Chair Kersteen-Tucker asked if bike demand on Caltrain will be met in a year. Mr. Harvey said the demand is being met now. Approximately 7,500 bikes are being carried daily and 99.95 percent of bike customers are carried. The demand curve cannot be solved on board, so the Peninsula Corridor Joint Powers Board needs to look at wayside improvements for bikes.

Chair Kersteen-Tucker asked about OTP on the Coast. Mr. Harvey said it is a challenge due to the traffic there.

Multimodal Ridership Report – July 2015

Mr. Harvey reported:

- July 2015 Compared to July 2014
 - Average Weekday Ridership (AWR)
 - Bus was 37,130, a decrease of 1.7 percent.
 - Paratransit was 1,210, an increase of 5.2 percent.
 - Caltrain was 62,630, an increase of 6.9 percent.
 - Total weekday ridership was 152,220, an increase of 2.2 percent.
 - Total year to date monthly ridership
 - Bus ridership was 1,010,400, no increase.
 - Paratransit ridership was 30,990, an increase of 8.3 percent.
 - Caltrain ridership was 1,729,240, an increase of 10.2 percent.
 - Total ridership was 2,770,630, an increase of 6.2 percent.

Adjourned: 2:17 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **DESIGNATION OF OCTOBER AS DISABILITIES AWARENESS MONTH**

ACTION

Staff proposes the Committee recommend the Board proclaim October as "Disabilities Awareness Month."

SIGNIFICANCE

"Disabilities Awareness Month" is an opportunity to focus special attention on the daily challenges faced by persons with mobility impairments throughout the SamTrans service area, to reflect on measures that are being extended to assist them, to increase public awareness of new opportunities to meet their special needs, and to draw specific attention to our efforts to serve this community.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

During the current fiscal year, SamTrans has budgeted \$16,723,000 for paratransit services, and will expend additional operating funds to accommodate customers with disabilities on the San Mateo County Transit District's (District) fixed-route services.

Over the past year, accomplishments of the District's accessibility program include:

- Providing more than 324,000 paratransit trips to Redi-Wheels and RediCoast riders
- Providing safe, reliable paratransit service for county residents
- Continuing the consumer-friendly paratransit eligibility process (more than 3,200 people were evaluated in the last fiscal year)
- Maintaining a "zero trip denials" policy on Redi-Wheels and RediCoast
- Providing ravel training

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

650-508-6475
650-508-6247

Proclamation

IN HONOR OF DISABILITIES AWARENESS MONTH

WHEREAS, throughout the United States, the month of October has been designated as a time to recognize the courage of more than 56 million Americans with Disabilities; and

WHEREAS, 141,000 San Mateo County residents with disabilities are seeking to avail themselves of the area's many opportunities to enhance their quality of life; and

WHEREAS, many of these citizens with disabilities are making substantial contributions to their communities throughout the county, and many more are eager to provide their energies and talents; and

WHEREAS, reliable transportation remains one of the most important resources to assist these citizens with trips for work, business, and for medical and recreation services; and

WHEREAS, the San Mateo County Transit District since 1977 has provided countywide paratransit services to tens of thousands of mobility-impaired residents through Redi-Wheels and RediCoast and access to fixed-route buses; and

WHEREAS, on the 25th anniversary since the landmark civil rights legislation, the Americans with Disabilities Act of 1990, was signed into law, SamTrans is enhancing its paratransit program to provide services to more local patrons.

NOW THEREFORE BE IT RESOLVED, that the Board of Directors of the San Mateo County Transit District hereby proclaims October as Disabilities Awareness Month and reaffirms its dedication to serving the mobility-impaired community.

Regularly passed and adopted this 7th day of October, 2015.



Chair, San Mateo County Transit District

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

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 July 14 PCC meeting and the July 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
July 14, 2015**

ATTENDANCE: Members Present: Mike Levinson, Chair; Sammi (Wilhelmina) Riley, Consumer; Dale Edwards, Consumer; Maureen Dunn, Senior Focus; Vincent Merola, CiD; Tina Dubost, SamTrans; Dinae Cruise, Consumer; Susan Capeloto, DOR; Dr. Aki Ejijima, Consumer; Judy Garcia, Consumer; and Sandra Lang, COA.

GUESTS: Coli Bertucelli, Community Gatepath; Richard Weiner, Nelson-Nygaard; Ashish John, SamTrans; John Sanderson, SamTrans; Dave Daley, First Transit; Elly Colwell, SamTrans; Erin Swartz, PCC Staff.

ABSENTEES: Dr. Michal Settles, PCC Vice-Chair; Jim Engvall, Consumer; Nancy Kegan, Catholic Charities; Barbara Kalt, Rosener House; Marie Violet, Sequoia Hospital.

(Member Attendance: 11; Quorum—YES.)

WELCOME/INTRODUCTION

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

APPROVAL OF THE JUNE PCC MINUTES

Mike requested corrections for the June PCC meeting minutes. First, the call to order was at 10:30 a.m. instead of 1:30 p.m. and the meeting ending time should be around 3:00 p.m. Mike also asked that the text of the presentation given by Richard Weiner, include the phrase, "...at least the same" in the section referring to the availability of paratransit services. Mike motioned to approve the corrected minutes for June and Maureen seconded. There were no abstentions.

COMMITTEE REPORTS

A. ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)

Sandra reported that the most recent AL-Com meeting was on Tuesday, July 7, 2015. She reviewed the work of the Ad Hoc Committee and stated that she would be stepping down as AL-Com Chair. The Committee will continue working with Seamus Murphy at SamTrans to receive legislative updates. Tina will be contacting Jean Conger at SamTrans to ask if she can attend an upcoming AL-Com meeting. The Ad hoc Committee completed a thorough review of Redi-Wheels customer comments and worked with John Sanderson to reformat the Customer Comment Report for the PCC. Sandra added that AL-Com Chair nominees should contact Mike, Vincent or Erin. Tina will also be bringing copies of the Senior Mobility Guide to the next AL-Com meeting. The next AL-Com meeting is scheduled for Tuesday, October 6, 2015.

B. GRANT/BUDGET REVIEW

Barbara absent, no report available.

C. EDUCATION COMMITTEE

Maureen reported that the Education Committee met before today's PCC meeting. The last outreach presentation was at Doelger Center in Daly City on June 15. About 30 people attended the meeting. Aki and Mike received multiple messages after the presentation, with positive feedback. Legal Aid, another group presenting that day, may be a good source for recruiting new PCC members. Erin also reported on an outreach event in Pacifica that took place in May.

The next outreach event is Seniors on the Move, which is scheduled on November 10, the same day as the November PCC meeting. Four people have tentatively volunteered to work at this event. The PCC will be tentatively re-scheduling the November meeting for the 17th, so that the PCC members can attend Seniors on the Move and come to the PCC meeting.

The Education Committee discussed the process for new members who are joining the PCC. New PCC members will be invited to attend meetings first and then get an application from Erin. The PCC will review the applications and approve the new members. An orientation session will be provided for new PCC members, as well.

D. EXECUTIVE COMMITTEE

The next Executive Committee meeting will be held at 10:00 a.m. on Friday, July 31, 2015 in a conference call format. Vincent Merola, who has been nominated as the PCC Vice-Chair, will be participating, along with Linda Rhine and Richard Weiner from Nelson-Nygaard.

Consumer Corps Report

Erin provided the Consumer Corps Quarterly Report. A total of 136 ride evaluations were submitted between April and June 2015. Total reports this quarter were slightly lower than the previous quarter, along with the number of Redi-Wheels Comment Cards observed in paratransit vehicles. On-time performance was about 81% and the longest wait time reported by a rider was 38 minutes beyond the 20 minute scheduled pick up time. Problems with Night Before Calls and reservation hold times continue to be very low. Redi-Wheels rider satisfaction with Driver Assistance continues to be very high. About 2/3 of Consumer Corps members reported being picked up in a Redi-Wheels vehicle and the remaining 1/3 reported being picked up by a taxicab. Erin clarified that the Consumer Corps members who travel in and around Pacifica are categorized as Redi-Wheels clients, not RediCoast. Trends show that most of the Consumer Corps members traveled distances less than 20 miles on their rides and that taxicabs are carrying Redi-Wheels Comment Cards more often.

Vincent asked about On-Time Performance in the Consumer Corps, as it compares to the Redi-Wheels On-Time Performance data provided in Tina's monthly reports. Tina noted that the Consumer Corps data is not intended to be statistically significant, but rather, operates as a "snapshot" of an average ride on Redi-Wheels. Dave pointed out that advance reservation service has a lower On-Time Performance and agency service has higher On-Time Performance. He discussed the four types of paratransit rides provided: Advanced reservation, Agency trips, Individual subscription, and Taxi trips. Dave reported that On-Time Performance for Agency service rides has been over 97%

and Advance reservation (on-demand) service is over 80%. Together, these two types of trips averaged about 90% On-Time Performance.

SAMTRANS/REDI-WHEELS REPORT

E. Operational Report

Tina reported that the SamTrans Marketing Survey was completed with 500 Redi-Wheels/RediCoast riders. About 10% of the respondents used RediCoast. In September, a full report should be available for the AL-Com and the PCC meetings.

Tina provided several other updates from SamTrans. SamTrans Contracts and Procurements department released RFPs for Travel Training Contracts. Tina described this service as travel training for people with specific types of disabilities, so that they can utilize fixed route service. Tina said that the SamTrans reception desk will be moved to the first floor of the building at some point before the end of 2015.

In addition, the C.A.R.E. Evaluators contract was renewed for paratransit eligibility evaluations.

SamTrans is no longer charged for individual evaluations and has now switched to a flat rate per month payment structure. The new five-year contract also includes additional staff that are based locally. Mike added that the new C.A.R.E. evaluators Office is in Burlingame.

Tina followed up on Diane's complaint from last week's AL-Com meeting. Tina noted that hold times have gone up in May and June, but more information would be needed to address Diane's specific complaint. Tina said that although the dispatcher department was fully staffed, there was a high call volume yesterday.

Coastside Statistics Report

In Michal Settles' absence, Tina announced that the Coastside meeting is taking place this Friday. Mike Levinson reported that he will be attending.

Tina provided the Coastside Transportation Committee Quarterly Report. Total Trips have increased from 2,204 in June 2014 to 3,222 in June 2015. Average weekday ridership has increased slightly, while Same day cancels have decreased over the same time period. There were 9 No-shows in June 2014 and 41 in June 2015. On-Time Performance has been near 100% for the past several months. Productivity did not meet the standard, but has increased over the past several months. Richard asked about the Productivity standard of 1.5 passengers/hour. Ashish John reported that the assessment and bonus table used by SamTrans includes productivity. In response to a question from Maureen, SamTrans confirmed that taxicabs are not used as a part of paratransit services on the Coastside. Complaints were less than 1 per 1000 trips. Average phone wait times exceeded the standard of 1.5 minutes or less.

F. Performance Summary

Tina provided the Redi-Wheels Performance Measures Report. From April to May 2015, Total trips served decreased slightly and Total customer no-shows increased. Late cancels decreased significantly over the same time period. From April to May 2015, Average weekday ridership stayed near 1,000 and taxi trips continued to increase. In

May 2015 there were 2,148 Redi-Wheels riders and 296 Inter-County Transfer Trips. On-time performance continues to exceed the standard of 90%. Productivity met the standard of 1.70 passengers/hour. Average phone wait time also exceeded the standard of 1.5 minutes or less.

Dave reported that more taxi service has been needed because SamTrans owned vehicles are running at near capacity. Vincent asked about the dotted line on the OTP graph. Richard noted that the dotted line likely represents the average of the OTP data for the past 12 months.

Dave said that in the next 30 days, the installation of new mobile data terminals and equipment in sedans will be completed. Aki asked about the status of Trapeze and IVR. John responded that after the Trapeze upgrade in June, some features were not fully functional for a few weeks while bugs in the software were being worked out. Tina reported that IVR imminent arrival calls will go through internal testing once the Trapeze upgrade is wrapped up.

Aki also asked about commute.org vehicles that he has observed on local roads. Ashish John reported that the shuttles are a joint service between SamTrans and the Peninsula Traffic Congestion Relief Alliance (Commute.org). The shuttles mainly serve Caltrain and BART stations. Ashish John noted that the new RFP stipulates that the vehicles are ADA accessible, but they do run on a fixed schedule without requiring reservations.

John provided the Monthly Redi-Wheels Paratransit Comment Statistics Report. About 1/3 of the 48 total Comments in May were determined to be valid. John pointed out that Redi-Wheels receives many reports of late vehicles, which are not found to be late beyond the 20 minute pick-up window. Overall, the data shows consistent trends in Service Related comments, such as Driver Conduct and Late Vehicles.

Safety Report

Dave reported that in May, there were 3 preventable, non-injury accidents. Two minor accidents took place in June, which exceeded the standard. Aki asked Dave about safety reporting for Serra taxicab. Dave confirmed that accidents involving taxis are included.

LIAISON REPORTS

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Mike reported that the next Coastside meeting is scheduled for Friday, July 17, 2015 from 9:30-11:00 a.m. at 925 Main Street in Half Moon Bay.

B. AGENCY

Barbara reported that no update is available.

C. EFFICIENCY REVIEW COMMITTEE (ERC)

Aki reported that the ERC did not hold a July meeting. The next meeting will be on Tuesday, August 4, 2015 from 11:00-12:30 p.m.

D. COMMISSION ON AGING (COA)

Sandra reported that the COA met yesterday at the County of San Mateo Human Services Agency in Belmont. The COA has been working to restructure the group to focus on elder abuse, transportation, and resources for seniors. There is a new Committee on Transportation. The next COA meeting is scheduled for September.

E. COMMISSION ON DISABILITIES (COD)

Vincent reported that the Art Showcase Artists' Reception and Silent Auction will take place on October 20, 2015 and the Transition to Independence Fair is scheduled for October, as well. He will share more information about these events soon.

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

Vincent reported that the CiD is collaborating with other independent living centers to host the Disability Unity Festival near the UN Plaza in San Francisco at UN Plaza on September 25 and 26. Vincent will forward Erin an electronic copy of the event flyer to share with the members of the PCC.

G. DEPARTMENT OF REHABILITATION (DOR)

Susan reported that a pilot program for the Work Incentive and Planning Assistance Project is being implemented. One WIPA office will be in San Mateo County and one will be in San Francisco. Work Incentive Planners (WIPAs) will work with clients who are job-ready to coordinate their benefits.

H. METROPOLITAN TRANSPORTATION COMMISSION (MTC)

No report available.

OTHER BUSINESS

Tina reported that she has received feedback from only one person about the new Redi-Wheels ticket format.

Dinae asked to have Christmas caroling brought back for December 2015. Tina agreed to check staffing on the Coastsides and Dinae noted that Bill Welch would like to participate. Dave volunteered to play the 12 Days of Christmas on the guitar and Marie Violet may be available to play piano.

Dave announced that a longtime paratransit driver and trainer, Willie Vaughn, passed away unexpectedly in June. Tina motioned and Mike seconded to adjourn the meeting in honor of Willie.

The next PCC meeting will be scheduled to take place from 1:30-3:30 p.m. on September 8. The Education Committee will be meeting that same day from 12:00-1:00 p.m.

MEETING ADJOURNED: 3:15 p.m.

SAMTRANS ACCESSIBILITY ADVISORY COMMITTEE

MEETING SUMMARY – July 8th, 2015

PRESENT: Cam Acker, Fernanda Castelo, Jim Engvall, Alec Karp (Chair), Vincent Merola,

ABSENT: Karen Vanderwoert, Donald Jacobberger, Judy McKie

GUEST: Paul Wirthlin

SAMTRANS STAFF: Tina Dubost, Richard Lesser, John Sanderson

I. Introductions

II. Agenda

III. Approval of Minutes

One correction from Vincent Merola: The symposium on service animals was put on by the Commission on Disabilities.

The minutes from the May 13, 2015 meeting were approved as corrected.

IV. Fixed Route Bus and Caltrain

A. Test of New 1:6 Bus Ramps – Richard Lesser

At the last meeting, Jim Engvall and Paul Wirthlin brought up a problem that they had experienced boarding the buses using the segmented 1:6 bus ramps. 1:6 refers to the slope of the ramp. 6 inches are traversed to rise 1 inch [a 17% slope]. These ramps have three segments. The previous model ramps have a 1:4 slope [25%], and only one segment. The newer 1:6 ramps were introduced pursuant to the reasoning that a less steep slope makes the ramps easier to navigate.

Accessible Services tested this issue in the field, with the assistance of Jim and Paul, using a hybrid bus with the new 1:6 ramp. Boarding was tried at four separate locations, observations made and measurements taken. Each of the three segments of the ramp had a different slope, and they all varied by location, influenced by factors such as street and sidewalk slopes and curb heights. The lower segment of the ramp goes from the ground almost to the bus door, the middle segment goes into the door. The top segment is the smallest and goes up to the farebox.

Richard Lesser described the test results. He measured the slope of each of the three parts of the ramp at each location and with the bus kneeled and not kneeled. In all cases, the slope was less than 25% (which is the maximum slope that ADA allows for a bus ramp). However, potential problems were observed during boarding at each of the locations. It appears that the difference between the slope of each segment,

rather than the total slope is problematic. Fernanda Castelo reported that the 1:6 ramps do not allow her to get as close to the farebox.

The old 1:4 ramps also vary, but they only have one slope, which is less steep when lowered to a curb, steeper when lowered to street level. SamTrans currently follows a Standard Operating Procedure that states that if any bus ramp is lowered to the street level, the Bus Operator will get up out of their seat to assist from behind the chair as the passenger goes up the ramp, to alleviate any danger or difficulty presented by going up the steeper slope.

The committee discussed the 1:6 ramp issue and the results of the field test. A more formal "Hazard Assessment" will soon be scheduled, with the goal of assessing hazard levels and recommending policy changes to reduce the hazard. Staff is also doing research to see if other agencies have similar experiences.

Fernanda Castelo said that she lectures on design thinking and empathy design, which proposes that the end-user must be involved in every step of the product development process, from concept, to decision, to creating, prototyping, and testing.

V. Paratransit Update – John Sanderson

John Sanderson said that the paratransit scheduling software was upgraded. The goal was to improve scheduling efficiency and the accuracy of the estimated arrival times, which should make the system more efficient, and provide better service. The Redi-Wheels contractor has been a really good partner to work with on these improvements. On-time performance is still consistent, at about 90%, and trip times have not increased.

Tina Dubost announced that Contracts and Procurement has released the RFP's for the next travel training contract, one for customers with visual impairments, and one for customers with Developmental and other disabilities.

VI. Caltrain Accessibility Advisory Committee (CAAC) Update – Richard Lesser

Richard Lesser provided a summary of the CAAC meeting on Wednesday, June 17th. Some members of this SAAC committee were also there – Fernanda Castelo, Vincent Merola, Donald Jacobberger.

At the beginning of the meeting, the Committee was introduced to Jim Hartnett, SamTrans' new CEO – and Caltrain's new Executive Director.

Rail Operations Manager April Maguigad, talked about Caltrain service improvements. Recently purchased additional Bombardier train cars have been added to some of the busier schedules to increase the number of cars from five to six, to better accommodate continuously growing, record-breaking ridership.

Additional sensitivity training for Caltrain conductors is planned. Alec Karp emphasized the importance of conductors going to the PNA area to offer assistance. Conductors

should always check for anyone in the PNA area and offer assistance to anyone in the area. The group discussed the Caltrain service experienced by people with disabilities.

Rita Haskin, Executive Officer for Customer Service and Marketing, spoke about a mobile ticketing app in development, which will allow customers to purchase and use Caltrain tickets with their smartphones. This will alleviate some of the pressure from the ticket vending machines, and provide an additional ticketing option. Some questions and concerns were brought up regarding the accessibility of the app. The accessibility of the app depends on the accessible features of the phones. Text rather than graphical displays are used for the app. The only graphical display is one to be used for ticket verification by the conductors.

Representatives from the Caltrain engineering department talked about capital improvement projects. A new, fully accessible, South San Francisco Station will be built in the next five years. The current station is one of only two regularly used Caltrain stations that are not fully ADA accessible.

The San Mateo Bridges project is underway, replacing aging train bridges and improving pedestrian and vehicular traffic. The 22nd Street Bridge is being replaced. There is a 25th Street grade separation project, which will allow vehicles to pass under the tracks, with greater safety and no periodic wait for passing trains. All projects comply with ADA regulations.

There was also a presentation on the Caltrain modernization program's procurement of new electric train cars, or "EMU's". Caltrain will be electrified by approximately 2020. EMU's will run on overhead electric lines and will be able to accelerate and decelerate faster, and Caltrain will be able to run more trains per hour and serve more passengers. He discussed possible ways for the EMU's to be adaptable for level boarding. Caltrain will share the right-of-way with California High Speed Rail service.

Planning the interior configuration of the EMU's involves safety, accessibility, passenger and bike capacity, luggage, and seating. Each car is required by the ADA to have the ability to accommodate two wheelchairs.

There followed a lively discussion about whether there will be restrooms on the EMU's. The committee was strongly in favor of having restrooms on the trains. Alec Karp made a motion that the SAAC committee should write a letter to the Caltrain ED and to the Caltrain Board to request at least one restroom on new Caltrain cars, preferably in the ADA car. (The second car from the front of the train is designated as the ADA car. All new train cars will have space for two wheelchairs.) The motion passed unanimously.

Fernanda Castelo accentuated the importance of good signage and announcements to help guide unfamiliar consumers, especially as boarding becomes more complex with stations sharing HSR and Caltrain electrified service potentially boarding at different platform levels.

The last part of the CAAC meeting addressed "reasonable modification", which the SAAC has already discussed.

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

Judy McKie was not present to give this update.

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

Cam Acker stated that VTA is involved in the early stages of the process to create Bus Rapid Transit (BRT) service on El Camino Real in Santa Clara County. There are two configurations under consideration for bus-only transit lanes: a median-center lane and a curb side bus lane. Cam argued that a curb-side lane is safer and more accessible for people with disabilities and strongly advocates for the use of curbside rather than median-center bus-only lanes.

Alec Karp shared Cam's concerns, and recommended contacting the National Federation for the Blind and other groups to assist in advocacy.

IX. Announcements and Other Business

By unanimous vote of the Committee quorum present, Fernanda Castelo was nominated and approved as a member of the SamTrans Accessibility Advisory Committee.

Jim Engvall asked if Richard Lesser would check the 1st stop southbound after San Carlos for safety and accessibility.

X. Set Date for Next Meeting

The next meeting set for Wednesday, September 16th, from 11:30 AM to 1:00 PM.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

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

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

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

Prepared by: Donald G. Esse, Senior Operations Financial Analyst

650-508-6329

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – AUGUST 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 Fiscal Year (FY) 2014, 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 San Francisco International Airport Extension as a separate line.

AVERAGE WEEKDAY RIDERSHIP – AUGUST 2015 COMPARED TO AUGUST 2014

Total District Modes – 169,080, an increase of 0.6 percent.

Bus – 41,430, a decrease of 0.3 percent.

Paratransit – 1,200, an increase of 8.1 percent.

Caltrain – 62,850, an increase of 3.3 percent.

Shuttles – 11,660, a decrease of 6.2 percent.

**Table A
Average Weekday Ridership**

August 2015 Average Weekday Ridership				Percent Change FY2014/2015
Mode	FY2014	FY2015	FY2016	
Bus	39,100	41,570	41,430	-0.3%
Paratransit	1,070	1,110	1,200	8.1%
Caltrain	53,840	60,870	62,850	3.3%
Shuttles	10,090	12,430**	11,660	-6.2%
Total	104,110	115,980	117,130	1.0%
BART Extension (No Daly City)	48,960	52,130	51,950	-0.3%
Grand Total	153,070	168,110	169,080	0.6%
Weekdays	22	21	21	

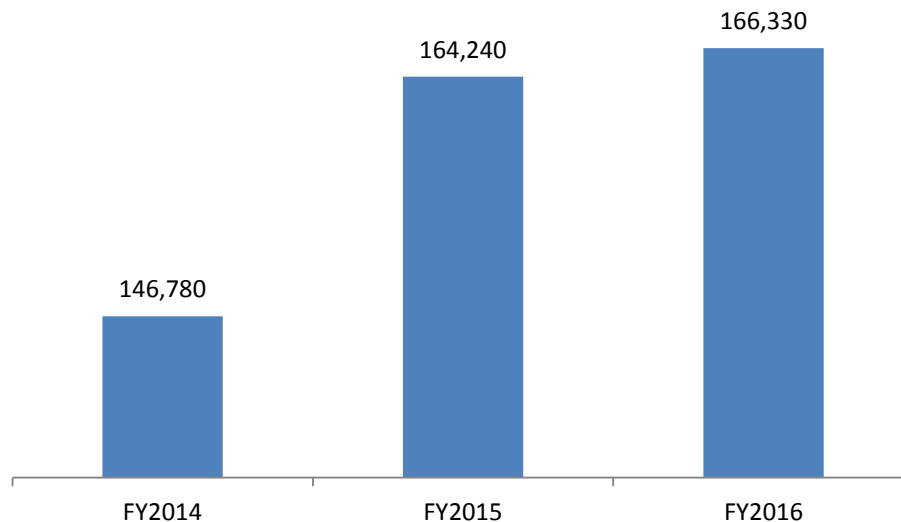
August 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2014	FY2015	FY2016	
Bus	37,750	39,660	39,280	-1.0%
Paratransit	1,090	1,130	1,200	6.2%
Caltrain	54,410	59,730	62,740	5.0%
Shuttles	9,800	12,390**	11,510***	-7.1%
Total	103,060	112,920	114,740	1.6%
BART Extension (No Daly City)	43,730*	51,330	51,600	0.5%
Grand Total	146,780	164,240	166,330	1.3%

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

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

***Shuttle year-to-date numbers were not reported for July due to inaccuracy with the month's ridership reporting. Year to date data for FY2016 contains July 2015 data that is an estimate based on the percentage delta change observed in August 2014 versus July 2014. In addition, the Genentech Glen Park shuttle has been removed from reporting because SamTrans is no longer providing a subsidy for this service. The shuttle generated about 35 percent of the SamTrans ridership.

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



The following summary and 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 August for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – AUGUST 2015 COMPARED TO AUGUST 2014

All District Modes – 4,362,690, an increase of 0.2 percent.

Bus – 1,075,670, a decrease of 1 percent.

Paratransit – 28,830, an increase of 2 percent.

Caltrain – 1,679,230, an increase of 3.2 percent.

Shuttles – 246,930, a decrease of 5.8 percent.

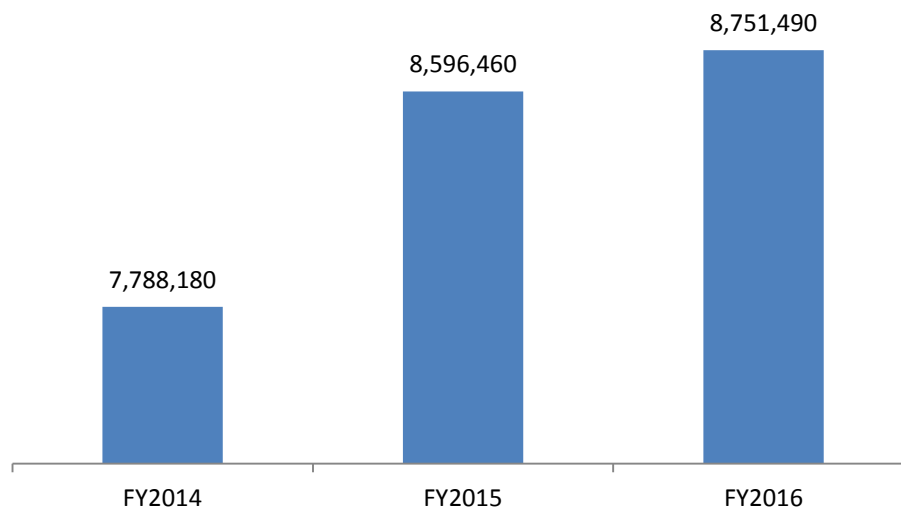
**Table B
Total Monthly Ridership**

August 2015 Total Monthly Ridership				Percent Change FY2014/2015
Mode	FY2014	FY2015	FY2016	
Bus	1,041,620	1,086,460	1,075,670	-1.0%
Paratransit	26,820	28,260	28,830	2.0%
Caltrain	1,466,170	1,626,750	1,679,230	3.2%
Shuttles	225,300	262,050**	246,930	-5.8%
Total	2,759,900	3,003,520	3,030,650	0.9%
BART Extension (No Daly City)	1,305,100	1,351,010	1,332,030	-1.4%
Grand Total	4,065,000	4,354,530	4,362,690	0.2%
Weekdays	22	21	21	

August 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2014	FY2015	FY2016	
Bus	2,010,750	2,096,450	2,086,070	-0.5%
Paratransit	54,450	56,890	59,820	5.2%
Caltrain	2,958,050	3,223,470	3,408,470	5.7%
Shuttles	440,460	540,190**	509,950***	-5.6%
Total	5,463,700	5,916,990	6,064,310	2.5%
BART Extension (No Daly City)	2,324,480*	2,679,470	2,687,180	0.3%
Grand Total	7,788,180	8,596,460	8,751,490	1.8%

*BART experienced eight total days of strikes in FY2014, during which time no trains operated.
 **The Genentech Glen Park shuttle has been removed from reporting because SamTrans is no longer providing a subsidy for this service. The shuttle generated about 35 percent of the SamTrans ridership.
 ***Shuttle year-to-date numbers were not reported for July due to inaccuracy with the month's ridership reporting. Year-to-date data for FY2016 contains July 2015 data that is an estimate based on the percentage delta change observed in August 2014 versus July 2014.

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – August 2015

North Fair Oaks Community Festival – The Annual North Fair Oaks Community Festival continued to be a great venue for SamTrans to connect with the community. Thousands of people attended the festival for the live entertainment, parade, children's activities, and arts and crafts. SamTrans Market Research & Development and bilingual Customer Service employees staffed a booth, providing information to attendees and answering questions. To promote SamTrans' connection to the community, the bus agency ran a Spanish-language ad in the festival program.

Bus Operator Tip Tuesday – SamTrans completed its sixth month of a 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:

- Please reserve the priority seats in the front of the bus for seniors and people with disabilities.
- Wait until the bus pulls away from the stop before crossing the street.
- Always use earphones to keep noise pollution on board to a minimum.

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.

Rider's Digest – The August edition of *Rider's Digest* contained summary of upcoming Runbook 118 service changes. The newsletter also included information about the new Reasonable Modification rules for customers with disabilities, as well as a safety tip for riding a crowded bus.

Prepared by: 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, OCTOBER 7, 2015 – 2:30 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 September 2, 2015
2. Acceptance of Statement of Revenues and Expenses for August 2015

CONTRACTS

3. Authorize Award of Contract to The Cities Group to Provide Comprehensive Workers' Compensation Program Administration Services for a Not-to-Exceed Amount of \$981,000 for a Five-Year Term
4. Authorize Renewal of Contract with Vision Service Plan for Continued Vision Insurance Coverage for a Not-to-Exceed Amount of \$412,000 for a Four-Year Term
5. Authorize Award of On-Call Contracts to Caminar, Inc. and Pomeroy Recreation and Rehabilitation Center for Travel Training Services for Customers with Developmental Disabilities for a Not-to-Exceed Amount of \$197,400 for a Five-Year Term
6. Authorize Award of Contract to CSched USA to Provide On-Call Bus Scheduling and Research/Optimization Support Services for a Not-To-Exceed Amount of \$500,000 for a Five-Year Term
7. Authorize Award of Contract to Dunbar Armored, Inc. for Armored Car, Revenue Collection, Transportation and Processing Services for a Not-to-Exceed Amount of \$369,200 on a Month-to-Month Basis for up to 10 Months
8. Authorize Award of an Emergency Contract to Technology, Engineering and Construction for the Condition Assessment of an Industrial Waste Pipeline at North Base In the Amount of \$34,369 and Amend the Fiscal Year 2016 Capital Budget by an Increase of \$75,000 for a Total Capital Budget of \$42,478,029

INFORMATIONAL

9. Update on the Business Optimization Project

Committee Members: Rose Guilbault, Jeff Gee, Carole Groom

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
SEPTEMBER 2, 2015**

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

Committee Members Absent: C. Groom

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

Staff Present: J. Averill, B. Carson, J. Cassman, A. Chan, D. Couch, G. Harrington, J. Hartnett, C. Harvey, R. Haskin, M. Martinez, N. McKenna, M. Simon

Committee Chair Rose Guilbault called the meeting to order at 2:17 p.m.

Approval of Minutes of Finance Committee Meeting of August 5, 2015

Motion/Second: Tissier/Stone

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

Absent: Groom

Acceptance of Statement of Revenues and Expenses for July 2015

Gigi Harrington, Deputy CEO, said July revenue is under budget by \$500,000. Expenses are \$1.5 million under budget. Fuel was \$1.54 per gallon last week and year to date is \$1.72 per gallon. The fuel hedge has not been tripped. Ms. Harrington said the new financial system was launched in July creating a lag time in the July financials. They will be reflected in the August statement.

Motion/Second: Gee/Kersteen-Tucker

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

Absent: Groom

Authorize Entering into a Memorandum of Understanding (MOU) with the Santa Clara Valley Transportation Authority for a Joint Disadvantaged Business Enterprise (DBE) Availability and Utilization Study with a Funding Commitment Not to Exceed \$30,000

Bill Carson, Director, Human Resources, said the study will measure the availability and utilization of DBE and small, minority, and women-owned businesses and their contracting activity in the industry. This is the second time the study is being done. The last one was done in 2007. Total cost for the study is \$500,000 and the funds are included in this year's budget.

Motion/Second: Tissier/Gee

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

Absent: Groom

Authorize the Continuation of the Safe Harbor Transit Ticket Program

Rita Haskin, Executive Officer, Customer Service and Marketing, said staff recommends continuing the free ticket program with Safe Harbor homeless shelter for three years. The shelter is located adjacent to the North Base facility on District property. The District has participated with Safe Harbor, and Samaritan House prior to that, for about 25 years in providing free transportation. A Day Pass is provided to each resident as they depart the facility to allow them to seek services and then return to the shelter in the evening. Approximately 75 to 90 passes are distributed each day. Ms. Haskin said this service provides the necessary link between the residents and finding services to help their situation.

Committee Chair Guilbault asked if this program is being done with other organizations. Ms. Haskin said no.

Committee Chair Guilbault asked why this particular organization was selected for this program. Ms. Haskin said the District started helping when the shelter was in the old armory in San Mateo more than two decades ago and it grew from there as Safe Harbor began leasing land from the District.

Motion/Second: Tissier/Gee

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

Absent: Groom

Authorize Adopting Amended and Restated Clipper MOU with the Metropolitan Transportation Commission (MTC) and Bay Area Transit Operators

Ms. Haskin said with these changes, the transit operators will have more say in the development and operation of Clipper, and this establishes an Executive Board on which Jim Hartnett, General Manager/CEO, will have a seat. The Executive Board meeting will be open to the public. The cost allocation of funding Clipper for SamTrans will be an additional \$82,000 a year. It also establishes an Executive Director for the Clipper System, which initially will be an employee of MTC.

Director Jeff Gee asked if the Executive Board will be more responsive to cities' concerns. Ms. Haskin said this adds pressure and focus on the need to be out where the customers are.

Mr. Hartnett said the formation of the committee is an outcry of the General Managers desires to have a higher degree of influence over a highly dominated MTC process.

Director Karyl Matsumoto asked what the \$82,000 is for. Ms. Haskin said it is the cost for the current system.

Director Matsumoto asked if there are any fares not compatible with the Clipper Card. Ms. Haskin said the Day Pass and discounted youth pass.

Director Matsumoto asked for a copy of the MOU with the cost allocations.

Director Guilbault asked if the executive director will report to the general managers. Ms. Haskin said it is going to be a nine-member board consisting of the general

managers of the big seven transit agencies and then two appointees from among the smaller transit agencies. The executive director is a current employee of MTC who is working on this program about 50 percent of her time.

Director Zoe Kersteen-Tucker said this MOU extends out 10 years, which seems like a long time. Ms. Haskin said legal counsel helped draft the MOU.

Joan Cassman, Legal Counsel, said the MOU gives the general managers more of say on the next generation of Clipper and what is put into place.

Chair Shirley Harris asked if it's a set formula. Ms. Haskin said it is from revenue and transaction data.

Director Adrienne Tissier said each transit agency sets up Clipper around their agency's needs and asked if this board will make it more consistent. Ms. Haskin said to make it more consistent where possible, but not for a particular agency's needs. The general managers have decided the youth age will be 18 for all agencies and the creation of a 50-cent transfer credit.

Director Guilbault asked if a lost card will be credited faster. Ms. Haskin said the expectation is the money will be available immediately.

Motion/Second: Tissier/Gee

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

Absent: Groom

Authorize Execution of a Real Estate Cooperative Agreement with the Peninsula Corridor Joint Powers Board (JPB) to Undertake Eminent Domain Proceedings in Connection with the Peninsula Corridor Electrification Project

Dave Couch, Director, Project Delivery, Caltrain Modernization, said there are a series of parcels to be acquired for this project. There are over 150 parcels identified and 102 parcels are within San Mateo County. Most are slivers of land and there are no full takes of property and may be just a matter of taking two to three feet off the back of a property line to get the right of way wide enough for electrification. The majority of the acquisitions will be voluntary and friendly. The JPB does not have eminent domain authority. This will allow for eminent domain authority for this project.

Motion/Second: Ratto/Matsumoto

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

Absent: Groom

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

Ms. Harrington said there were irregularities with this bid. The current vendor is Kimball and staff has extended their contract.

Motion/Second: Gee/Kersteen-Tucker

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

Absent: Groom

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

Ms. Harrington said no other companies can provide these services as it is Giro's proprietary software.

Motion/Second: Kersteen-Tucker/Stone

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

Absent: Groom

Adjourned: 2:53 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
AUGUST 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 August 2015 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 14) are \$315,916 or 1.2 percent **worse** than revised budget. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$317,241 or 10 percent.

Expenses: *Total Expenses* (page 4, line 72) are \$2,884,613 or 11.8 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$2,770,277 or 14.8 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$79,044 or 2.8 percent and *Total Multi-Modal Programs* (page 4, line 70) are **better** than budget by \$35,294 or 1.2 percent.

BUDGET IMPACT

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

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

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

% OF YEAR ELAPSED: **16.7%**

	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	1,434,648	2,964,611	2,840,259	3,157,500	90.0	18,945,000	18,945,000	15.0
2 Local TDA and STA Funds	3,198,257	6,720,602	6,396,514	6,408,014	99.8	38,448,081	38,448,081	16.6
3 Operating Grants	0	1,009,438	460,126	510,984	90.0	6,131,812	6,131,812	7.5
4 SMCTA Measure A	575,519	1,463,333	2,912,016	2,912,016	100.0	9,240,000	9,240,000 ^(B)	31.5
5 SM County Measure A	416,667	833,333	833,333	833,333	100.0	5,000,000	5,000,000	16.7
6 AB434 Funds	50,083	97,000	100,167	100,167	100.0	601,000	601,000	16.7
7 Subtotal - Operating Revenues	5,675,173	13,088,318	13,542,414	13,922,013	97.3	78,365,893	78,365,893	17.3
Other Revenue Sources								
9 District 1/2 Cent Sales Tax	5,390,000	10,500,000	10,780,000	10,780,000	100.0	77,000,000	77,000,000	14.0
10 Investment Interest	91,423	139,286	179,079	151,726	118.0	910,357	910,357	19.7
11 Pass through to Other Agencies	10,083	56,621	20,167	20,167	100.0	121,000	121,000	16.7
12 Other Interest, Rent & Other Income	615,892	1,198,557	1,040,156	1,003,825	103.6	7,985,257	7,985,257	13.0
13 Subtotal - Other Revenues	6,107,398	11,894,464	12,019,402	11,955,718	100.5	86,016,614	86,016,614	14.0
14 Total Revenues	11,782,571	24,982,782	25,561,815	25,877,731	98.8	164,382,508	164,382,508	15.6
15 Capital Assistance	28,407	3,306,669	28,407	28,407	100.0	36,906,869	102,901,693 ^(A)	0.0
16 Reserves Programmed for Capital	811,514	1,399,437	811,514	811,514	100.0	0	5,403,959 ^(A)	15.0
17 Total Sources of Funds	12,622,492	29,688,887	26,401,737	26,717,652	98.8	201,289,377	272,688,160	9.7
USES OF FUNDS								
Operations								
21 Motor Bus	6,333,213	16,198,051	15,943,720	18,713,997	85.2	112,268,491	112,271,073	14.2
22 A. D. A. Programs	1,416,915	2,344,988	2,775,348	2,854,392	97.2	16,725,800	16,723,218	16.6
23 Caltrain	359,919	1,043,333	2,480,816	2,480,816	100.0	6,080,000	6,080,000	40.8
24 Other Multi-modal Programs	171,591	475,931	348,789	384,083	90.8	3,830,170	3,830,170	9.1
25 Subtotal - Operating Costs	8,281,638	20,062,303	21,548,674	24,433,287	88.2	138,904,462	138,904,462	15.5
Other Uses of Funds								
27 Pass through to Other Agencies	10,083	56,621	20,167	20,167	100.0	141,780	141,780	14.2
28 Debt Service	836,304	4,074,805	1,672,608	1,672,608	100.0	21,645,646	21,645,646	7.7
29 Fiscal Agent Fees	0	0	1,043	4,733	22.0	28,399	28,399	3.7
30 Land Transfer Interest Expense	0	0	0	7,619	0	45,716	45,716	0.0
31 Subtotal - Other Uses of Funds	846,387	4,131,426	1,693,817	1,705,127	99.3	21,861,541	21,861,541	7.7
32 Capital Programs	839,921	4,706,105	839,921	839,921	100.0	42,403,029	113,801,812 ^(A)	0.7
33 Total Uses of Funds	9,967,946	28,899,835	24,082,412	26,978,336	89.3	203,169,032	274,567,815	8.8
34 NET SURPLUS / (DEFICIT)	2,654,546	789,053	2,319,325	(260,683)	(889.7)	(1,879,656)	(1,879,656)	(123.4)

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

(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
AUGUST 2015**

% OF YEAR ELAPSED: 16.7%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,368,074	2,821,944	2,706,692	3,021,667	89.6	18,130,000	18,130,000	14.9
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,678,644	5,743,103	5,357,287	5,357,287	100.0	32,143,723	32,143,723	16.7
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	338,463	615,687	676,926	676,926	100.0	4,061,556	4,061,556	16.7
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	0	935,679	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	1,378,938	5,090,472	5,823,601	8,247,653	70.6	46,135,529	46,135,529	12.6
10 Accessibility Fixed Route	85,032	203,070	176,591	187,458	94.2	1,124,750	1,124,750	15.7
11 TOTAL 1/2 CENT SALES TAX	1,463,970	5,293,542	6,000,192	8,435,111	71.1	47,260,279	47,260,279	12.7
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	66,428	103,171	132,685	107,913	123.0	647,475	647,475	20.5
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	18	0	36	0	0.0	0	0	0.0
16 Rental Income	207,633	321,398	250,565	214,083	117.0	1,284,497	1,284,497	19.5
17 Advertising Income	58,750	114,304	117,500	117,500	100.0	1,149,000	1,149,000	10.2
18 Other Income	151,233	249,223	272,340	272,527	99.9	1,460,150	1,460,150	18.1
19 TOTAL OTHER REVENUES	417,634	684,926	640,442	604,110	106.0	3,893,647	3,893,647	16.4
20								
21 TOTAL MOTOR BUS	6,333,213	16,198,051	15,943,720	18,713,997	85.2	112,268,491	112,268,492	14.2
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	66,574	142,666	133,567	135,833	98.3	815,000	815,000	16.4
25 Local TDA 4.5 Redi-Wheels	141,880	288,936	283,759	295,259	96.1	1,771,554	1,771,554	16.0
26 Local STA - Paratransit	39,271	72,878	78,541	78,541	100.0	471,248	471,248	16.7
27 Operating Grants	0	73,759	30,630	0	0.0	0	0	0.0
28 Sales Tax - District ADA Programs	288,422	25,128	486,958	585,443	83.2	2,412,766	2,412,766	0.0
29 Sales Tax - Paratransit Suppl. Coastside	125,861	237,609	252,720	252,720	100.0	1,512,350	1,512,350	16.7
30 Interest Income - Paratransit Fund	24,995	36,115	46,394	43,814	105.9	262,882	262,882	17.6
31 SMCTA Measure A Redi-Wheels	215,600	420,000	431,200	431,200	100.0	3,080,000	3,080,000	14.0
32 SM County Measure A	416,667	833,333	833,333	833,333	100.0	5,000,000	5,000,000	16.7
33 Measure M Paratransit	97,647	214,564	198,247	198,247	100.0	1,400,000	1,400,000	14.2
34 TOTAL ADA PROGRAMS	1,416,915	2,344,988	2,775,348	2,854,392	97.2	16,725,800	16,725,800	16.6
35								
36 MULTI-MODAL TRANSIT PROGRAMS:								
37 Transfer from SMCTA for Caltrain	359,919	1,043,333	2,480,816	2,480,816	100.0	6,160,000	6,160,000	40.3
38 AB434 Funds - SamTrans Shuttle	50,083	97,000	100,167	100,167	100.0	601,000	601,000	16.7
39 Employer SamTrans Shuttle Funds	100,611	299,067	201,468	201,468	100.0	2,691,610	2,691,610	7.5
40 Sales Tax - SamTrans Shuttle Program	5,732	56,341	21,466	56,760	37.8	340,560	340,560	6.3
41 Sales Tax - Gen. Operating Asst.	15,165	23,524	25,689	25,689	100.0	117,000	117,000	22.0
42								
43 TOTAL MULTIMODAL	531,510	1,519,264	2,829,605	2,864,899	98.8	9,910,170	9,910,170	28.6
44								
45 TOTAL REVENUES	8,281,638	20,062,303	21,548,674	24,433,287	88.2	138,904,462	138,904,462	15.5

% 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
AUGUST 2015**

% OF YEAR ELAPSED: **16.7%**

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	2,734,097	9,534,974	8,952,898	9,242,576	96.9	55,439,968	55,442,550	16.1
2								
3 Services:								
4 Board of Directors	3,688	8,533	3,688	9,125	40.4	54,750	54,750	6.7
5 Contracted Vehicle Maintenance	118,874	99,384	144,124	246,160	58.5	1,476,960	1,476,960	9.8
6 Property Maintenance	56,972	156,888	122,355	207,000	59.1	1,242,000	1,242,000	9.9
7 Professional Services	168,417	348,809	365,521	727,767	50.2	4,366,600	4,366,600	8.4
8 Technical Services	405,169	637,867	790,396	1,000,294	79.0	6,001,765	6,001,765	13.2
9 Other Services	80,272	53,951	130,551	494,984	26.4	2,969,903	2,969,903	4.4
10								
11 Materials & Supply:								
12 Fuel & Lubricants	299,246	893,749	560,635	1,055,426	53.1	6,332,557	6,332,557	8.9
13 Bus Parts & Materials	170,972	284,451	375,945	316,375	118.8	1,898,250	1,898,250	19.8
14 Uniforms & Driver Expense	23,784	32,623	26,053	76,248	34.2	457,490	457,490	5.7
15 Timetables & Tickets	6,000	27,869	11,000	32,933	33.4	197,600	197,600	5.6
16 Office Supplies / Printing	3,743	27,953	9,056	59,583	15.2	357,497	357,497	2.5
17 Other Materials & Supply	4,499	17,291	9,145	26,583	34.4	159,500	159,500	5.7
18								
19 Utilities:								
20 Telecommunications	41,335	54,613	64,879	116,189	55.8	697,134	697,134	9.3
21 Other Utilities	118,768	195,280	192,640	190,000	101.4	1,140,000	1,140,000	16.9
22 Insurance Costs	179,508	117,908	291,953	446,042	65.5	2,676,250	2,676,250	10.9
23 Workers' Compensation	243,584	407,703	512,651	610,360	84.0	3,662,160	3,662,160	14.0
24 Taxes & License Fees	36,152	70,636	81,506	128,938	63.2	773,629	773,629	10.5
25 Fixed Route Accessibility	85,032	203,070	176,591	187,458	94.2	1,124,750	1,124,750	15.7
26 Leases & Rentals	9,675	22,060	19,349	23,183	83.5	139,096	139,096	13.9
27 Promotional & Legal Advertising	5,897	33,603	15,976	52,817	30.2	316,900	316,900	5.0
28 Training & Business Travel	7,789	34,920	13,410	60,524	22.2	363,145	363,145	3.7
29 Dues & Membership	7,402	13,104	13,239	14,881	89.0	89,289	89,289	14.8
30 Postage & Other	7,610	13,514	10,663	16,335	65.3	98,013	98,013	10.9
31								
32 Total District Operated Buses	4,818,484	13,290,753	12,894,223	15,341,783	84.0	92,035,206	92,037,788	14.0
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,240,861	2,533,529	2,522,310	2,761,983	91.3	16,571,900	16,571,900	15.2
36 Other Related Costs	41,396	63,685	75,541	68,355	110.5	410,130	410,130	18.4
37 Insurance Costs	34,892	(63,368)	65,059	109,167	59.6	655,000	655,000	9.9
38 Coastside Services	149,362	265,651	295,681	334,300	88.4	2,005,800	2,005,800	14.7
39 Redi Coast Non-ADA	20,688	36,466	40,098	40,117	100.0	240,700	240,700	16.7
40 Other Related Costs	9,372	15,203	11,283	20,445	55.2	122,670	122,670	9.2
41 La Honda - Pescadero	3,088	6,825	7,088	9,188	77.1	55,130	55,130	12.9
42 SamCoast - Pescadero	15,069	48,524	32,361	27,528	117.6	165,165	165,165	19.6
43 Other Related Cost - SamCoast	0	783	77	1,132	6.8	6,790	6,790	1.1
44 Total Contracted Bus Service	1,514,729	2,907,298	3,049,497	3,372,214	90.4	20,233,285	20,233,285	15.1
45								
46 TOTAL MOTOR BUS	6,333,213	16,198,051	15,943,720	18,713,997	85.2	112,268,491	112,271,073	14.2

"% 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
AUGUST 2015**

% OF YEAR ELAPSED: 16.7%

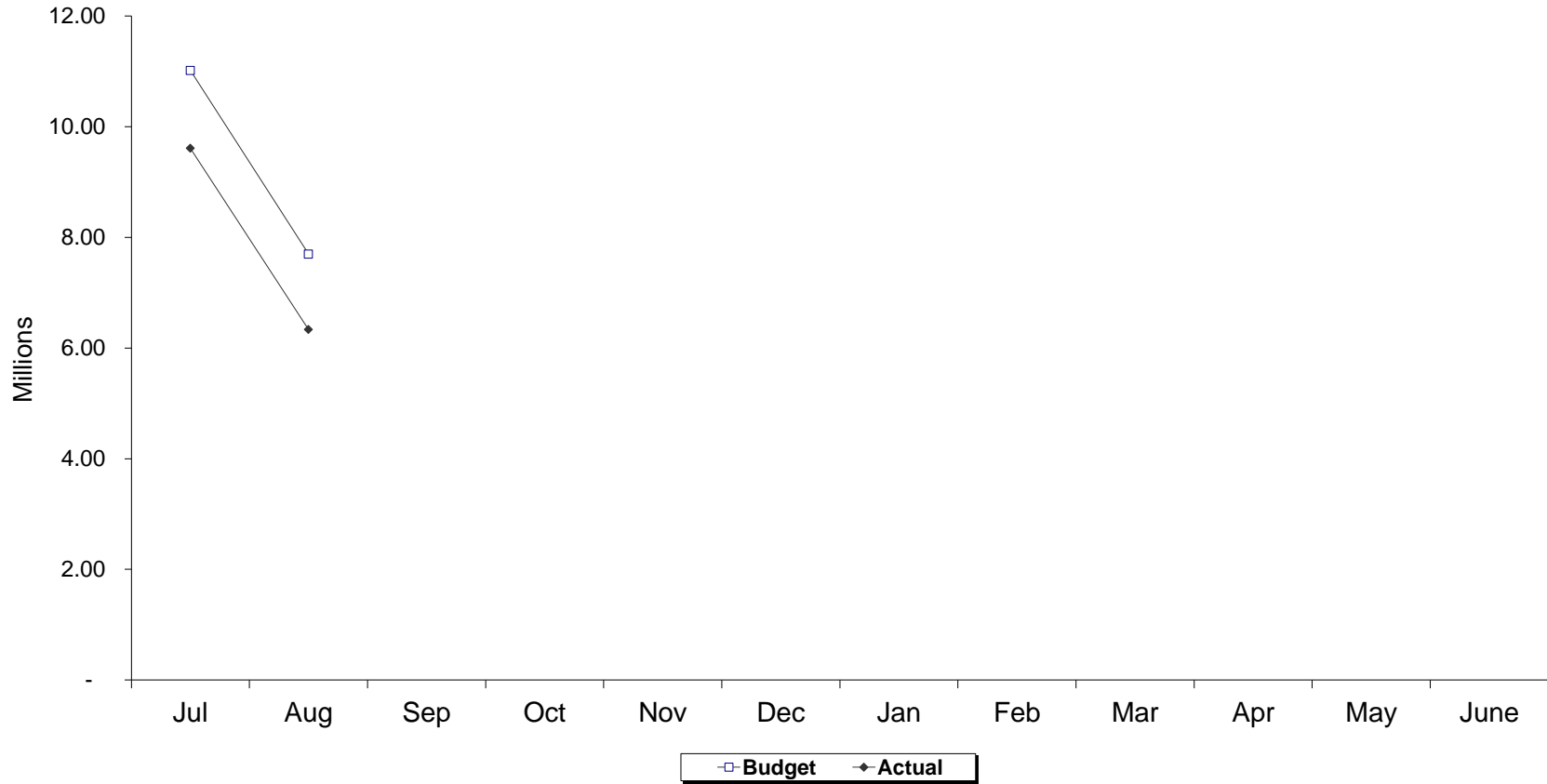
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	451,698	1,040,513	920,393	1,134,533	81.1	6,807,200	6,807,200	13.5
Other Related Costs	320,520	422,720	683,933	537,068	127.3	3,222,406	3,222,406	21.2
ADA Sedan/Taxi Service	311,546	516,586	598,448	525,133	114.0	3,150,800	3,150,800	19.0
ADA Accessibility Support	81,533	103,114	165,344	250,426	66.0	1,518,044	1,515,462	10.9
Coastside ADA Support	125,861	237,609	252,720	252,720	100.0	1,512,350	1,512,350	16.7
Insurance Costs	125,757	24,446	154,511	154,511	100.0	515,000	515,000	30.0
TOTAL ADA PROGRAMS	1,416,915	2,344,988	2,775,348	2,854,392	97.2	16,725,800	16,723,218	16.6
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	359,919	1,043,333	2,480,816	2,480,816	100.0	6,080,000	6,080,000	40.8
Total Caltrain Service	359,919	1,043,333	2,480,816	2,480,816	100.0	6,080,000	6,080,000	40.8
OTHER SUPPORT								
SamTrans Shuttle Service	156,427	452,407	323,101	358,394	90.2	3,633,170	3,633,170	8.9
Bicycle Coordinating Activities	0	0	0	(0)	0.0	25,000	25,000	0.0
Maintenance Multimodal Facilities	15,165	23,523	25,689	25,689	100.0	172,000	172,000	14.9
Total Other Support	171,591	475,931	348,789	384,083	90.8	3,830,170	3,830,170	9.1
TOTAL MULTI-MODAL PROGRAMS	531,510	1,519,264	2,829,605	2,864,899	98.8	9,910,170	9,910,170	28.6
TOTAL EXPENSES	8,281,638	20,062,303	21,548,674	24,433,287	88.2	138,904,462	138,904,462	15.5

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SAN MATEO COUNTY TRANSIT DISTRICT

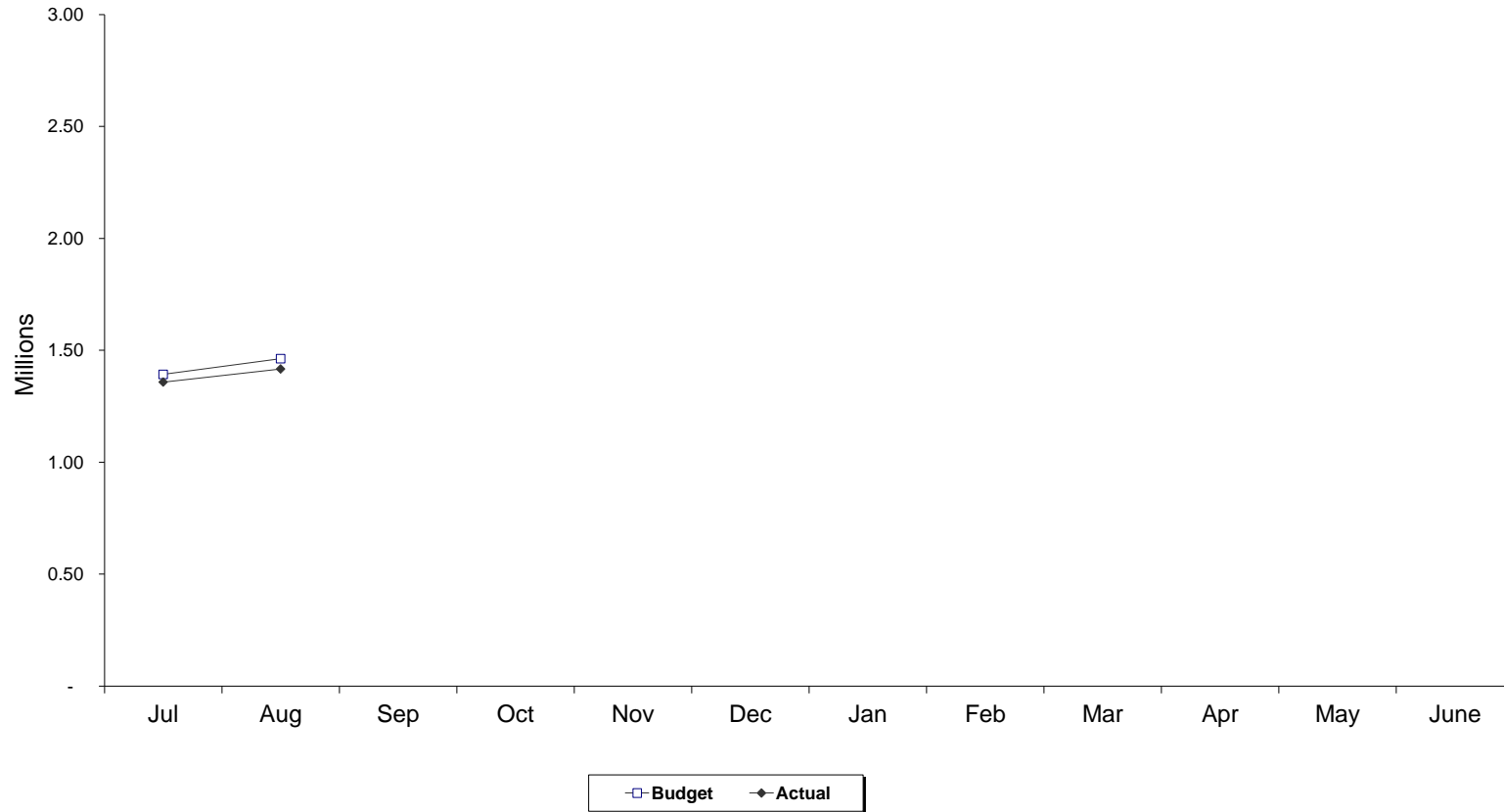
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2016



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	11,017,327	7,696,670											
Actual	9,610,508	6,333,213											
CUMULATIVE EXPENSES													
Budget	11,017,327	18,713,997											
Actual	9,610,508	15,943,720											
Variance - F(U)	1,406,820	2,770,276											
Variance %	12.77%	14.80%											

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

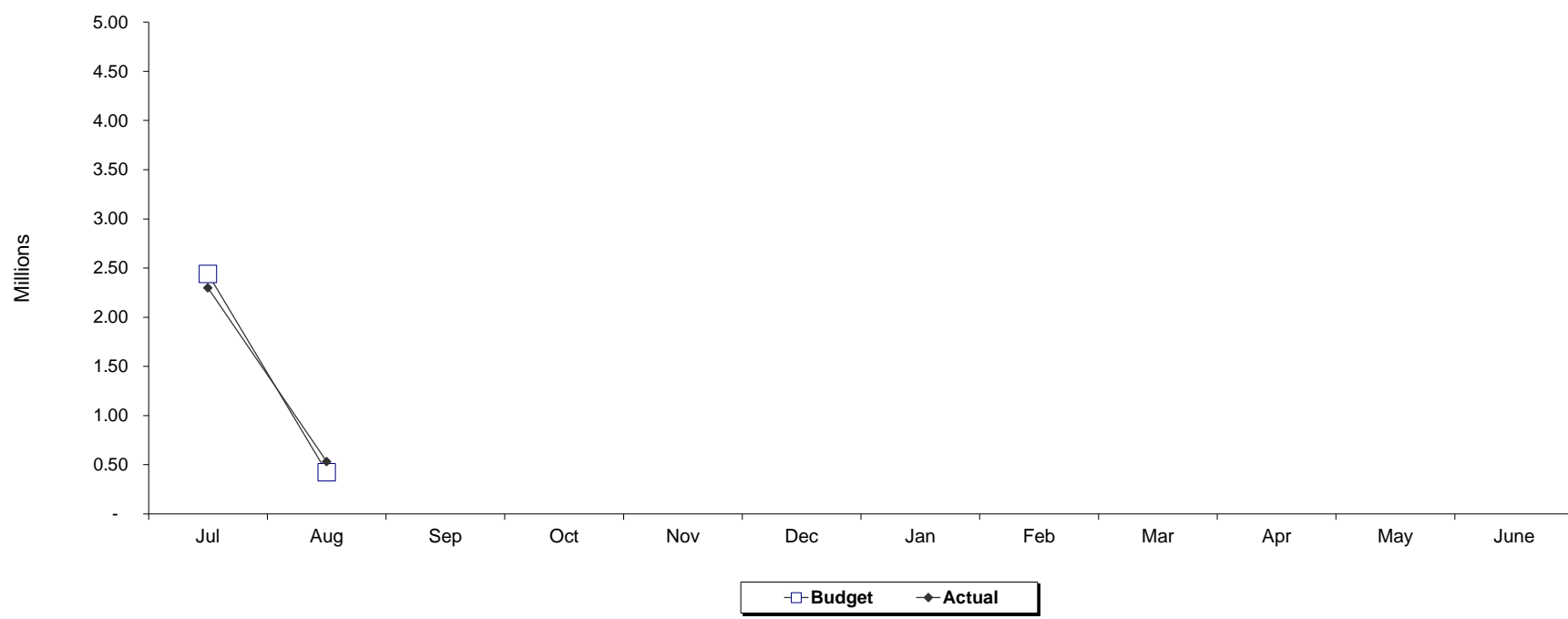


	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,392,064	1,462,328										
Actual	1,358,433	1,416,915										
CUMULATIVE EXPENSES												
Budget	1,392,064	2,854,392										
Actual	1,358,433	2,775,348										
Variance - F(U)	33,631	79,043										
Variance %	2.42%	2.77%										

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	424,821										
Actual	2,298,095	531,510										
CUMULATIVE EXPENSES												
Budget	2,440,078	2,864,899										
Actual	2,298,095	2,829,605										
Variance - F(U)	141,983	35,294										
Variance %	5.82%	1.23%										

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

August 31, 2015

DESCRIPTION	TOTAL INVESTMENT 8-31-15	INTEREST RECEIVABLE 7-31-15	PREPAID INT RECEIVABLE 8-31-15	INTEREST EARNED 8-31-15	INTEREST RECEIVED 8-31-15	ADJ.	INTEREST RECEIVABLE 8-31-15
RESERVE FOR CAPITAL PROJ	7,979,882.00	11,017.30	0.00	3,752.97	5,931.00	63.13	8,902.40
LAIF -- CAPITAL PROJ	76,612.12	28.76	0.00	22.17	0.00	0.00	50.93
REIMB SECURITIES -- L76R	87,863,468.51	148,472.01	0.00	49,732.86	41,412.92	(118.88)	156,673.07
LAIF -- REIMB FUNDS L76R	44,850,277.21	15,937.77	0.00	12,975.86	0.00	0.00	28,913.63
PARATRANSIT FUNDS	14,880,418.62	17,156.52	0.00	10,887.93	219.58	141.67	27,966.55
LAIF -- PARATRANSIT	5,073,110.67	1,904.72	0.00	1,467.73	0.00	0.00	3,372.45
BANK OF AMERICA	0.00	0.00	0.00	0.00	0.00	0.00	0.00
WELLS FARGO	442,717.50	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	5,533,686.76	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	5,411,435.40	60.29	0.00	0.00		0.00	60.29
	<u>172,111,608.79</u>	<u>194,577.37</u>	<u>0.00</u>	<u>78,839.52</u>	<u>47,563.50</u>	<u>85.92</u>	<u>225,939.32</u>

AUGUST 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 08/31/15	78,925.44
Add:	
CEO Interest	0.00
Less:	
Trust Fees	
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>78,925.44</u>

YEAR TO DATE -- SUMMARY

Interest Earned	169,270.03
Add:	
CEO Interest	
Less:	
Trust Fees	(1,042.57)
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>168,227.46</u>
 Balance Per Ledger as of 08/31/15	
Deferred Int Acct. 210852/3	2,688.43
Interest Acct. 409102	0.00
Interest Acct. 409101	166,581.60
Less Trust Fees 530045	(1,042.57)
Gain(Loss) Acct. 405210	0.00
	<u>168,227.46</u>

SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R
August 31, 2015
PMF account # 79400100

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 8-31-15	MATURITY DATE	INT RATE	RATE/ DAY	APPL DAYS	INTEREST REC'VBLE 7-31-15	PREPAID INT REC'VBLE 8-31-15	INTEREST EARNED 8-31-15	INTEREST RECEIVED 8-31-15	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 8-31-15	INT REC'VBLE LESS PREPAID 8-31-15	PAR VALUE
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,006,100.00	2,004,088.00	07-15-16	0.625%	34.7222	31	577.45		1,076.39			(23.41)	1,630.43	1,630.43	2,000,000
US TREASURY NOTE	912828WX4	08-27-14	5,999,531.25	6,003,300.00	6,005,466.00	07-31-16	0.500%	83.3333	31	81.52		2,583.33			(56.15)	2,608.70	2,608.70	6,000,000
US TREASURY NOTE	912828VR8	12-11-2014	8,018,125.00	8,034,157.61	8,014,272.00	08-15-16	0.625%	138.8889	31	23,066.30		4,305.56	25,000.00		(62.08)	2,309.78	2,309.78	8,000,000
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,486,060.00	8,514,501.00	10-15-16	0.625%	147.5694	31	15,676.23		4,574.65			(74.99)	20,175.89	20,175.89	8,500,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	10,012,240.00	11-15-16	0.625%	173.6111	31	13,247.28		5,381.94			(116.99)	18,512.23	18,512.23	10,000,000
US TREASURY NOTE	912828SM3	03-23-15	5,376,054.49	5,994,694.26	5,365,425.51	3-31-17	1.000%	148.1944	31	17,929.10		4,094.03			424.68	22,447.81	22,447.81	5,335,000
US TREASURY NOTE	912828ST8	03-25-15	7,848,466.80	7,859,812.50	7,840,289.55	4-30-19	1.250%	272.5694	31	24,797.89		8,449.65			(183.68)	33,063.86	33,063.86	7,850,000
																		54.34%
GOVERNMENT BONDS																		
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,514,535.00	8,507,964.50	11-24-15	0.450%	106.2500	30	7,118.75		3,187.50				10,306.25	10,306.25	8,500,000
FFCB	31331H5L7	5-11-07	1,020,404.50	1,032,327.00	968,081.35	12-29-15	6.125%	161.6319	30	5,172.22		4,848.96				10,021.18	10,021.18	950,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	15,025,500.00	15,013,470.00	03-30-16	0.500%	208.3333	30	25,208.33		6,250.00				31,458.33	31,458.33	15,000,000
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,976,450.00	4,996,880.00	07-05-16	0.375%	52.0833	30	1,354.17		1,562.50			-	2,916.67	2,916.67	5,000,000
FNMA	3135G0YE7	03-07-14	5,009,800.00	5,003,000.00	5,005,820.00	08-26-16	0.625%	86.8056	30	13,454.86		2,604.17	15,625.00			434.03	434.03	5,000,000
FEDERAL AGENCY DISCOUNT NOTE																		
FNMA	313396LD3	1-13-15	4,996,150.00	5,000,000.00	4,999,993.00	09-01-15	0.000%	0.0000	30	0.00		0.00				0.00	0.00	5,000,000
FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION																		
FNMA	3136ANJY4	4-30-15	616,097.80	616,097.80	614,977.60	04-01-18	1.550%	26.2639	31	787.92		814.18	787.92		(26.26)	787.92	787.92	610,000
																		45.66%
CASH AND CASH EQUIVALENTS																		
			409,768.44		409,768.44											0.00	0.00	0
LAIF			44,850,277.21	44,850,277.21	44,850,277.21					15,937.77		12,975.86				28,913.63	28,913.63	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>87,863,468.51</u>													
MATURED/CALLED																		
US TREASURY NOTE	912828SM3	03-23-15																
TOTAL			<u>87,850,340.00</u>	<u>88,523,934.17</u>	<u>87,863,468.51</u>					<u>148,472.01</u>	<u>0.00</u>	<u>49,732.86</u>	<u>41,412.92</u>		<u>(118.88)</u>	<u>156,673.07</u>	<u>156,673.07</u>	<u>132,595,277</u>

28-Sep-15

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

US Bank Account #19-516531

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 8-31-15	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 7-31-15	PREPAID INT REC'VBLE 8-31-15	INTEREST EARNED 8-31-15	INTEREST RECEIVED 8-31-15	ADJ.	INTEREST REC'VBLE 8-31-15	INT REC'VBLE LESS PREPAID 8-31-15	PAR VALUE	FUND 01070
<u>U.S. TREASURY NOTES AND BONDS</u>																		
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,909,875.00	7,909,875.00	06-15-16	0.500%	109.7222	30	5,086.30		3,291.67		63.13	8,441.10	8,441.10	7,900,000	
<u>GOVERNMENT BONDS</u>																		
HOUSING URBAN DEVEL	911759EB0	12-23-08	72,572.73	70,007.00	70,007.00	08-01-17	7.908%	15.3767	30	5,931.00		461.30	5,931.00		461.30	461.30	70,000	partial call \$80,000 8/3/15
<u>CASH AND CASH EQUIVALENTS</u>																		
FIRST AMER US TREASURY MM	31846V534		105,681.00		105,681.00											0.00	0.00	
LAIF			76,612.12	76,612.12	76,612.12					28.76		22.17			50.93	50.93	76,612	
TOTAL LAIF			76,612.12	76,612.12	76,612.12													
TOTAL A/C 121100 & 112010			8,068,070.08	7,979,882.00	8,085,563.00													
TOTAL			<u>7,962,389.08</u>	<u>7,979,882.00</u>	<u>7,979,882.00</u>					<u>11,017.30</u>	<u>0.00</u>	<u>3,752.97</u>	<u>5,931.00</u>	<u>63.13</u>	<u>8,902.40</u>	<u>8,902.40</u>	<u>7,900,000</u>	

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
August 31, 2015
PFM Account #79400200**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED	MARKET VALUE	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 7-31-15	PP INTEREST REC'VBLE 8-31-15	INTEREST EARNED 8-31-15	INTEREST RECEIVED 8-31-15	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 8-31-15	INT REC'VBLE LESS PREPAID 8-31-15	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	4,754,327.25	07-31-16	0.500%	65.9722	31	64.54		2,045.14			(44.46)	2,065.22	2,065.22	4,750,000
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,505,610.00	5,509,383.00	10-15-16	0.625%	95.4861	31	10,143.44		2,960.07			(48.52)	13,054.99	13,054.99	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	5,001,150.00	5,006,120.00	11-15-16	0.625%	86.8056	31	6,623.64		2,690.97			(58.50)	9,256.11	9,256.11	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,449,223.04	4,620,470.00	4,447,361.17	01-31-17	0.875%	107.6736	31	105.33		2,972.17			293.15	3,370.65	3,370.65	4,430,000
<u>FEDERAL AGENCY COLLETERIALIZED MORTGAGE OBLIGATION</u>																		
FNMA	3136ANJY4	4-30-15	171,699.39	171,442.96	171,387.20	04-01-18	1.550%	7.3194	30	219.58		219.58	219.58			219.58	219.58	170,000
0.86%																		
<u>CASH AND CASH EQUIVALENTS</u>																		
			5,123,918.32	0.00	5,123,918.32					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					1,904.72	0.00	1,467.73				3,372.45	3,372.45	5,073,111
TOTAL LAIF			5,073,110.67	5,073,110.67	5,073,110.67													
TOTAL A/C 122010			19,843,422.44	20,051,285.46	19,888,578.62													
<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			<u>14,544,272.44</u>	<u>14,934,135.46</u>	<u>14,880,418.62</u>					<u>17,156.52</u>	<u>0.00</u>	<u>10,887.93</u>	<u>219.58</u>	<u>0.00</u>	<u>141.67</u>	<u>27,966.54</u>	<u>27,966.54</u>	<u>14,850,000</u>

28-Sep-15

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
 AUGUST 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	7,344,000	12,014,583
FY2015 Total	72,000,000	75,000,000	FY2015 Total	72,726,993	(2,273,007)	72,726,993
<hr/>						
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
<hr/>						
10,780,000			1st Quarter			
			2nd Quarter			
			3rd Quarter			
			4th Quarter			
<u>10,780,000</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

SUBJECT: **AUTHORIZE AWARD OF A CONTRACT FOR PROVISION OF WORKERS'
COMPENSATION PROGRAM (WCP) ADMINISTRATION SERVICES**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to The Cities Group of Burlingame, California to provide comprehensive WCP Administration Services for a five-year term for a not-to-exceed amount of \$981,000.
2. Authorize the General Manager/CEO, or his designee, to execute a contract with The Cities Group in full conformity with the terms and conditions set forth in the solicitation documents and final agreement.

SIGNIFICANCE

Approval of the above actions will allow the San Mateo County Transit District (District) to retain the services of a Third Party Administrator (TPA) to manage the District's WCP as required by State law. The WCP TPA is expected to provide prompt, thorough and effective medical care and treatment for District employees who become ill or injured due to employment-related causes, thereby allowing such employees to get back to work in a timely manner.

BUDGET IMPACT

Funds for these services are included in the current and projected operating budgets.

BACKGROUND

The TPA will administer the District's self-administered, self-insured WCP, including analysis of losses and development of methods to reduce workers' compensation costs while improving overall program efficiencies and effectiveness.

Staff issued a Request for Proposals (RFP) detailing the District's scope of services and other requirements for providing WCP Administration Services.

The RFP was advertised in a newspaper of general circulation and on the Public Purchase website. The solicitation contained the District's Small Business Enterprise Preference Program, and notification was posted for interested proposers, including Small and Disadvantaged Business Enterprises, registered in the vendor database. Two proposals were received as listed below.

An Evaluation Committee consisting of District staff reviewed and ranked proposals according to the following weighted criteria:

- Approach to Scope of Services 0 to 45 points
- Qualifications and Experience of Firm 0 to 20 points
- Qualifications and Experience of Management Team and Key Personnel 0 to 15 points
- Cost Proposal 0 to 20 points
- SBE Preference 0 to 5 points

The two Proposers were:

- CorVel Corporation
- The Cities Group

After review, evaluation, discussions and ranking of the two proposals, the evaluation committee determined that The Cities Group was the highest ranked. Due to the exceptional quality of The Cities Group proposal, the committee decided no interviews were required and recommended award at the conclusion of the meeting.

The Cities Group proposal is responsive to all of the solicitation requirements, and the firm has the depth of knowledge, experience and financial stability to successfully perform the services at a fair and reasonable price. The Cities Group will perform this contract entirely with its own work force. The Cities Group has been the TPA for the District for more than 29 years, and its performance has been outstanding, providing responsive and cost-effective management of the District's WCP at significant savings to the District. Therefore, staff recommends award of the contract to The Cities Group.

The value of the current contract with The Cities Group is \$878,000 for a similar scope of work. The five-year term of the current contract expired on June 30, 2015, and was extended month-to-month through December 31, 2015.

Contract Officer: Evelyn Marcal 650-508-7958
Project Manager: Bill Carson, Director, Human Resources 650-508-6234

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING AWARD OF A CONTRACT TO THE CITIES GROUP TO PROVIDE WORKERS'
COMPENSATION PROGRAM (WCP) ADMINISTRATION SERVICES
FOR A NOT-TO-EXCEED AMOUNT OF \$981,000 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transit District (District) issued a Request for Proposals (RFP) for provision of WCP Third Party Administration Services; and

WHEREAS, in response to the District's solicitation, two firms submitted proposals; and

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

WHEREAS, the Committee found the proposal submitted by The Cities Group was the highest-ranked proposal; and

WHEREAS, staff and legal counsel reviewed The Cities Group proposal and determined the proposal complies with the requirements of the solicitation documents and The Cities Group is capable of providing the specified services; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that a five-year contract be awarded to The Cities Group for the provision of WCP Administration Services for a not-to-exceed amount of \$981,000.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors (Board) of the District hereby awards a contract to The Cities Group of Burlingame, California for the provision of WCP Administration Services for an amount not to exceed \$981,000; and

BE IT FURTHER RESOLVED the Board authorizes the General Manager/CEO, or his designee, to execute a contract on behalf of the District with The Cities Group in full conformity with all of the terms and conditions of the solicitation documents and in a form approved by legal counsel.

Regularly passed and adopted this 7th day of October, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE RENEWAL OF VISION SERVICE PLAN (VSP) CONTRACT FOR
CONTINUED VISION INSURANCE COVERAGE**

ACTION

Staff proposes the Finance Committee recommend the Board authorize the General Manager/CEO or designee to renew the contract with VSP for continued vision insurance coverage for four years beginning on November 1, 2015, at a total estimated cost to the San Mateo County Transit District (District) of \$412,000 for the full contract term, or \$103,000 per year.

SIGNIFICANCE

VSP will provide comprehensive vision insurance coverage for employees and their dependents and domestic partners, and for members of the Board of Directors. The vision coverage will provide a vision exam and standard lenses every 12 months, and frames every 24 months. The patient co-payment will remain at \$20. The District's premium for an individual will be \$6.36 per month, and the premium for family coverage will be \$15.00 per month.

BUDGET IMPACT

Funding for VSP vision insurance coverage is included in the approved Fiscal Year 2016 Operating Budget.

BACKGROUND

In anticipation of the expiration of the current four-year contract, VSP presented the District's insurance brokers, Image Financial, with a new contract with a minimal increase in cost. The new premium rates represent an annual increase of 1.7 percent, or \$1,700, from our current plan. The four-year rate is guaranteed with actual costs to the District varying based on the number of enrolled employees.

The proposed increase is due to additional fees associated with the Affordable Care Act that the carrier is required to pay. The proposed contract includes new Diabetic Plus Eyecare coverage at no cost to the District. This allows members with diabetic eye diseases, such as glaucoma, to receive routine, follow-up or preventive retinal screenings from a VSP provider. The contract proposal also includes a TruHearing discount program for hearing aids and an additional \$20 off featured frames for members.

Prepared by: Juliet Nogales-DeGuzman, Manager, Personnel
Operations

650-508-6236

RESOLUTION NO. 2015 –

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

* * *

**AUTHORIZING RENEWAL OF THE VISION SERVICE PLAN (VSP) CONTRACT FOR INSURANCE
COVERAGE FOR A FOUR-YEAR TERM AT AN ESTIMATED TOTAL COST OF \$412,000**

WHEREAS, the San Mateo County Transit District (District) provides vision coverage for employees and their eligible dependents and domestic partners, and for members of the Board of Directors; and

WHEREAS, the District's VSP insurance coverage plan currently provides a comprehensive vision examination and standard lenses every 12 months and frames every 24 months, subject to a \$20 co-pay; and

WHEREAS, the VSP insurance coverage contract renewal will maintain the same benefit level with a moderate increase in cost of 1.7 percent; and

WHEREAS, staff recommends awarding a new contract to VSP for a four-year term beginning on November 1, 2015, at a total estimated cost of \$412,000, which is an estimated annual cost of \$103,000; and

WHEREAS, the total estimated cost is included in the Fiscal Year 2016 Operating Budget and no adjustment to the budget is required; and

WHEREAS, the Finance Committee recommends the General Manager/CEO or his designee be authorized to execute the contract renewal.

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors of the District hereby authorizes the General Manager/CEO to execute a contract with VSP for vision insurance coverage for a four-year term, effective November 1, 2015, at an estimated annual cost of \$103,000 or \$412,000 for the full contract term.

Regularly passed and adopted this 7th day of October, 2015, by the following votes:

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
David Olmeda Chief Operating Officer, Bus

SUBJECT: **AUTHORIZE AWARD OF CONTRACTS TO PROVIDE TRAVEL TRAINING TO CUSTOMERS WITH DEVELOPMENTAL DISABILITIES**

ACTION

Staff proposes the Committee recommend the Board:

1. Award two on-call, no guarantee contracts to each of the firms listed below for the provision of travel training services for customers with developmental disabilities for a not-to-exceed aggregate amount of \$197,400 for a five-year term:
 - Caminar Inc., San Mateo, CA
 - Pomeroy Recreation & Rehabilitation Center, San Francisco, CA
2. Authorize the General Manager/CEO, or his designee, to execute a contract with each of the above firms in full conformity with the terms and conditions of the solicitation documents and negotiated agreements.

SIGNIFICANCE

Approval of the above actions will provide the San Mateo County Transit District (District) with the pooled expertise of two specialized services firms that will offer travel training to San Mateo County residents with cognitive, mental, and physical disabilities. Having access to transportation provides important life opportunities such as employment, education, job training programs and recreation. Travel training allows participants to use fixed-route transit, when possible, thus providing them with more independence while reducing their demand for paratransit trips.

BUDGET IMPACT

Funds are available under the approved and projected operating budgets.

BACKGROUND

A Request for Proposals to provide travel training services to customers with developmental disabilities was issued detailing the scope of services. The solicitation

was advertised in a newspaper of general circulation and on the District's procurement website. Staff received proposals from two firms.

An Evaluation Committee (Committee) composed of qualified District staff reviewed and scored the proposals in accordance with the following weighted criteria:

- Program Understanding and Approach 0 - 40 points
- Qualifications and Experience of Firm and Key Personnel 0 - 35 points
- Cost Proposal 0 - 25 points

After review, evaluation, and ranking of proposals, the Committee determined that both firms possess the requisite depth of experience and have the required qualifications to successfully perform the scope of work required by the contract. Additionally, staff and legal counsel reviewed both proposals and determined them to be responsive to the solicitation's requirements. Awarding contracts to two firms allows the District to offer a range of travel training services to residents with disabilities of a more general nature, as well as to those residents with severe disabilities requiring more specialized training attention.

In 2015, staff increased the capacity of the travel training contracts by 100 hours to accommodate the growing demand for these services. Staff reviewed the rates proposed by the two firms and found them to be fair based upon expected, reasonable increases in operating costs for similar services in San Mateo County.

Currently, the District's travel training services for customers with developmental disabilities for the District are provided by both Caminar Inc. and Pomeroy Recreation & Rehabilitation Center at an aggregate cost of \$115,858 over five years.

Prepared By: Sid Levy, Procurement Specialist 650-508-7962
Project Manager: Richard Lesser, Accessibility Specialist 650-508-6202

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING AWARD OF CONTRACTS TO PROVIDE TRAVEL TRAINING SERVICES TO
CUSTOMERS WITH DEVELOPMENTAL DISABILITIES FOR
AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$197,400 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transit District (District) solicited competitive proposals to provide travel training for customers with developmental disabilities for a five-year term; and

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

WHEREAS, an Evaluation Committee (Committee) has reviewed and evaluated the proposals in accordance with the criteria set forth in the RFP and found that the proposals submitted by Caminar Inc. and Pomeroy Recreation & Rehabilitation Center meet all solicitation requirements and the firms can provide the specified services; and

WHEREAS, staff and legal counsel have reviewed the proposals and determined that they comply with the requirements of the solicitation documents; and

WHEREAS, General Manager/CEO recommends, and the Finance Committee concurs, that a five-year, no guarantee contract for on-call travel training services for customers with developmental disabilities be awarded to each firm for an estimated aggregate, not-to-exceed amount of \$197,400.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors (Board) of the District hereby award contracts to Caminar Inc. of San Mateo, CA and Pomeroy Recreation & Rehabilitation Center of San Francisco, CA for the provision of on-call travel training

services for customers with developmental disabilities for a five-year term in an aggregate, not-to-exceed amount of \$197,400; and

BE IT FURTHER RESOLVED the Board authorizes the General Manager/CEO, or his designee, to execute contracts on behalf of the District with the firms named above in full conformity with all of the terms and conditions of the solicitation documents and in a form approved by legal counsel.

Regularly passed and adopted this 7th day of October, 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 David Olmeda
Deputy CEO Chief Operating Officer, Bus

SUBJECT: **AUTHORIZE AWARD OF CONTRACT FOR ON-CALL BUS SCHEDULING AND
RESEARCH/OPTIMIZATION SUPPORT SERVICES**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a five-year contract to CSched USA, Inc. to provide on-call bus scheduling and research/optimization support services for a not-to-exceed estimated amount of \$500,000; and
2. Authorize the General Manager/CEO, or designee, to execute an on-call contract with CSched USA, Inc. in full conformity with the terms and conditions of the solicitation documents.

SIGNIFICANCE

The On-call Bus Scheduling and Research/Optimization Support Services contract is a critical element of the San Mateo County Transit District's (District) plan to ensure continuity of SamTrans bus service. The award of this contract will allow the District to call upon a qualified scheduling consultant to provide support during periods when the Operations Planning Department may be short-staffed or in need of assistance, and to provide scheduling services and to deliver schedules, operator assignments, and other materials necessary to keep buses moving for customers. It also provides for on-call analysis and research services with respect to efforts to improve District operational efficiency and scheduling practices.

BUDGET IMPACT

This project will be funded from current and future operating budgets.

BACKGROUND

Given the recent loss of staff in the Operations Planning Department, as well as the need to enhance SamTrans efficiency via scheduling practices, the Operations Planning Department in conjunction with Contracts and Procurement, developed a five-year, \$500,000 on-call solicitation for critical on-demand support services.

A Request for Proposals (RFP) was issued for two categories of work: 1) On-call Fixed-Route Bus Scheduling Services (Bus Scheduling Services), and 2) On-call Research and Optimization Services (Research and Optimization Services), which would provide consultant services dedicated to improvements of the District's scheduling practices. The RFP was advertised in a newspaper of general circulation and on the District's procurement website.

The District received three proposals for Category 1, Bus Scheduling Services and four proposals for Category 2, Research and Optimization Services. An Evaluation Committee (Committee) composed of qualified staff reviewed and scored the proposals in accordance with the following weighted criteria:

- Approach to Scope of Services 40 percent
- Qualifications and Experience of Consultant 30 percent
- Key Personnel Qualifications and Experience 20 percent
- Labor Rates 10 percent

All proposals received were reviewed by staff and the Disadvantaged Business Enterprise (DBE) Officer and were found to be responsive to the RFP. None of the proposers were DBEs. For Category 1, Bus Scheduling Services, all three firms were invited for an interview. Upon completion of the interviews, proposer's reference checks and the final proposal scoring, the Committee came to a consensus score for each firm. CSched USA, Inc. was determined to be the highest-ranked firm.

For Category 2, Research and Optimization Services, the proposal scoring revealed that CSched USA, Inc., was ranked significantly higher than the other proposers in the areas of qualified staff, depth of experience, and responsiveness to on-call needs, and the firm exhibited an understanding of the needs of the District that resulted in a substantially higher cumulative score when compared to the scores of the other proposers. Due to CSched USA, Inc.'s high cumulative score, the Committee deemed CSched USA, Inc. to be the highest-ranked firm, and a decision was made that interviews were unnecessary. The firms are listed below, by category, in the order of their respective rankings:

Category 1	Category 2
On-call Fixed-Route Bus Scheduling Services:	On-call Research and Optimization Services:
<ol style="list-style-type: none"> 1. CSched USA, Inc. 2. Transportation Management & Design, Inc. (TMD) 3. Dan Boyle & Associates, Inc. 	<ol style="list-style-type: none"> 1. CSched USA, Inc. 2. TMD 3. Dan Boyle & Associates, Inc. 4. David Rynerson Consulting

The District has successfully completed negotiations with CSched USA, Inc., which possesses the requisite depth of experience and has the required qualifications to successfully perform both categories of work.

Contract Officer: Dwayne Pugh
 Project Manager: Michael Eshleman

650-508-7730
 650-508-7987

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING AWARD OF CONTRACT TO CSCHED USA, INC.
TO PROVIDE ON-CALL BUS SCHEDULING AND RESEARCH/OPTIMIZATION SERVICES
FOR A NOT-TO-EXCEED AMOUNT OF \$500,000 FOR A FIVE-YEAR TERM**

WHEREAS, the San Mateo County Transit District (District) solicited competitive proposals from qualified firms to provide 1) On-call Fixed-Route Bus Scheduling Services (Bus Scheduling Services), and 2) On-call Research and Optimization Services (Research and Optimization Services); and

WHEREAS, in response to the District's Request for Proposals (RFP), a total of four firms submitted proposals to provide the services; and

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

WHEREAS, the Committee found that the proposals submitted by CSched USA, Inc. of Chicago, Illinois, were the highest-ranked in both categories of services; and

WHEREAS, CSched USA, Inc. has the requisite depth of experience and the required qualifications to successfully perform the desired services and will perform such services at fair and reasonable prices; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to CSched USA, Inc. to provide on-call Bus Scheduling Services and Research and Optimization Services for a five-year base term at a not-to-exceed estimated amount of \$500,000.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the District awards a contract to CSched USA, Inc. to provide on-call Bus Scheduling Services and Research

and Optimization Services for a five-year base term at a not-to-exceed estimated amount of \$500,000; and

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

Regularly passed and adopted this 7th day of October, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE AWARD OF A CONTRACT FOR PROVISION OF ARMORED CAR
TRANSIT REVENUE COLLECTION, TRANSPORTATION AND PROCESSING
SERVICES**

ACTION

Staff proposes the Committee recommend the Board:

1. Waive the competitive solicitation process requirement for the procurement of armored car transit revenue collection, transportation, and processing services (Services) and award a contract for the Services to Dunbar Armored, Inc. (Dunbar) of San Leandro, CA on a month-to-month basis for up to 10 months for a not-to-exceed amount of \$369,200.
2. Authorize the General Manager/CEO, or his designee, to execute a contract with Dunbar for provision of the Services as set forth above.

SIGNIFICANCE

Approval of staff's request to award a contract to Dunbar for the Services will allow enough time for the District to successfully complete a competitive solicitation for the Services, as well as provide uninterrupted armored car transit revenue collection, transportation, and processing services during the solicitation process.

BUDGET IMPACT

Funding for these Services will come from San Mateo County Transit District (District) sales tax revenue and will be available under approved and projected operating budgets.

BACKGROUND

Up until August 31, 2015, the District employed staff at the SamTrans Bus Maintenance Base in San Carlos who were primarily responsible for collecting, transporting and processing (sorting, counting, etc.) transit revenue from bus fare boxes, and resellers of SamTrans bus tokens. These employees were stationed in a secured section, the "Money Room," within the maintenance facility.

For a number of years, primarily due to employee turnover and retirement, the District has faced challenges in hiring and keeping staff at the Money Room. As a result, the District has used temporary, non-employee staff, under the supervision of District employees, to provide personnel for the transit revenue collection, transportation and processing requirements.

An analysis was performed to evaluate the cost to the District of continuing to staff and maintain the Money Room and have employees perform associated services, as compared to the cost of contracting with a third party to provide the Services. It was determined that outsourcing these Services will save the District money (primarily due to salary and benefit savings), create operating efficiencies, and reduce risks associated with having employees collect and transport transit revenue. Other attendant savings may be found in the discontinued need for maintenance and on-going replacement of aging processing equipment (e.g., sorting and counting machines), and the elimination of the cost to purchase, clean, and maintain uniforms for Money Room staff.

Dunbar currently provides revenue collection and transportation services to the District pursuant to a multi-year contract that was competitively solicited and awarded in June 2013. Dunbar's performance under the existing contract has been satisfactory. It is in the District's best interest that the services currently being performed by Dunbar under the existing contract be combined with the Services that are now needed. Staff negotiated the costs of the proposed Services with Dunbar, and pursuant to a price analysis, has determined that the agreed-upon cost for Dunbar's provision of the Services for a 10-month period is fair and reasonable.

By no later than the end of the aforementioned 10-month period, the District will complete a solicitation and return to the Board with a recommendation to award a new contract for both the services being provided by Dunbar under the existing contract as well as the Services that are the subject of this proposed action.

Sr. Contract Officer: Luis F. Velásquez
Project Manager: Gigi Harrington, Deputy CEO

650-622-8099
650-508-7950

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING AWARD OF A CONTRACT FOR PROVISION OF ARMORED CAR TRANSIT
REVENUE COLLECTION, TRANSPORTATION AND PROCESSING SERVICES
FOR A NOT-TO-EXCEED AMOUNT OF \$369,200**

WHEREAS, the San Mateo County Transit District (District) has an immediate need for armored car transit revenue collection, transportation and processing services (Services), as a result of District employee retirements; and

WHEREAS, staff performed a comprehensive cost analysis and determined it is in the best interest of the District to contract with a third party for provision of the Services rather than hiring replacement District staff; and

WHEREAS, staff has determined it may require up to 10 months to conduct a competitive solicitation process for the Services; and

WHEREAS, Dunbar Armored, Inc. of San Leandro, California (Dunbar) already provides armored car transit revenue collection and transportation services to the District under a multi-year contract that was competitively solicited and awarded in June 2013; and

WHEREAS, Dunbar is willing to perform the additional Services and staff has negotiated fair and reasonable pricing with Dunbar for provision of the Services on a month-to-month basis for up to 10 months for a not-to-exceed amount of \$369,200; and

WHEREAS, the General Manager/CEO and staff recommend that the Board of Directors (Board) of the District waive the competitive solicitation process requirement for procurement of the Services and award a contract for the Services to Dunbar on a month-to-month basis for up to 10 months for a not-to-exceed amount of \$369,200; and

WHEREAS, the General Manager/CEO and staff further recommend that the Board authorize the General Manager/CEO, or his designee, to execute the contract with Dunbar for provision of the Services in order to fulfill the District's immediate requirements for the Services, and to provide staff sufficient time to complete a competitive solicitation process for the Services.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District waives the competitive solicitation process requirement for procurement of the Services and awards a contract for the Services to Dunbar Armored, Inc. of San Leandro, California on month-to-month basis for up to 10 months for a not-to-exceed amount of \$369,200; and

BE IT FURTHER RESOLVED the Board authorizes the General Manager/CEO, or his designee, to execute the contract on behalf of the District with Dunbar, reflecting the terms set forth above and in full conformity with the terms and conditions of a negotiated services agreement.

Regularly passed and adopted this 7th day of October, 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: David Olmeda Gigi Harrington
Chief Operating Officer, Bus Deputy CEO

SUBJECT: **AUTHORIZE AWARD OF AN EMERGENCY CONTRACT FOR THE CONDITION ASSESSMENT OF AN INDUSTRIAL WASTE PIPELINE AT NORTH BASE AND AMENDMENT TO INCREASE THE FISCAL YEAR 2016 CAPITAL BUDGET BY \$75,000 FOR A TOTAL CAPITAL BUDGET OF \$42,478,029**

ACTION

Staff proposes the Committee recommend the Board:

1. Declare an emergency exists with regard to the condition of an industrial waste pipeline (IW Pipeline) at the North Base Maintenance and Operations facility (North Base);
2. Find that the emergency does not permit a delay resulting from a formal competitive solicitation for bids, and action is necessary to respond to the emergency;
3. Award a contract on an emergency basis to Technology, Engineering and Construction, Inc. (TEC) of South San Francisco, CA in an amount of \$34,369, to provide a condition assessment of the IW pipeline at North Base, provided that the General Manager/CEO reports on the Project to the Board at each monthly Board meeting until the emergency situation is resolved, with a final report to be made at the first Board meeting after the emergency is resolved;
4. Amend the Fiscal Year (FY) 2016 Capital Budget to include \$75,000 for the project costs for the IW Pipeline at North Base Project for a total Capital Budget of \$42,478,029, as set forth in Attachment A.

SIGNIFICANCE

The proposed emergency condition assessment is the first step needed to prevent contamination of the soils and groundwater around the location of the leaking IW Pipeline. Following completion of this assessment, a plan for repair of the pipeline and remediation of any contaminated soils/groundwater will be prepared and implemented through a separate solicitation, which will be brought to the Board. Staff's intention is to procure the IW Pipeline repair work through a formal competitive process.

However, until the emergency assessment is complete, staff will not know whether a formal competitive process will be practicable.

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

BUDGET IMPACT

The San Mateo County Transit District (District) approved the FY2016 Capital Budget on June 3, 2015, pursuant to Resolution No. 2015-32, in the amount of \$42,403,029. The proposed amendment, as discussed above, would increase the Capital Budget by \$75,000 to an authorized total of \$42,478,029, and would be funded by sales tax revenues. The amount of the increase covers the \$34,369.00 costs of the condition assessment, as well as all other costs that may be incurred by the District.

BACKGROUND

Construction of North Base was completed in 1988. That project included the installation of the IW Pipeline, which provides drainage from the Maintenance Building steam cleaning area to an underground separation tank. From the underground separation tank the effluent is pumped off-site to a sanitary sewer treatment facility.

During routine inspection of the IW Pipeline, a section of it was found to contain a leak. At this time, the extent of soil and/or groundwater contamination around the leak is unknown. Operation of the steam cleaning area has been suspended, and the Maintenance Department has ceased all other operations that could contribute flows to the IW Pipeline. Buses requiring steam cleaning are being sent to the South Base facility.

Although the emergency condition will not permit Staff to perform a lengthy formal solicitation process, staff solicited informal quotes from 6 qualified companies with sufficient experience in performing the scope of the required work. Three bids were received, as listed below:

Company	Total Bid Amount
<i>Engineer's Estimate</i>	\$50,000.00
TEC, SSF, CA	\$34,369.00
Constructicon, Mountain View, CA	\$39,750.00
City Mechanical, Hercules, CA	\$68,280.00

TEC is an established Bay Area contractor and is currently under contract to the District for similar maintenance work. Staff has determined that TEC is experienced and competent. Staff has reviewed TEC's quote and determined it is fair and reasonable. Based upon these findings, staff concludes that TEC is appropriately qualified and capable of meeting the requirements of the solicitation and submitted the lowest responsive, responsible quotation.

Sr. Contract Officer: Patrick May
Project Manager: Jim Kellner

650-508-7732
650-508-6333

San Mateo County Transit District											
Amended Fiscal Year 2016 Capital Budget											
#	PROJECT TITLE	PROJECT DESCRIPTION	Original Estimated Project Cost in FY15	Revised Estimated Project Cost	Previously Budgeted	FY2016 Budget Request	Remaining	FUNDING SOURCES			
								FEDERAL	STATE	OTHER	DIS. SALES TAX
1 REVENUE VEHICLES REPLACEMENT											
1.1	Replacement Buses (Gillig)	Replace 60 2003 Gillig Low-Floor buses at the end of their useful lives	\$ 30,203,000	\$ 32,823,000	\$ 24,096,385	\$ 8,726,615		\$ 6,914,860	\$ 1,811,755	\$ -	\$ -
1.2	Replacement Buses (NABI)	Replace 55 2002 NABI buses at the end of their useful lives	\$ 47,800,000	\$ 48,972,000	\$ 24,096,385	\$ 24,875,615		\$ 20,157,040	\$ 4,718,575	\$ -	\$ -
1.3	Replacement (10) Paratransit Minivans	Replace 10 2011 El Dorado Amerivans at the end of their useful lives		\$ 647,000		\$ 647,000		\$ 530,540	\$ -	\$ -	\$ 116,460
1.4	Replacement (9) Paratransit Cutaways	Replace 9 2009 El Dorado Cutaways at the end of their useful lives		\$ 1,062,500		\$ 1,062,500		\$ 871,250	\$ -	\$ -	\$ 191,250
	Subtotal					\$ 35,311,730		\$ 28,473,690	\$ 6,530,330	\$ -	\$ 307,710
2 REVENUE VEHICLE SUPPORT											
2.1	Major Bus Components	Annual funding for procurement of bus parts		\$ 766,000		\$ 766,000		\$ -	\$ -	\$ -	\$ 766,000
2.2	Maintenance Equipment	Replacement of maintenance support equipment at the end of its useful life		\$ 60,000		\$ 60,000		\$ -	\$ -	\$ -	\$ 60,000
2.3	Non-Revenue Service Support Vehicles	Replace 15 non-revenue service support vehicles that have reached the end of their useful lives		\$ 371,000		\$ 371,000		\$ 296,800	\$ -	\$ -	\$ 74,200
2.4	Bike Rack	Replace the fleets bike rack capacity from two to three bikes per bus		\$ 422,600		\$ 224,300	\$ 198,300	\$ -	\$ -	\$ -	\$ 224,300
	Subtotal					\$ 1,421,300	\$ 198,300	\$ 296,800	\$ -	\$ -	\$ 1,124,500
3 INFORMATION TECHNOLOGY											
3.1	Technology Refresh Project	Replace and upgrade servers and out of warranty printers, copiers, fax machines and scanners.		\$ 957,000		\$ 957,000	\$ -	\$ -	\$ -	\$ -	\$ 957,000
3.2	TransitSafe Upgrade	Replace the existing TransitSafe software system which will become obsolete. The software reports, tracks and analyzes a wide variety of data from customer service requests, incidents and more.		\$ 178,000		\$ 178,000		\$ -	\$ -	\$ -	\$ 178,000
3.3	MobileView Enhancement	Enhance the existing Fixed-Route Mobile View Video Surveillance System to allow real time surveillance on all fleet vehicles		\$ 690,499		\$ 690,499	\$ -	\$ -	\$ -	\$ -	\$ 690,499
	Subtotal					\$ 1,825,499	\$ -	\$ -	\$ -	\$ -	\$ 1,825,499
4 PLANNING/DEVELOPMENT											
4.1	Youth Mobility Management Plan	Evaluate and study the youth market		\$ 150,000		\$ 150,000		\$ -	\$ -	\$ -	\$ 150,000
4.2	Capital Program and Project Development	Capitalized funds for annual program development including but not limited to plans, budgets, programs, funding strategies, and preliminary engineering		\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000

San Mateo County Transit District
Amended Fiscal Year 2016 Capital Budget

#	PROJECT TITLE	PROJECT DESCRIPTION	Original Estimated Project Cost in FY15	Revised Estimated Project Cost	Previously Budgeted	FY2016 Budget Request	Remaining	FUNDING SOURCES			
								FEDERAL	STATE	OTHER	DIS. SALES TAX
4.3	Capital Program Management	Capitalized funds for program and project controls support, including monitoring project performance and delivery		\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	<i>Subtotal</i>					\$ 650,000	\$ -	\$ -	\$ -	\$ -	\$ 650,000
5	FACILITIES/CONSTRUCTION										
5.1	Maintenance & Operating Facility Pavement Rehab: NB & SB Concrete Rehab	Rehab pavement at North and South Bases to bring the pavement to a state of good repair		\$ 23,000		\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ 23,000
5.2	Facilities Smaller Projects	Facility maintenance/Improvement Account		\$ 282,000		\$ 282,000	\$ -	\$ -	\$ -	\$ -	\$ 282,000
5.3	Lighting Upgrade at North Base and South Base	Replace lighting fixtures for more energy efficient and environmental friendlier LED lights at North Base and South Base		\$ 1,428,000		\$ 843,500	\$ 584,500	\$ -	\$ -	\$ -	\$ 843,500
5.4	Central Heating, Ventilation & Air Conditioning (HVAC) Maintenance at Central	Conduct basic repair and maintenance of existing HVAC system that has reached the end of its useful life		\$ 41,000		\$ 41,000	\$ -	\$ -	\$ -	\$ -	\$ 41,000
	<i>Subtotal</i>					\$ 1,189,500	\$ 584,500	\$ -	\$ -	\$ -	\$ 1,189,500
6	SAFETY AND SECURITY										
6.1	CCTV Improvements, Central Office and Bus Bases	Project would install cameras at Central, South Base and North Base to enhance the safety and security of our customers and employees	\$ 1,000,000	\$ 1,325,000	\$ 1,000,000	\$ 325,000	\$ -	\$ -	\$ 176,049	\$ -	\$ 148,951
6.2	Dumbarton Corridor Right of Way Fencing	Project will install vandal resistant fencing at key locations along the Dumbarton Rail Corridor to deter trespassing, illegal dumping and homeless encampments		\$ 4,500,000	\$ 680,000	\$ 1,430,000	\$ 2,390,000	\$ -	\$ 1,430,000	\$ -	\$ -
6.3	Central Office Access Control Improvements	Project will improve the security at Central with significant upgrades to the card controlled door systems	\$ 1,010,000	\$ 2,183,000	\$ 1,125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6.4	Industrial Waste Line Assessment	Project will assess the condition of an industrial wast line that is found to have a leak in the drainage pipe		\$ 75,000		\$ 75,000		\$ -	\$ -	\$ -	\$ 75,000
	<i>Subtotal</i>					\$ 1,830,000	\$ 2,390,000	\$ -	\$ 1,606,049	\$ -	\$ 223,951
7	OTHER										
7.1	Contingency	Annual set-aside for unforeseen and emergency capital expenditures		\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	<i>Subtotal</i>					\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
GRAND TOTAL FOR SAMTRANS						\$ 42,478,029	\$ 3,172,800	\$ 28,770,490	\$ 8,136,379	\$ -	\$ 5,571,160
NOTES:											
* The proposed FY2016 budget includes, distributed across the program of projects, \$965K in administrative overhead funds to help support the capital program											

RESOLUTION NO. 2015-

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

*** * ***

DECLARING AN EMERGENCY WITH REGARD TO THE CONDITION OF AN INDUSTRIAL WASTE PIPELINE AT NORTH BASE, AWARDING AN EMERGENCY CONTRACT FOR ASSESSING THE CONDITION OF THE PIPELINE TO TECHNOLOGY, ENGINEERING AND CONSTRUCTION, INC. AT A TOTAL COST OF \$34,369 AND AUTHORIZING AN AMENDMENT TO INCREASE THE FISCAL YEAR 2016 CAPITAL BUDGET IN THE AMOUNT OF \$75,000 FOR A TOTAL CAPITAL BUDGET OF \$42,478,029

WHEREAS, during a routine inspection of the industrial waste pipeline (IW Pipeline) at the North Base Maintenance and Operations facility (North Base), a section of the IW Pipeline was found to contain a leak; and

WHEREAS, there is a high risk of potential property damage and contamination to the San Francisco Bay absent immediate measures to remediate the condition of the pipe; and

WHEREAS, California Public Contract Code Section 1105 defines an emergency as "a sudden, unexpected occurrence that poses a clear and imminent danger, requiring immediate action to prevent or mitigate the loss or impairment of life, health, property or essential public services"; and

WHEREAS, California Public Contract code Section 22050 authorizes the San Mateo County Transit District (District) to repair and take other immediate actions required to address an emergency, and requires that findings based on substantial evidence must be made that the emergency will not permit delay resulting from a competitive solicitation of bids and that the action is necessary to respond to the emergency, by a four-fifths vote of the Board of Directors; and

WHEREAS, following discovery of the IW Pipeline leak, District staff solicited emergency informal quotes for an emergency assessment of the condition of the IW

Pipeline; and

WHEREAS, staff received and reviewed three quotes and determined that Technology, Engineering and Construction, Inc. (TEC) of South San Francisco, California submitted the lowest, responsive quote, the cost of which staff determined to be fair and reasonable; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board declare an emergency with regard to the condition of the IW Pipeline and award a contract to TEC to perform a condition assessment of the IW Pipeline for a not-to-exceed amount of \$34,369.00; and

WHEREAS, pursuant to Resolution No. 2015-32 adopted on June 3, 2015, the Board approved the Fiscal Year (FY) 2016 Capital Budget in the amount of \$42,403,029; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs that the FY2016 Capital Budget be increased by \$75,000 to pay for all of the aforementioned emergency condition assessment of the IW Pipeline at North Base and related costs, for a total FY2016 Capital Budget of \$42,478,029.

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

- 1) Declares an emergency exists with regard to the condition of the IW Pipeline at North Base;
- 2) Awards a contract to TEC for the emergency condition assessment of the IW Pipeline Project at North Base Project in the not-to-exceed amount of \$34,369.00;
- 3) Authorizes the General Manager/CEO, or his designee, to execute a contract on behalf of the District with TEC in full conformity with all the terms and conditions of the solicitation documents, provided that the General Manager/CEO reports on the Project to the Board at each monthly Board meeting until the emergency situation is resolved, with a final report to be made at the first Board meeting after the emergency is resolved; and

- 4) Amends the FY 2016 Capital Budget to include an additional \$75,000 for the IW Pipeline at North Base Project for a total Capital Budget of \$42,478,029.

Regularly passed and adopted this 7th day of October, 2015 by the following

vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **BUSINESS OPTIMIZATION PROJECT UPDATE**

ACTION

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

SIGNIFICANCE

A presentation will be made to update the Board on the Business Optimization Project.

Prepared by: Nancy McKenna, Assistant District Secretary

650-508-6279



BOARD OF DIRECTORS 2015

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

JIM 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, OCTOBER 7, 2015 – 2:45 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of September 2, 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
SEPTEMBER 2, 2015**

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

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

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

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

Committee Chair Adrienne Tissier called the meeting to order at 2:53 p.m.

Approval of Minutes of Legislative Committee Meeting of August 5, 2015

Motion/Second: Kersteen-Tucker/Gee

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

Absent: Groom

Update on the State and Federal Legislative Program

Seamus Murphy, Director, Government and Community Affairs, said the governor vetoed Assembly Bill 464 that would have increased 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. This would increase the overall limit to 10.5 percent. Mr. Murphy said transit revenue focused bills have passed Policy Committee. One would increase diesel tax and one would double Cap and Trade revenue for transit.

Director Zoe Kersteen-Tucker asked if staff is taking a position on Senate Bill 350. Mr. Murphy said it makes sense to take a position. The bill may be amended because of Hot Lanes, but if the language stays staff will support it.

Adjourned: 2:59 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus P. Murphy
Chief Communications Officer

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 bills of interest, including:

Senate Bill (SB) 9 (Beall) - SUPPORT

The bill amends the Transit and Intercity Rail Capital Program by allowing eligible applicants to include ferry transit systems and bus operators. The bill also allows for the multiyear commitment of funds to a project and requires California State Transportation Agency to develop a five-year program of projects, to be updated every two years thereafter.

SB 705 (Hill) - SUPPORT

This bill authorizes San Mateo County to exceed the existing 2 percent local sales tax cap if needed to pursue a potential sales tax ballot measure to address local transportation needs. The bill was approved by the Legislature and is currently awaiting the governor's signature.

Transportation Funding

Governor Brown's \$3.6 billion proposal to fund State highways, goods movement, local streets and roads, public transit, complete streets, and early loan repayments failed to pass during the last days of regular session. Instead the Legislature is convening a Legislative Joint Transportation Infrastructure Conference Committee, which will meet during the Transportation Special Session to help devise a new transportation funding plan. The following members have been appointed to the Joint Committee:

- Senator Jim Beall (D-San Jose) (Co-chair)
- Senator Benjamin Allen (D-Santa Monica)
- Senator Connie Leyva (D-Chino)
- Senator Anthony Cannella (R-Ceres)
- Senator Ted Gaines (R-Roseville)

- Assemblymember Jimmy Gomez (D-Northeast Los Angeles), Co-Chair
- Assemblymember Autumn R. Burke (D-Inglewood)
- Assemblymember Melissa Melendez (R-Lake Elsinore)
- Assemblymember Kevin Mullin (D-South San Francisco)
- Assemblymember Jay Obernolte (R-Big Bear Lake)

Initial hearings will begin in October in Sacramento with additional hearings taking place across the State throughout the rest of the year.

The Legislature recessed the first year of the two-year Legislative Session on September 11. The governor has until October 11 to act on legislation sent to him in the final two weeks of session. The Legislature will reconvene on January 4, 2016.

FEDERAL ISSUES

Positive Train Control (PTC) Mandate

A recent Government Accountability Office report confirms that the vast majority of the nation's passenger railroads will not be able to comply with the January 1, 2016 mandate to implement positive train control.

Representative Mike Quigley (D-IL) and Representative Dan Newhouse (R-WA) have asked their colleagues to join them in supporting swift action to extend the Federal deadline and avoid impacts on passenger and freight rail throughout the country.

Congress must pass a continuing resolution (CR) by October 1 to maintain spending on Federal programs, but the legislative text associated with this effort was released on September 23 without language that would extend the PTC deadline. If the deadline is not addressed in the CR, the next opportunity would be legislation to reauthorize surface transportation programs. Language extending the deadline is included in the Senate reauthorization proposal, but has not yet been incorporated in the House version.

Prepared By: Seamus P. Murphy, Chief Communications Officer

650-508-6388

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
<p>AB 2 Alejo D</p> <p>Community revitalization authority.</p>	<p>9/17/2015-A. ENROLLED 9/17/2015-Enrolled and presented to the Governor at 11:30 a.m.</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 9/21/15

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>	

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
<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>	
<p>AB 21 Perea D</p> <p>California Global Warming Solutions Act of 2006: scoping plan.</p>	<p>9/11/2015-S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61 (a) (14). (Last location was INACTIVE FILE on 9/11/2015)</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 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>	

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
<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>	
<p>AB 33 Quirk D</p> <p>Electrical corporations: procurement plans.</p>	<p>9/11/2015-S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61 (a) (14). (Last location was THIRD READING on 9/8/2015)</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, as defined. The Public Utilities Act requires the commission to review and adopt an overall procurement plan for each electrical corporation to meet electricity demand for its customers in accordance with specified elements, incentive mechanisms, and objectives. The act requires the commission to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives.</p> <p>This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination.</p>	

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
<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>	
<p>AB 156 Perea D</p> <p>California Global Warming Solutions Act of 2006: disadvantaged communities.</p>	<p>8/28/2015-S. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61 (a) (11). (Last location was APPR. on 8/27/2015)</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 as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities.</p> <p>This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions.</p>	

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
<p>AB 194 Frazier D</p> <p>High-occupancy toll lanes.</p>	<p>9/11/2015-A. ENROLLMENT 9/11/2015-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 58. Noes 20.).</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 authorize a regional transportation agency or the department to apply to the commission to develop and operate HOT lanes or other toll facilities, as specified, and would delete the January 1, 2012, deadline for HOT lane applications and remove the existing limitation on the number of facilities that may be approved. The bill would include the Santa Clara Valley Transportation Authority within the definition of regional transportation authority for these purposes. 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 eligibility criteria set forth in guidelines for the development and operation of the facilities and provide for the review and approval by the commission of each proposed toll facility pursuant to those eligibility criteria. The bill would require toll facilities approved by the commission on or after January 1, 2016, to be subject to specified minimum requirements, including those relating to toll facility revenues. The bill would authorize a regional transportation agency or the state, as applicable, to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. 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 toll facility. 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 and to enter into specified agreements with the department and the Department of the California Highway Patrol. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with every local transportation authority and 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. 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 HOT lane pursuant to its provisions. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
<p>AB 227 Alejo D</p> <p>Transportation funding.</p>	<p>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>	<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>	
<p>AB 318 Chau D</p> <p>Lost money and goods: bicycles: restoration to owner.</p>	<p>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>	<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
<p>AB 326 Frazier D</p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>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>	<p>Existing law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. Existing law also requires the awarding body, as defined, to withhold from payments due under a contract for public work an amount sufficient to satisfy the civil wage and penalty assessment issued by the Labor Commissioner, and to give notice of the withholding to the affected contractor or subcontractor.</p> <p>This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities as expeditiously as possible following the conclusion of all administrative and judicial review. This bill contains other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
AB 378 Mullin D State Highway 101 corridor.	5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61 (a) (3). (Last location was PRINT on 2/18/2015)	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.</p> <p>This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.</p>	Support
AB 464 Mullin D Transactions and use taxes: maximum combined rate.	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>	

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
<p>AB 516 Mullin D</p> <p>Vehicles: temporary license plates.</p>	<p>9/11/2015-S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/10/2015)</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>

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
<p>AB 528 Baker R</p> <p>San Francisco Bay Area Rapid Transit District: strikes: prohibition.</p>	<p>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>	

San Mateo County Transit District State Legislative Matrix 9/21/15

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>9/18/2015-A. ENROLLED 9/18/2015-Enrolled and presented to the Governor at 4 p.m.</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 provide that implementation of those articulated bus operations would be contingent upon specified conditions, including, among other things, determinations by the Department of the California Highway Patrol and the Department of Transportation that those portions of the proposed routes on state highways, if any, are suitable for the operation of those buses, as specified. The bill would also make implementation of those articulated bus operations contingent upon specified collective bargaining requirements. This bill contains other related provisions.</p>	

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
<p>AB 779 Garcia, Cristina D</p> <p>Transportation: congestion management program.</p>	<p>8/24/2015-S. APPR. 8/25/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</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>9/11/2015-S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was E. U., & C. on 7/16/2015)</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>	

San Mateo County Transit District State Legislative Matrix 9/21/15

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>8/28/2015-S, 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61 (a) (11). (Last location was APPR. on 8/27/2015)</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 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 869 Cooper D</p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>9/11/2015-S, 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61 (a) (14). (Last location was INACTIVE FILE on 7/2/2015)</p>	<p>Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing.</p> <p>This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger conduct violation to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<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>	
<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>9/16/2015-A. ENROLLED 9/16/2015-Enrolled and presented to the Governor at 4 p.m.</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>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1250 Bloom D</p> <p>Vehicles: buses: axle weight.</p>	<p>9/11/2015-A. ENROLLMENT 9/11/2015-In Assembly. Concurrence in Senate amendments pending. Re-referred to Com. on TRANS. pursuant to Assembly Rule 77.2. Joint Rule 62(a), file notice suspended. From committee: That the Senate amendments be concurred in. (Ayes 16. Noes 0.) (September 11). Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 79. Noes 0.).</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. The bill would provide that the weight limitation would not apply to a bus purchased during an option period in a multiyear contract to purchase transit buses that is entered into before January 1, 2016, by a publicly owned or operated transit system, or an operator of a transit system under contract with a publicly owned or operated transit system, provided that the option period does not exceed 5 years from the date of the original contract, or extend beyond January 1, 2021, whichever is earlier. 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 or certain other structures if the gross weight of the transit bus is greater than the maximum weight which the bridge or other structure can safely sustain. The bill would require, if the gross weight imposed upon the highway by the wheels on any one axle of a transit bus exceeds 20,000 pounds, the axle to be supported by 4 wheels bearing load upon the highway. 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>	<p>Support</p>
<p>AB 1347 Chiu D</p> <p>Public contracts: claims.</p>	<p>9/11/2015-A. ENROLLMENT 9/11/2015-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 77. Noes 0.).</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 the following: 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>	

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Bill ID/Topic	Location	Summary	Position
AB 1364 Linder R California Transportation Commission.	5/1/2015-A. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61 (a) (2). (Last location was TRANS. on 3/23/2015)	<p>Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.</p>	
ABX1 1 Alejo D Transportation funding.	6/23/2015-A. PRINT 6/24/2015-From printer.	<p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.</p>	
ABX1 2 Perea D Transportation projects: comprehensive development lease agreements.	6/25/2015-A. PRINT 6/26/2015-From printer.	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	
ABX1 3 Frazier D Transportation funding.	9/10/2015-A. CONFERENCE COMMITTEE 9/10/2015-Assembly refused to concur in Senate amendments. To Conference Committee. (Ayes 3. Noes 50.)	<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 highways, local roads, bridges, and other critical 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. 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.</p> <p>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 mega infrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the mega infrastructure project, as defined, has been completed and an independent third party has verified that the mega infrastructure 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>ABX1 13 Grove R</p> <p>Greenhouse Gas Reduction Fund: streets and highways.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</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 continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided.</p> <p>This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 14 Waldron R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects.</p> <p>This bill would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>	
<p>ABX1 15 Patterson R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law appropriates the sum of \$663,287,000 for the 2015-16 fiscal year from the State Highway Account to the Department of Transportation for Capital Outlay Support.</p> <p>This bill would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 17 Achadjian R</p> <p>Greenhouse Gas Reduction Fund: state highway operation and protection program.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</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 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, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.</p>	
<p>ABX1 18 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</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 Account 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.</p> <p>This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 19 Linder R</p> <p>California Transportation Commission.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</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 23 Garcia, Eduardo D</p> <p>Transportation.</p>	<p>9/4/2015-A. PRINT 9/5/2015-From printer.</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program administered by the California Transportation Commission, which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified.</p> <p>This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ACA 4 Frazier D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>8/19/2015-A. APPR. SUSPENSE FILE 8/27/2015-In committee: Hearing postponed by committee.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a 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>	<p>Support</p>
<p>SB 1 Gaines R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>1/15/2015-S. E.Q. 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>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 5 Vidak R</p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>1/15/2015-S. E.Q. 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>9/10/2015-S. ENROLLED 9/10/2015-Enrolled and presented to the Governor at 3:30 p.m.</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 agreement 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>	<p>Support</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.</p>	<p>9/11/2015-A. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 9/10/2015)</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 state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions.</p> <p>This bill would require the state board to approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. 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. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>SB 64 Liu D</p> <p>California Transportation Plan.</p>	<p>9/8/2015-S. ENROLLED 9/8/2015-Enrolled and presented to the Governor at 4:30 p.m.</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>his 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>8/28/2015-A. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61 (a) (11). (Last location was APPR. SUSPENSE FILE on 7/15/2015)</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 (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>	

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Bill ID/Topic	Location	Summary	Position
<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>	
<p>SB 231 Gaines R</p> <p>Transportation programs.</p>	<p>9/9/2015-S. CHAPTERED 9/9/2015-Chaptered by Secretary of State - Chapter 286, Statutes of 2015.</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>9/11/2015-S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2015)</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

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Bill ID/Topic	Location	Summary	Position
<p>SB 348 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>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>	<p>Support</p>
<p>SB 350 De León D</p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>9/11/2015-S. ENROLLMENT 9/11/2015-Assembly amendments concurred in. (Ayes 26. Noes 14.) Ordered to engrossing and enrolling.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory jurisdiction over public utilities, including electrical corporations, community choice aggregators, and electric service providers, while local publicly owned electric utilities are under the direction of their governing boards. Existing law imposes various regulations on public utilities and local publicly owned electric utilities. Existing law establishes the California Renewables Portfolio Standards (RPS) Program, which is codified in the Public Utilities Act, with the target to increase the amount of electricity generated per year from eligible renewable energy resources to an amount that equals at least 33% of the total electricity sold to retail customers per year by December 31, 2020. 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 and sold to retail customers per year from eligible renewable energy resources be increased to 50% by December 31, 2030, as provided. The bill would make other revisions to the RPS Program and to certain other requirements on public utilities and publicly owned electric utilities. 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>9/1/2015-S. ENROLLED 9/1/2015-Enrolled and presented to the Governor at 4:30 p.m.</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>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 391 Huff R</p> <p>Assault and battery: transit employees.</p>	<p>5/1/2015-S. 2 YEAR 5/1/2015-Failed Deadline pursuant to Rule 61 (a) (2). (Last location was PUB. S. on 4/21/2015)</p>	<p>Existing law defines an assault as an unlawful attempt, coupled with present ability, to commit a violent injury on the person of another. Under existing law, an assault committed against specified individuals, such as a peace officer or a lifeguard, is punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment.</p> <p>This bill would also make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>SB 400 Lara D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.</p>	<p>8/28/2015-A. 2 YEAR 8/28/2015-Failed Deadline pursuant to Rule 61 (a) (11). (Last location was APPR. on 8/27/2015)</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 state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law makes a specified continuous appropriation to the High-Speed Rail Authority from the fund.</p> <p>This bill would require the High-Speed Rail Authority to allocate not less than 25% of the moneys continuously appropriated to the authority from the fund to projects that either reduce or offset greenhouse gas emissions directly associated with the construction of the high-speed rail project and provide a co-benefit of improving air quality. The bill would require priority to be given within this expenditure category to measures and projects that are located in communities in areas designated as extreme nonattainment. The bill would expand the purposes of a continuous appropriation, thereby making an appropriation.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 413 Wieckowski D</p> <p>Public transit: prohibited conduct.</p>	<p>9/15/2015-S. ENROLLED 9/15/2015-Enrolled and presented to the Governor at 9:30 a.m.</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>	<p>Support</p>
<p>SB 461 Hernandez D</p> <p>State Highway Route 164: relinquishment.</p>	<p>9/3/2015-S. ENROLLED 9/3/2015-Enrolled and presented to the Governor at 5:45 p.m.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law authorizes the commission to relinquish certain state highway segments to local agencies.</p> <p>This bill would authorize the commission to relinquish specified portions of State Highway Route 164 to the County of Los Angeles and to the City of South El Monte, under specified conditions.</p>	
<p>SB 481 Hueso D</p> <p>Local government: auditors: independence.</p>	<p>9/4/2015-S. VETOED 9/4/2015-Vetoed by the Governor</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>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 491 Committee on Transportation and Housing</p> <p>Transportation: omnibus bill.</p>	<p>9/3/2015-S. ENROLLED 9/3/2015-Enrolled and presented to the Governor at 10 a.m.</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>	
<p>SB 508 Beall D</p> <p>Transportation funds: transit operators: pedestrian safety.</p>	<p>9/3/2015-S. ENROLLED 9/3/2015-Enrolled and presented to the Governor at 5:45 p.m.</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>	

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Bill ID/Topic	Location	Summary	Position
<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>	
<p>SB 579 Jackson D</p> <p>Employees: time off.</p>	<p>9/8/2015-S. ENROLLED 9/8/2015-Enrolled and presented to the Governor at 4:30 p.m.</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>9/3/2015-S. ENROLLED 9/3/2015-Enrolled and presented to the Governor at 5:45 p.m.</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>	

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Bill ID/Topic	Location	Summary	Position
<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>	
<p>SB 767 De León D</p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>9/16/2015-S. ENROLLED 9/16/2015-Enrolled and presented to the Governor at 4:45 p.m.</p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified.</p> <p>This bill would delete the above-referenced provisions relative to extension of the transactions and use tax and an amended ordinance and expenditure plan, The bill would instead authorize the MTA to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 1 Beall D</p> <p>Transportation funding.</p>	<p>9/1/2015-S. APPR. 9/1/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</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 and for other specified purposes. 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 a \$0.22 per gallon increase in the diesel fuel excise tax imposed by the bill, including an inflation adjustment, as provided, 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. 9/1/2015-SEN. T. & I.D. Vote - Do pass, but re-refer to the Committee on Appropriations. (AYES 3. NOES 9.) (FAIL)</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

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 3 Vidak R</p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>9/14/2015-S. SENATE 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</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>9/10/2015-S. CONFERENCE COMMITTEE 9/10/2015-Senate refused to concur in Assembly amendments. (Ayes 1. Noes 39.) Ordered to Conference Committee.</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 statutory changes 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>9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.</p>	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 6 Runner R</p> <p>Greenhouse Gas Reduction Fund: transportation expenditures.</p>	<p>9/14/2015-S. SENATE 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</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>9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.</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. The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>SBX1 8 Hill D</p> <p>Public transit: funding.</p>	<p>9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (September 1). Re-referred to Com. on APPR.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would 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>

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
<p>SBX19 Moorlach R</p> <p>Department of Transportation.</p>	<p>9/14/2015-S. SENATE 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</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 9/21/15

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. 9/9/2015-September 8 hearing: Testimony taken. 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 9/21/15

Bill ID/Topic	Location	Summary	Position
<p>SBX1 11 Berryhill R</p> <p>Environmental quality: transportation infrastructure.</p>	<p>9/4/2015-S. T. & I.D. 9/4/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.</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 establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA.</p> <p>This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions, including providing notice to an affected public agency of the project's exemption. Because a lead agency would be required to determine if a project qualifies for this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and 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>	

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
<p>SBX1 13 Vidak R</p> <p>Office of the Transportation Inspector General.</p>	<p>9/3/2015-S. APPR. 9/3/2015-From committee with author's amendments. Read second time and amended. 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 build capacity for self-correction into the government itself and 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>	
<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>	

San Mateo County Transit District State Legislative Matrix 9/21/15

Bill ID/Topic	Location	Summary	Position
<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>	
<p>SCAX1 1 Huff R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (September 8). Re-referred to Com. on APPR.</p>	<p>Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law.</p> <p>This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. O This bill contains other related provisions and other existing laws.</p>	



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

JIM HARNETT
GENERAL MANAGER/CEO

AGENDA

BOARD OF DIRECTORS

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

WEDNESDAY, OCTOBER 7, 2015 – 3:00 p.m.
or immediately following Committee meetings

5. RECONVENE FROM COMMITTEE MEETINGS

6. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of Board of Directors Meeting of September 2, 2015
- b. Acceptance of Statement of Revenues and Expenses for August 2015

7. PUBLIC COMMENT

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

8. REPORT OF THE CHAIR

9. REPORT OF THE GENERAL MANAGER/CEO

10. COMMUNITY RELATIONS COMMITTEE

MOTION

- a. Proclamation Designating October as "Disabilities Awareness Month"

SUBJECTS DISCUSSED

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

11. FINANCE COMMITTEE

RESOLUTIONS

- a. Authorize Award of Contract to The Cities Group to Provide Comprehensive Workers' Compensation Program Administration Services for a Not-to-Exceed Amount of \$981,000 for a Five-Year Term

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

- b. Authorize Renewal of Contract with Vision Service Plan for Continued Vision Insurance Coverage for a Not-to-Exceed Amount of \$412,000 for a Four-Year Term
- c. Authorize Award of On-Call Contracts to Caminar, Inc. and Pomeroy Recreation and Rehabilitation Center for Travel Training Services for Customers with Developmental Disabilities for a Not-to-Exceed Amount of \$197,400 for a Five-Year Term
- d. Authorize Award of Contract to CSched USA to Provide On-Call Bus Scheduling and Research/Optimization Support Services for a Not-to-Exceed Amount of \$500,000 for a Five-Year Term
- e. Authorize Award of Contract to Dunbar Armored, Inc. for Armored Car, Revenue Collection, Transportation and Processing Services for a Not-to-Exceed Amount of \$369,200 on a Month-to-Month Basis for up to 10 Months
- f. Authorize Award of an Emergency Contract to Technology, Engineering and Construction for the Condition Assessment of an Industrial Waste Pipeline at North Base In the Amount of \$34,369 and Amend the Fiscal Year 2016 Capital Budget by an Increase of \$75,000 for a Total Capital Budget of \$42,478,029

INFORMATIONAL

- g. Update on the Business Optimization Project

12. LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

13. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

14. BOARD MEMBER REQUESTS/COMMENTS

15. DATE, TIME AND PLACE OF NEXT MEETING – November 4, 2015 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

16. GENERAL COUNSEL PROPOSAL

- a. Closed Session: 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: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6
Agency Designated Representatives: Jim Hartnett, Patrick Glenn and Bill Carson
Employee Organization: Teamsters Union, Local 856 (Maintenance Supervisors)

17. ADJOURNMENT

INFORMATION FOR THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING
SEPTEMBER 2, 2015**

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

Board Members Absent: C. Groom

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

Chair Shirley Harris called the meeting to order at 3:14 p.m.

CONSENT CALENDAR

- a. Approval of Minutes of Board of Directors Meeting of August 5, 2015
- b. Acceptance of Statement of Revenues and Expenses for July 2015

Motion/Second: Tissier/Stone

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

Absent: Groom

PUBLIC COMMENT

Pat Marsters, San Carlos, said she lives in San Carlos and when the berm was put in at the San Carlos Caltrain Station the garage behind Central was to be used for parking to compensate for the loss of parking at the station. She said there should be wayfinding signs directing people to the garage. Ms. Marsters said express Giants trains could stop at Belmont since the parking lot is always empty instead of people parking in the residential area.

Chuck Harvey, Deputy CEO, said he does not know of any written commitment to allow use of the garage, but the Caltrain parking lot is never full. The idea of stopping the Giants trains at Belmont is a good idea and he will discuss it with staff.

Charlotte Laughon, Montara, said she sits on the Citizens Advisory Committee and is encouraging the Board to instruct staff to install bus shelters on the Coast. She has collected more than 300 signatures over the past month for those who want shelters on the Coast. She is worried about El Niño and the very wet winter. She said the Coast gets totally forgotten about.

Mark Simon, Executive Officer, Public Affairs, said considerable resources have been spent reviewing possible locations for shelters on the Coast. It is a very expensive proposition for stops that don't have a lot of ridership. Staff had a briefing with Director

Zoe Kersteen-Tucker and there are some larger issues with Coastside service that are worth exploring. Mr. Simon said the Coastside is not being ignored, but there are concerns whether something else can be done and it's worth exploring.

Director Kersteen-Tucker said SamTrans doesn't ignore the Coastside and there are some issues that can be addressed. Ridership and metrics aren't the same on the Coast than the Bay Side. She said Supervisor Don Horsley will be involved and there needs to be innovative ideas to see how people can get out of their cars and onto the buses on the Coast.

REPORT OF CHAIR

Chair Harris thanked Director Jeff Gee for participating in the Standing Up for Transportation national event.

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

Director Zoe Kersteen-Tucker said the Board Retreat Ad-Hoc Committee selected Bill Chiat of Alta Mesa Group to facilitate the Board retreat. The retreat will be on November 6 from 9 a.m. to 4 p.m. Mr. Chiat will be conducting interviews with each Board member to receive feedback to develop the agenda.

Audit Ad-hoc Committee

Director Gee said the Audit Ad-Hoc Committee met with staff and the auditors from Vavrinek, Trine, Day & Co., LLP. Contact information was exchanged. The Committee feels very comfortable with the auditors and the open line of communication.

REPORT OF THE GENERAL MANAGER/CEO – Jim Hartnett

- There were over 900 hours of training in August.
- Staff is looking at further revisions to the August 9 runbook, particularly around school service.
- Marketing staff completed a customer satisfaction survey for Paratransit customers and hope to report the results by the end of October.
- The Bus Rodeo was August 30. He was impressed by all the operators and mechanics who participated. This was a great family and community event.
- The subject of Hot Lanes is very active in San Mateo County and there is discussion that SamTrans should operate express routes in these lanes. The Metropolitan Transportation Commission is leading an effort to have the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority push for these lanes. SamTrans is being lobbied by companies and business groups for these lanes. Assemblyman Kevin Mullin is involved with this issue and Highway 101 Corridor improvements.
- Jeff Johnson, Manager, Transit Operations Training, is retiring and was recognized for his 20 years of service.

COMMUNITY RELATIONS COMMITTEE – Z. Kersteen-Tucker

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council Update

- c. Mobility Management Report – End-of-Year Performance
- d. Multimodal Ridership Report – July 2015

FINANCE COMMITTEE – R. Guilbault

RESOLUTIONS

- a. Authorize Entering into a Memorandum of Understanding (MOU) 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
- c. Authorize Adopting Amended and Restated Clipper MOU 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

Motion/Second: Tissier/Kersteen-Tucker

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

Absent: Groom

LEGISLATIVE COMMITTEE – A. Tissier

SUBJECT DISCUSSED

State and Federal Legislative Update

PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE – K. Matsumoto

SUBJECTS DISCUSSED

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

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

Director Kersteen-Tucker thanked Chester Patton, Director, Bus Transportation and Mr. Simon with the issue of shelters on the Coast and justifying the cost of them with the low ridership. She appreciates the creative thinking being done and establishing new partnerships in solving this issue.

Director Adrienne Tissier said the bus shelters could be an incentive to boost ridership on the Coast.

Director Gee said as builders and developers come into a city amenities at a bus stop or Caltrain can be part of the discussion.

Mr. Harvey said to install a shelter could cost between \$20,000 to \$60,000 or more if additional work is needed. One of the challenges of doing this type of work is it triggers the Public Works Contract requirement under the State law. SamTrans doesn't own the property where bus shelters are installed.

DATE AND TIME OF NEXT MEETING – October 7, 2015, at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

Recessed to closed session at 3:51 p.m.

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

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

Reconvened to open session at 4:32 p.m.

Joan Cassman, Legal Counsel, said no action was taken on both closed session items.

The meeting adjourned at 4:33 p.m.