

# **NOVEMBER 4, 2015 SAMTRANS BOARD MEETING**

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BOARD OF DIRECTORS 2015

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GENERAL MANAGER/CEO

## AGENDA

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

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

**WEDNESDAY, NOVEMBER 4, 2015 – 2:00 P.M.**

#### **ACTION**

1. Approval of Minutes of Community Relations Committee Meeting of October 7, 2015

#### **INFORMATIONAL**

2. Accessibility Update – Tina Dubost
3. Paratransit Coordinating Council Update - Mike Levinson
4. Citizens Advisory Committee Liaison Report
5. Multimodal Ridership Report – September 2015

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

NOTE:

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

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

Draft

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
OCTOBER 7, 2015**

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

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

Other Board Members Absent, Constituting Committee of the Whole: C. Groom, R. Guilbault, A. Tissier

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

Committee Chair Zoe Kersteen-Tucker called the meeting to order at 2:51 p.m.

**Approval of Minutes of Community Relations Committee (CRC) Meeting of September 2, 2015**

Motion/Second: Ratto/Stone

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

Absent: Groom, Guilbault, Tissier

**Designate October as “Disabilities Awareness Month”**

Committee Chair Kersteen-Tucker presented the proclamation to Mike Levinson, Chair, Paratransit Coordinating Council.

Motion/Second: Gee/Ratto

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

Mr. Levinson thanked the Board for the proclamation and helping people with disabilities and the elderly in the county.

**Accessibility Update – Tina Dubost**

Tina Dubost, Manager, Accessible Transit Services, said Jean Conger, Senior Mobility Project Coordinator, is training three new people on the Senior Mobility Program.

**PCC Update – Mike Levinson**

Mr. Levinson said the PCC submitted a letter opposing the Redi-Wheels fare increase. The PCC will have a table at the Transition to Independence event at San Mateo High School on October 10 and at the Seniors on the Move event on November 10. The PCC has developed an expanded advocacy and legislation committee to discuss new policies.

### **Citizens Advisory Committee (CAC) Liaison Report – John Baker**

John Baker, Chair, CAC, said past chair Margaret Pye has moved out of the county and vice chair Kathy Gilbert has resigned so he will take over as interim chair until elections are held in January. At the September 30 meeting the CAC received the fare increase presentation. The CAC would rather have the fare increase instead of cuts to service. The CAC recommended the change to the San Francisco fare be effective January 1.

Director Peter Ratto asked if there was any public comment at the CAC. Mr. Baker said no.

### **Mobility Management Report – Paratransit**

Chester Patton, Director, Bus Transportation, reported:

- Average weekday ridership (AWR) in August was 1,220. This increase exceeds staff's expectation.
- Since September 2004 there have been zero denials for 3.8 million trips requested.
- On-time performance (OTP) for RediCoast is almost at 100 percent and Redi-Wheels has increased since January 2015 and for the month of July was 91 percent. The goal is 90 percent or higher.
- Productivity goal for Redi-Wheels is 1.7 passengers per hour and since January the goal has been passed. For RediCoast the goal is 1.5. Due to the density of the Coast it is very difficult to meet the goal.
- Complaints for Redi-Wheels and RediCoast are very minimal and way below the goal of 2.5 complaints per thousand rides.
- Fleet reliability remains consistently above the goal of 20,000 miles between service calls.
- Average cost in Fiscal Year 2016 is \$50.50 per trip.
- Paratransit funding sources include passenger fares, Transportation Development Act, State Transit Assistance, District Sales Tax, San Mateo County Transportation Authority, Measure M, Operating Grants and the San Mateo County Measure A.
- Paratransit contracts include Redi-Wheels with First Transit, Inc., Coastside service is provided by MV Transportation, Inc., and eligibility contract is with CARE Evaluators.
- Senior and Veterans Mobility Programs
  - Mobility Ambassador Program is volunteers who work one-on-one with seniors to show them how to use SamTrans bus service.
  - Age Well Drive Smart partnership with the California Highway Patrol is senior travel training and using transit as an alternative to driving.
  - Veterans Mobility Corps is a vet-to-vet volunteer training that is still in development.

Director Jeff Gee said kudos to staff for an amazing performance with high customer demands.

### **Multimodal Ridership Report – August 2015**

Mr. Patton reported:

- August 2015 Compared to August 2014

- AWR
  - Bus ridership was 41,430, a decrease of 0.3 percent.
  - Paratransit ridership was 1,200, an increase of 8.1 percent.
  - Caltrain ridership was 62,850, an increase of 3.3 percent.
  - Shuttle ridership was 11,660, a decrease of 6.2 percent.
  - Total weekday ridership was 117,130, an increase of 1 percent.
- Total Monthly Ridership
  - Bus ridership was 1,075,670, a decrease of 1 percent.
  - Paratransit ridership was 28,830, an increase of 2 percent.
  - Caltrain ridership was 1,679,230, an increase of 3.2 percent.
  - Shuttle ridership was 246,930, a decrease of 5.8 percent.
  - Total weekday ridership was 3,030,650, an increase of 0.9 percent.
- Total year to date monthly ridership
  - Bus ridership was 2,086,070, a decrease of 0.5 percent.
  - Paratransit ridership was 59,820, an increase of 5.2 percent.
  - Caltrain ridership was 3,408,470, an increase of 5.7 percent.
  - Total ridership was 6,064,310, an increase of 2.5 percent.

Committee Chair Kersteen-Tucker asked if staff could provide how much ridership decreases with fare increases.

#### Public Comment

Jerry Grace, San Pablo, said Bay Area Rapid Transit is increasing fares in January. He asked how many new passengers are on SamTrans and Caltrain. Mr. Harvey said special event ridership is tracked on Caltrain.

Adjourned: 3:25 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: **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 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 September 8 PCC meeting 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  
September 8, 2015**

**ATTENDANCE:** Members Present: Mike Levinson, Chair; Vincent Merola, Vice-Chair; Sammi (Wilhelmina) Riley, Consumer; Maureen Dunn, Senior Focus; Tina Dubost, SamTrans; Judy Garcia, Consumer; Sandra Lang, COA; Marie Violet, Sequoia Hospital; Michal Settles, CTC.

**GUESTS:** Rita Haskin, SamTrans; Scott McMullan, COA; Coli Bertucelli, Community Gatepath; Richard Weiner, Nelson-Nygaard; John Sanderson, SamTrans; Dave Daley, First Transit; Talib Salamin, Serra Taxicab; Henry (Enrique) Silvas, SamTrans; Erin Swartz, PCC Staff.

**ABSENTEES:** Dale Edwards, Consumer; Dinae Cruise, Consumer; Susan Capeloto, DOR; Dr. Aki Eejima, Consumer; Barbara Kalt, Rosener House; Jim Engvall, Consumer.

(Member Attendance: 9; Quorum—YES.)

**WELCOME/INTRODUCTION**

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

**APPROVAL OF THE JULY PCC MINUTES**

Mike requested corrections for the July PCC meeting minutes. Vincent motioned to approve the minutes for July and Sandra seconded. There was one abstention in voting to approve the minutes made by Vincent and no corrections were noted.

**PRESENTATION BY RITA HASKIN, SAMTRANS**

Rita gave a presentation about the two proposed fare increases that SamTrans is considering. Fare increases are being proposed for both fixed-route and paratransit fares. The last fare increase was more than five years ago. One fare increase would take place in January 2016 and another increase is scheduled for three years after that date. Fare changes would affect categories for individual adults, youth & eligible discount, paratransit, Lifeline, and agency-paid trips.

The first of four public meetings will be held at the Municipal Services Building in South San Francisco and is scheduled for Monday, September 14, 2015 at 6:00 p.m. The second meeting is taking place at the East Palo Alto YMCA building in East Palo Alto and is scheduled for Tuesday, September 15, 2015 at 6:00 p.m. The third meeting is taking place at the Pacifica Community Center in Pacifica on Wednesday, September 16 at 2:00 p.m. The final public meeting is taking place at the SamTrans Administrative Office in San Carlos on Saturday, September 19, 2015 at 12:00 p.m. Additionally, a public hearing will be held during the SamTrans Board of Directors Meeting at 2:00 p.m. on Wednesday, October 7, 2015. The Board meets in the Second Floor Auditorium of the SamTrans building in San Carlos.

Vincent commented that many of the fixed-income consumers that agency representatives serve are going to be significantly impacted by a fare increase.

The toll-free number for public comments can be made by contacting SamTrans Customer Service at 1-800-660-4287. More information about the proposed fare increases can be found on the SamTrans website at:

[http://www.samtrans.com/about/news/Community\\_Meetings\\_Public\\_Hearing\\_on\\_Proposed\\_Changes\\_to\\_Fare\\_Policy.html](http://www.samtrans.com/about/news/Community_Meetings_Public_Hearing_on_Proposed_Changes_to_Fare_Policy.html)

Michal asked about outreach on the Coastside about the fare increases. Rita stated that notices have been posted on buses, social media, and a press release was sent to newspapers that serve the Coastside. Tina agreed to contact Cara Schmaljohn and Hope Services for public comment.

Rita confirmed that San Mateo County Measure A sales tax has been used to supplement paratransit fares.

Sandra asked if notices about the proposed fare increases would be posted in public places, like libraries. Rita confirmed that the core focus is to reach riders on the SamTrans vehicles, where consumers can obtain this information directly. Rita added that public notices will also be published in the *Examiner* and the *Half Moon Bay Review* newspapers. Sandra suggested additional outreach to other locations.

Mike asked about how the SamTrans Board is expected to act on the fare increase proposal. Rita confirmed that the Board's decision is expected to take place at the November meeting. Rita added that the tickets with the old fare value can still be used, with cash supplementing the difference. Mike commented that \$4.75 is a difficult amount for cash-paying Redi-Wheels riders.

Vincent also commented on the Goals statement of the SamTrans Information: Proposed Fare Adjustments handout. Vincent questioned the benefits to paratransit riders with the proposed fare increases since the fare increase for paratransit is twice as much as for fixed-route riders.

Sandra asked Rita and Tina about how a paratransit customer could switch over to fixed-route service with the proposed fare increase. Tina confirmed that travel training is provided by SamTrans for paratransit riders who would like to try riding fixed route service. Redi-Wheels and RediCoast customers can ride free on SamTrans fixed-route service by showing their paratransit ID card.

Rita stated that 1,100 paratransit trips are served daily, while 41,000 fixed-route trips are served each day. Fare incentives are being proposed for Clipper card users who ride fixed-route buses. The out-of-San Francisco-fare and Express Route fares are also being streamlined.

Mike Levinson asked Rita about the cut off for Public Comments. Michal Settles asked how the SamTrans Board will receive the PCC's comments on the proposed fare



increases. Rita confirmed that Mike provides a report to the SamTrans Board, but she said that in order to have comments on the record, a phone call, written comments, or participation in a public hearing would be necessary. Vincent suggested that the PCC draft a letter to the SamTrans Board stating that the members are opposed to a paratransit fare increase. Mike suggested that the Executive Committee place this topic on the next meeting agenda to discuss.

## **COMMITTEE REPORTS**

### **A. ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)**

Sandra reported that the AL-Com meeting notes reflect the work done and she looks forward to the addition of Policy issues for the group to consider.

### **B. GRANT/BUDGET REVIEW**

Barbara absent, no update available.

### **C. EDUCATION COMMITTEE**

Maureen reported that a small group of Education Committee members met before today's PCC meeting. On October 10, the PCC will be participating in the Transition to Independence Fair. Sammi and Mike are volunteering for the event. The TIF event focuses on younger individuals, but people of all ages are welcome to participate. Maureen asked if SamTrans could provide staff and/or materials for the event. The SamTrans Ambassador Program was suggested as a representative. Tina will follow up with Maureen and Vincent to make arrangements. Another event that the Education Committee has committed to is on November 10, for Seniors on the Move.

Mike motioned and Vincent seconded to move the PCC meeting date for the month of November from the 10<sup>th</sup> to the 17<sup>th</sup>, so that the PCC members can participate in both Seniors on the Move and the PCC meeting in November.

Maureen also reported that clarifying the role of recruiting new members for the PCC is needed, as enrollment has declined. Richard will contact Craig McCulloh to jointly review human service agencies in San Mateo County and decide which ones should be contacted as potential sources of recruitment for the PCC. Richard will then draft a letter of introduction to send out to agencies that the PCC would like to contact for new members. Sandra added that a community-based strategic plan is needed for the PCC, in addition to contacting agencies. Maureen commented that the by-laws should be reviewed to determine who should be responsible for recruitment.

Maureen reported on the change in meeting format for the Education Committee members. Beginning in November, the group will meet by conference calls every other month to help members communicate on a regular basis without as much of a time commitment.

### **D. EXECUTIVE COMMITTEE**

Mike reported that the Executive Committee last met on July 31, 2015. Upcoming outreach opportunities were discussed, along with topics currently being reviewed by the ERC, such as Renewal-by-Mail. The ERC has also discussed Same Day service, Inter-

County Transfers, and Door-to-Door service. Mike reported that the Draft PCC Work Plan from the PCC Retreat in June was also discussed.

### **Discussion of Draft PCC Work Plan for 2015/16 and 2016/17**

Mike presented the draft PCC Work Plan for 2015/16 and 2016/17 that was developed at the PCC Retreat in June. The PCC will vote to approve the final draft of the Work Plan at the October meeting.

Tina commented on the Draft Work Plan task #4, meeting packet page 10 "Work with SamTrans to develop a plan to accommodate taxis with IVR." Mike noted that this is a challenging goal. Dave commented that he is working with Talib on a call-out service from taxis to paratransit riders. Talib confirmed that the taxi call-out service does not have possession of the rider's phone number.

On page 12 of the meeting packet, task #5, "Review and provide feedback on all Redi-Wheels and RediCoast communication." Tina suggested changing "communication" to "outreach materials." Sandra commented that she agreed a change in language for this statement would be helpful. Mike asked to have "feedback" changed to "input."

On page 14, the objective is stated as, "In collaboration with partners to explore and develop non-paratransit programs/mobility management." Tina commented on task #3, "Review and develop update to the *Senior Mobility Guide* and develop distribution network." Tina suggested changing the statement to, "Review and provide comments to the update to the *Senior Mobility Guide*." Tina mentioned that an updated edition of the *Senior Mobility Guide* is being drafted and asked for comments on the *Guide* before the October PCC meeting. Tina handed out copies of the current *Guide* for the PCC members to review.

Also on page 14, Tina asked to change task #2 to, "Work with SamTrans to explore same-day service" from, "Work with SamTrans to develop and implement same day services." Tina added that she would like to comment on task #5, which reads "Explore options for a centralized telephone number for transportation options." Tina stated that several agencies are already working on this task.

On page 15, the objective is, "Promote and maintain good relations between drivers, passengers, and agencies. Acknowledge and recognize high quality service." Tina asked for clarification of tasks #1 and #3, as they seem to be redundant. Henry asked to change "First Transit staff" to "all paratransit staff." Michal asked about how to reference the appreciation event for the Coastside staff. Michal asked for confirmation that the statement includes both First Transit and Coastside paratransit staff. Mike agreed to eliminate task #3 and use task #1 only to refer to appreciation events for both First Transit and the Coastside (MV Transit).

No other comments about the draft Work Plan were submitted.

### **Discussion of Advocacy-Legislative Committee (AL-Com) Change**

Mike discussed a proposal to implement a change to the Advocacy-Legislative Committee (AL-com) to include work on issues related to paratransit policies. Mike noted that this would not result in additional meetings and hoped that the existing AL-Com meeting schedule could continue to be used. Mike also added that there is not currently a Chair in place for AL-Com. The proposed Committee name would become PAL (Policy-Advocacy-Legislative).

Sandra asked for an overview of the new committee's objective, prior to the October meeting. Maureen asked if a fundamental change to the AL-Com would require changes to the PCC's by-laws. Tina asked about how the PAL Committee resolution process would function. Vincent noted that the current by-laws are cited directly from the PCC's website and the only additional comment he proposed was to include periodically reviewing Redi-Wheels/RediCoast Customer Comment Cards.

Mike motioned and Vincent seconded to re-name the AL-Com to PAL (Policy-Advocacy-Legislative) Committee. After two meetings, Mike said that any needed changes to the by-laws would be clearer and a vote would be held at a later date.

### **PCC Nominating Committee**

Michal motioned and Maureen seconded to approve Mike Levinson as the Chair and Vincent Merola as Vice-Chair of the PCC for 2015-16. Vincent and the other PCC members thanked Michal for her work as Vice-Chair to the PCC for the past several years.

### **SAMTRANS/REDI-WHEELS REPORT**

#### **E. Operational Report**

Tina reported that Caltrans is holding a contest called, "\$25k Find a new Way." The contest is being held to seek out innovative ideas to improve transportation and other state services. Contest information is available at [www.findanewway.ca.gov](http://www.findanewway.ca.gov) or the hashtag #25kFindANewWay on Twitter.

Tina also reported that the SamTrans reception desk located on the 2<sup>nd</sup> floor of the SamTrans building in San Carlos will soon be moved to the ground floor.

Tina added that the SamTrans Contracts and Procurements Department is evaluating proposals for Travel Training for individuals with developmental disabilities. At the October Board meeting, the Board of Directors will be asked to approve contracts.

#### **F. Performance Summary**

Tina reported that Total trips requested increased from 29,859 in July 2014 to 31,725 in July 2015. During that same time period Total trips served has increased from 24,636 to 26,826 and Average weekday riders has increased from 984 to 1,045. Same day cancels remain low at 6.1% for July 2015. For this month, On-time performance was at 88.4% and did not meet the standard. However, Productivity was 1.74 pass/hr and Complaints per 1000 trips were 0.5, which met both standards. Dave commented that new software was implemented in June and that the final part of August showed good productivity and OTP.

John gave the Monthly Redi-Wheels Paratransit Comment Statistics Report. In July 2015, there were seven Driver Conduct comments received, with one found to be valid. John noted that for the Year to Date, about 24% of the comments in this category are found to be valid. Comments about Late Vehicles were received nine times in July and six were found to be valid. For the Year to Date, in this comment category, about 62% were found to be valid. Missed Trip comments (for rides that are more than an hour late), two valid complaints were received. About 38% of the Missed Trip comments were found to be valid this year to date.

In the Monthly Redi-Wheels Paratransit Comment Statistics Report, John pointed out that the Average Response Time to Customer is meeting the standard 5.96 days for July 2015.

### **Safety Report**

Dave provided the First Transit Safety Report for June, with two preventable accidents reported. In July, two preventable accidents were reported and August had one preventable accident logged. In all of the accidents reported, no injuries were found to have been sustained by the drivers or passengers.

### **LIAISON REPORTS**

#### **A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)**

Michal reported that the most recent Coastside meeting was held on July 17, 2015. The last meeting of the quarter is scheduled for Thursday, December 17 and is taking place at 925 Main Street in Half Moon Bay. The proposed fare increase, and updated *SamTrans Riders' Guide*, and ongoing public transportation outreach will be discussed. The holiday caroling event in December is being coordinated with John Murphy from MV Transit.

#### **B. AGENCY**

Barbara absent, no report available. Tina commented that the next Agency meeting will include a discussion of the proposed fare increase.

#### **C. EFFICIENCY REVIEW COMMITTEE (ERC)**

Aki absent, Tina reported that the ERC discussed San Mateo County Measure A, IVR updates, and reasonable modifications. The next ERC meeting will be on October 13 from 11:30-1:00 p.m. Mike asked Tina about discussing the SamTrans Customer Service Survey results at the AL-Com or PCC meeting in October.

#### **D. COMMISSION ON AGING (COA)**

Sandra reported that the last meeting was held on July 13 and the next meeting is scheduled for September 14, 2015.

#### **E. COMMISSION ON DISABILITIES (COD)**

Vincent reported that the Transition to Independence event information can be found at [www.transition.org](http://www.transition.org)

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

Vincent reported that the Disability Unity Parade and Festival will be held on Saturday, September 26th, at Civic Center Plaza. More information can be found at [www.unityfestival.org](http://www.unityfestival.org)

**G. DEPARTMENT OF REHABILITATION (DOR)**

Susan absent, no report available.

**H. METROPOLITAN TRANSPORTATION COMMISSION (MTC)**

No report available.

**I. OTHER BUSINESS**

The next PCC meeting is scheduled to take place from 1:30-3:30 p.m. on Tuesday, October 13, 2015.

Vincent asked Tina if paratransit riders could obtain paid fares in order to attend and have transport to the proposed fare increase public hearing meetings.

**MEETING ADJOURNED: 3:30 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: **MULTIMODAL RIDERSHIP REPORT – SEPTEMBER 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 – SEPTEMBER 2015 COMPARED TO SEPTEMBER 2014**

**Total District Modes** – 175,460, an increase of 1.2 percent.

**Bus** – 47,920, a decrease of 0.8 percent.

**Paratransit** – 1,280, an increase of 6.7 percent.

**Caltrain** – 62,830, an increase of 3.9 percent.

**Shuttles** – 11,160, a decrease of 8 percent.

**Table A  
Average Weekday Ridership**

September 2015 Average Weekday Ridership				Percent Change FY2014/2015
Mode	FY2014	FY2015	FY2016	
Bus	46,310	48,320	47,920	-0.8%
Paratransit	1,100	1,200	1,280	6.7%
Caltrain	54,310	60,470	62,830	3.9%
Shuttles	10,400	12,130**	11,160	-8.0%
<b>Total</b>	112,120	122,120	123,200	0.9%
BART Extension (No Daly City)	49,920	51,250	52,260	2.0%
<b>Grand Total</b>	162,040	173,370	175,460	1.2%
<b>Weekdays</b>	20	21	21	

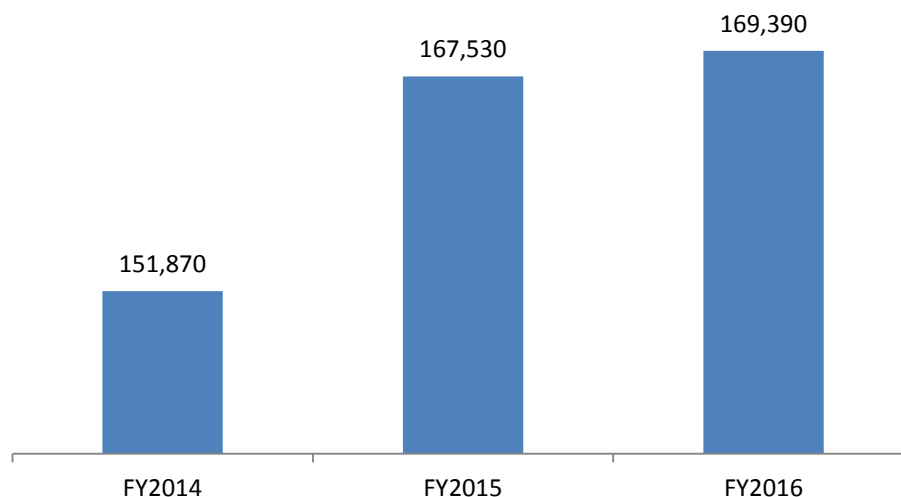
September 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2014	FY2015	FY2016	
Bus	40,600	42,550	42,160	-0.9%
Paratransit	1,100	1,160	1,230	6.0%
Caltrain	54,380	59,980	62,770	4.7%
Shuttles	10,000	12,300**	11,410***	-7.2%
<b>Total</b>	106,080	116,230	117,570	1.2%
BART Extension (No Daly City)	45,790*	51,300	51,820	1.0%
<b>Grand Total</b>	151,870	167,530	169,390	1.1%

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

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

\*\*\*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 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 September for the past three fiscal years.

**MONTHLY TOTAL RIDERSHIP – SEPTEMBER 2015 COMPARED TO SEPTEMBER 2014**

**All District Modes** – 4,420,790, an increase of 1.3 percent.

**Bus** – 1,194,470, a decrease of 0.9 percent.

**Paratransit** – 30,410, an increase of 11.6 percent.

**Caltrain** – 1,640,890, an increase of 4.2 percent.

**Shuttles** – 243,880, a decrease of 6.7 percent.



**Table B  
Total Monthly Ridership**

September 2015 Total Monthly Ridership				Percent Change FY2014/2015
Mode	FY2014	FY2015	FY2016	
Bus	1,120,830	1,205,750	1,194,470	-0.9%
Paratransit	25,500	27,240	30,410	11.6%
Caltrain	1,395,710	1,575,480	1,640,890	4.2%
Shuttles	212,040	261,500**	243,880	-6.7%
<b>Total</b>	<b>2,754,070</b>	<b>3,069,960</b>	<b>3,109,640</b>	<b>1.3%</b>
BART Extension (No Daly City)	1,254,240	1,292,680	1,311,150	1.4%
<b>Grand Total</b>	<b>4,008,310</b>	<b>4,362,640</b>	<b>4,420,790</b>	<b>1.3%</b>
<b>Weekdays</b>	<b>20</b>	<b>21</b>	<b>21</b>	

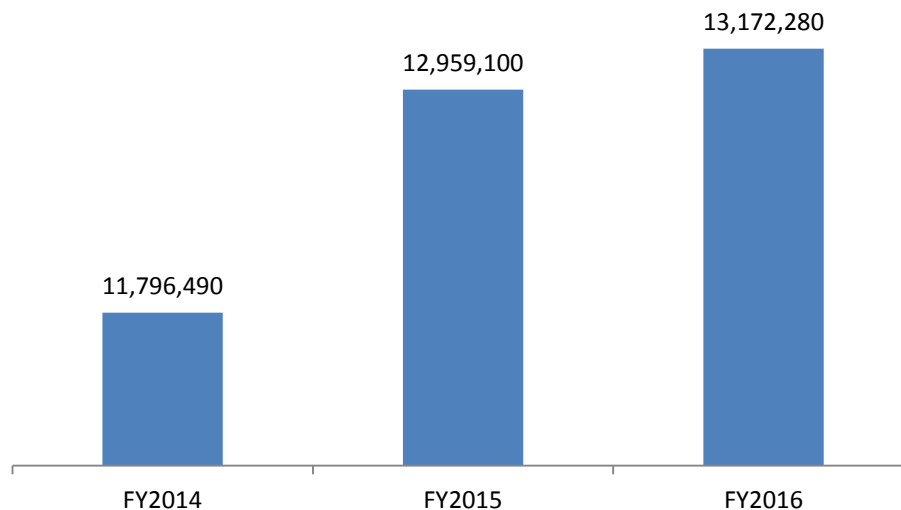
September 2015 Year-to-date				Percent Change FY2014/2015
Mode	FY2014	FY2015	FY2016	
Bus	3,131,570	3,302,200	3,280,530	-0.7%
Paratransit	79,940	84,120	90,230	7.3%
Caltrain	4,353,770	4,798,950	5,049,360	5.2%
Shuttles	652,490	801,690**	753,830***	-6.0%
<b>Total</b>	<b>8,217,770</b>	<b>8,986,960</b>	<b>9,173,950</b>	<b>2.1%</b>
BART Extension (No Daly City)	3,578,720*	3,972,140	3,998,320	0.7%
<b>Grand Total</b>	<b>11,796,490</b>	<b>12,959,100</b>	<b>13,172,280</b>	<b>1.6%</b>

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

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

\*\*\*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 – September 2015**

**Labor Day** – In partnership with the Amalgamated Transit Union Local 1574, which represents SamTrans Bus Operators, Customer Service Representatives, and Maintenance employees, SamTrans ran an ad celebrating Labor Day in the San Mateo County Labor Council's newspaper. The ad was tied into the SamTrans Equals campaign theme and it read "Dedicated Employees + Good Service + Customers = SamTrans."

Prepared by: Seamus Murphy, Chief Communications Officer  
Tracey Lin, Scheduler/Planner

650-508-6388

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**

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

**WEDNESDAY, NOVEMBER 4, 2015 – 2:15 p.m.**

or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Finance Committee Meeting of October 7, 2015
2. Acceptance of Statement of Revenues and Expenses for September 2015
3. Acceptance of Quarterly Investment Review and Fixed Income Market for the Period Ending September 30, 2015
4. Authorize Entering into Memoranda of Understanding with San Mateo County Human Services Agency, City of Menlo Park, and City of Daly City to Pass Through Funding to Implement Three Lifeline Transportation Program Projects in San Mateo County and File Claims to Receive a Total of \$1,263,804 in State Transit Assistance Funds
5. Authorize Acceptance of a Total of \$2,850,468 in Lifeline Transportation Program Grants and File Claims to Receive the Funds from the Metropolitan Transportation Commission

**CONTRACTS**

6. Authorize Award of Contract to Vista Center for the Blind and Visually Impaired to Provide Travel Training Services to Visually Impaired Customers for a Not-to-Exceed Amount of \$221,730 for a Five-Year Term
7. Authorize Award of Contract to Kimball Midwest for the Furnishing and Servicing of Shop Supplies and Related Items for a Not-to-Exceed Amount of \$354,504 for a Five-Year Term
8. Authorize Award of Contract to Peterson Hydraulics, Inc. for the Purchase and Installation of Two New Bus Roof Access Scaffold Systems for a Total Cost of \$122,122
9. Authorize Award of Contracts to Provide On-Call Real Estate Support Services for a Not-to-Exceed Amount of \$600,000 for a Six-Year Term
10. Authorize Award of Contract to Interstate Grading and Paving, Inc. for Construction of the San Carlos Transit Center Project Parking Lot for a Total Cost of \$3,791,000

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  
OCTOBER 7, 2015**

Committee Members Present: J. Gee

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

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

Other Board Members Absent, Constituting Committee of the Whole: A. Tissier

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

Director Jeff Gee called the meeting to order at 3:25 p.m.

**Approval of Minutes of Finance Committee Meeting of September 2, 2015**

Motion/Second: Ratto/Harris

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

Absent: Groom, Guilbault, Tissier

**Acceptance of Statement of Revenues and Expenses for August 2015**

Gigi Harrington, Deputy CEO, said August revenue is under budget by \$300,000. Expenses are \$2 million under budget. Fuel was \$1.73 per gallon last week and year to date is \$1.73 per gallon. The fuel hedge has not been tripped. Final sales tax numbers are \$81 million unaudited, above the \$79 million from last year. Ms. Harrington said she will provide the historical sales tax graph next month.

Motion/Second: Kersteen-Tucker/Matsumoto

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

Absent: Groom, Guilbault, Tissier

**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**

Ms. Harrington said this is the current contractor. SamTrans has relatively low workers compensation rate relative to other transit agencies in the Bay Area.

Director Karyl Matsumoto asked if this is also for the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority (TA). Ms. Harrington said it is for administrative employees who work portions of their time to JPB and TA, but doesn't apply to the operating entity. TransitAmerica Services, the contract operator for Caltrain, has their own workers compensation coverage.

Motion/Second: Harris/Matsumoto  
Ayes: Gee, Harris, Kersteen-Tucker, Matsumoto, Ratto, Stone  
Absent: Groom, Guilbault, Tissier

**Authorize Renewal of Contract with Vision Service Plan (VSP) for Continued Vision Insurance Coverage for a Not-to-Exceed Amount of \$412,000 for a Four-Year Term**

Ms. Harrington said there is a small increase in the contract price. Employees are happy with VSP as their doctors are covered under this plan.

Motion/Second: Kersteen-Tucker/Stone  
Ayes: Gee, Harris, Kersteen-Tucker, Matsumoto, Ratto, Stone  
Absent: Groom, Guilbault, Tissier

**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**

Ms. Harrington said there is an increase in cost because additional hours of service were added. This is an important service provided to the community so they can be mobile.

Motion/Second: Kersteen-Tucker/Harris  
Ayes: Gee, Harris, Kersteen-Tucker, Matsumoto, Ratto, Stone  
Absent: Groom, Guilbault, Tissier

**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**

Ms. Harrington said this is going to help the scheduling and planning staff when services are needed.

Director Zoe Kersteen-Tucker asked why this contract was bundled together.  
Ms. Harrington said contracts are bundled when vendors can do both types of services and it makes the solicitation more efficient.

Director Matsumoto asked why staff is leaving. Ms. Harrington said it is the millennial generation and they are being offered other opportunities.

Motion/Second: Harris/Matsumoto  
Ayes: Gee, Harris, Kersteen-Tucker, Matsumoto, Ratto, Stone  
Absent: Groom, Guilbault, Tissier

**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**

Ms. Harrington said there have been a series of retirements from the money room where farebox revenue is counted. Staff did an analysis and it is slightly less expensive and safer to outsource the work. The remaining person from the money room now works in the Treasury Department.

Motion/Second: Ratto/Stone

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

Absent: Groom, Guilbault, Tissier

**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 (FY) 2016 Capital Budget by an Increase of \$75,000 for a Total Capital Budget of \$42,478,029**

Ms. Harrington said staff discovered a possible leak in the line and the leak may have contaminated the surrounding soil. This contract will allow for an evaluation of the line and the surrounding area.

Chair Shirley Harris asked if there are any safety concerns with this item. David Olmeda, Chief Operating Officer, Bus, said this particular line has potential to contaminate the soil adjacent to the Bay.

Motion/Second: Ratto/Harris

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

Absent: Groom, Guilbault, Tissier

**Business Optimization Project (BOP)**

Ms. Harrington reported:

- BOP goals support District priorities of increasing organizational capacity and improve financial controls by improving business process efficiencies by leveraging advancements in PeopleSoft Applications and Technology.
- BOP program scope include:
  - Implement an integrated suite of PeopleSoft human resources, finance and budgeting systems.
  - Implement optimized business processes.
  - Convert all SamTrans, JPB and TA historical data.
  - Train all District staff.
  - Organization change management program.
  - Hardware support services.
  - Hosting and application support services (five-year contract term).
- Contract has taken longer than expected.
- Phases 1 and 2a are complete and Phase 2b is 95 percent complete.
- System put into production on July 15 and system implementation to be completed by October 31.
- Hosting and applications support services include:
  - Contract services provided starting on go-live date of July 15, 2015.
  - Wipro managed primary and backup data centers in North Carolina and Arizona.
  - Help desk services are fully functional.
  - Resources to provide application support services are on-site and working.
- Staff came to the Board last year to settle some claims and revise the payment schedule.
- The system go-live date was delayed nine months due to contractor staff availability, data conversion and testing and infrastructure readiness.
- Implications of the delay include additional project expenses and delay claims.

- The currently funded budget through FY2015 is \$21.6 million and staff is estimating to be \$600,000 over budget.
- Next steps:
  - System acceptance.
  - Post go-live support and warranty periods.
  - Commercial negotiations with Wipro to settle all claims.
  - Contract close-out.

Ms. Harrington said she will be back in December to adjust the budget and for any additional costs due to claims.

Director Kersteen-Tucker thanked Ms. Harrington for the presentation and update.

Chair Harris congratulated staff on integrating the old and new system.

Mr. Hartnett said the decision to go live in mid-July was not an easy one. He said there had to be a date and staff had to live by it.

Director Gee asked when the catch-up in reporting will occur. Ms. Harrington said her goal is by the end of the calendar year.

Director Gee asked what the uptime with the system is. Ms. Harrington said staff is working with the contractor on infrastructure.

Adjourned: 3:54 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  
SEPTEMBER 30, 2015 AND SUPPLEMENTAL INFORMATION**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** *Total Revenues* (page 1, line 14) are \$318,350 or 0.8 percent **worse** than revised budget. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$716,383 or 15.1 percent and *Other Interest, Rent and Other Income* (page 1, line 12) are **worse** than budget by \$105,722 or 6.8 percent which is offset by *Sales Tax* (page 1, line 9) is **better** than budget by \$466,200 or 2.6 percent and *Investment Interest* (page 1, line 10) is **better** than budget by \$23,571 or 10.4 percent.

**Expenses:** *Total Expenses* (page 4, line 72) are \$3,511,063 or 9.2 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$3,347,244 or 11 percent and *Total ADA Programs* (page 4, line 55) are **better** than budget by \$163,818 or 3.9 percent.

**BUDGET IMPACT**

There are no budget revisions for the month of September 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  
SEPTEMBER 2015**

% OF YEAR ELAPSED: **25.0%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>SOURCES OF FUNDS</b>								
<b>Operating Revenues</b>								
1 Passenger Fares	1,179,596	4,645,683	4,019,867	4,736,250	84.9	18,945,000	18,945,000	21.2
2 Local TDA and STA Funds	3,198,257	10,080,904	9,594,770	9,612,020	99.8	38,448,081	38,448,081	25.0
3 Operating Grants	1,389,302	1,597,644	1,851,152	1,851,152	100.0	6,131,812	6,131,812	30.2
4 SMCTA Measure A	651,664	2,281,816	3,563,680	3,528,602	101.0	9,240,000	9,240,000 <sup>(B)</sup>	38.6
5 SM County Measure A	416,667	1,292,539	1,250,000	1,250,000	100.0	5,000,000	5,000,000	25.0
6 AB434 Funds	50,083	145,500	150,250	150,250	100.0	601,000	601,000	25.0
7 <b>Subtotal - Operating Revenues</b>	<b>6,885,569</b>	<b>20,044,086</b>	<b>20,429,720</b>	<b>21,128,274</b>	<b>96.7</b>	<b>78,365,893</b>	<b>78,365,893</b>	<b>26.1</b>
<b>Other Revenue Sources</b>								
9 District 1/2 Cent Sales Tax	7,293,533	10,500,000	18,073,533	17,607,333	102.6	77,000,000	77,000,000	23.5
10 Investment Interest	72,081	206,276	251,160	227,589	110.4	910,357	910,357	27.6
11 Pass through to Other Agencies	6,239	81,969	26,406	30,250	87.3	121,000	121,000	21.8
12 Other Interest, Rent & Other Income	476,209	1,739,618	1,441,790	1,547,512	93.2	7,985,257	7,985,257	18.1
13 <b>Subtotal - Other Revenues</b>	<b>7,848,062</b>	<b>12,527,863</b>	<b>19,792,889</b>	<b>19,412,684</b>	<b>102.0</b>	<b>86,016,614</b>	<b>86,016,614</b>	<b>23.0</b>
14 <b>Total Revenues</b>	<b>14,733,631</b>	<b>32,571,950</b>	<b>40,222,608</b>	<b>40,540,958</b>	<b>99.2</b>	<b>164,382,508</b>	<b>164,382,508</b>	<b>24.5</b>
15 <b>Capital Assistance</b>	<b>1,521,223</b>	<b>3,306,669</b>	<b>1,549,630</b>	<b>1,549,630</b>	<b>100.0</b>	<b>36,906,869</b>	<b>102,901,693 <sup>(A)</sup></b>	<b>1.5</b>
16 <b>Reserves Programmed for Capital</b>	<b>270,489</b>	<b>1,399,437</b>	<b>1,082,003</b>	<b>1,082,003</b>	<b>100.0</b>	<b>0</b>	<b>5,403,959 <sup>(A)</sup></b>	<b>20.0</b>
17 <b>Total Sources of Funds</b>	<b>16,525,344</b>	<b>37,278,055</b>	<b>42,854,242</b>	<b>43,172,592</b>	<b>99.3</b>	<b>201,289,377</b>	<b>272,688,160</b>	<b>15.7</b>
<b>USES OF FUNDS</b>								
<b>Operations</b>								
21 Motor Bus	11,269,159	24,136,512	27,212,879	30,560,123	89.0	112,268,492	112,271,074	24.2
22 A. D. A. Programs	1,309,048	3,588,317	4,084,396	4,248,214	96.1	16,725,800	16,723,218	24.4
23 Caltrain	359,919	1,565,000	2,840,735	2,840,735	100.0	6,080,000	6,080,000	46.7
24 Other Multi-modal Programs	170,690	706,678	519,479	519,479	100.0	3,830,170	3,830,170	13.6
25 <b>Subtotal - Operating Costs</b>	<b>13,108,816</b>	<b>29,996,508</b>	<b>34,657,489</b>	<b>38,168,552</b>	<b>90.8</b>	<b>138,904,462</b>	<b>138,904,462</b>	<b>25.0</b>
<b>Other Uses of Funds</b>								
27 Pass through to Other Agencies	6,239	81,969	26,406	26,406	100.0	141,780	141,780	18.6
28 Debt Service	836,304	4,074,805	2,508,911	2,508,911	100.0	21,645,646	21,645,646	11.6
29 Fiscal Agent Fees	2,001	2,000	3,043	7,100	42.9	28,399	28,399	10.7
30 Land Transfer Interest Expense	0	0	0	0	0	45,716	45,716	0.0
31 <b>Subtotal - Other Uses of Funds</b>	<b>844,544</b>	<b>4,158,774</b>	<b>2,538,361</b>	<b>2,542,417</b>	<b>99.8</b>	<b>21,861,541</b>	<b>21,861,541</b>	<b>11.6</b>
32 <b>Capital Programs</b>	<b>1,791,712</b>	<b>4,706,105</b>	<b>2,631,633</b>	<b>2,631,633</b>	<b>100.0</b>	<b>42,403,029</b>	<b>113,801,812 <sup>(A)</sup></b>	<b>2.3</b>
33 <b>Total Uses of Funds</b>	<b>15,745,072</b>	<b>38,861,387</b>	<b>39,827,484</b>	<b>43,342,602</b>	<b>91.9</b>	<b>203,169,032</b>	<b>274,567,815</b>	<b>14.5</b>
34 <b>NET SURPLUS/ (DEFICIT)</b>	<b>780,272</b>	<b>(1,583,331)</b>	<b>3,026,758</b>	<b>(170,010)</b>	<b>(1780.3)</b>	<b>(1,879,656)</b>	<b>(1,879,656)</b>	<b>(161.0)</b>

% 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  
SEPTEMBER 2015**

% OF YEAR ELAPSED: 25.0%

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 TOTAL MOTOR BUS FARES	1,110,167	4,432,146	3,816,860	4,532,500	84.2	18,130,000	18,130,000	21.1
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,678,644	8,614,654	8,035,931	8,035,931	100.0	32,143,723	32,143,723	25.0
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	338,463	923,530	1,015,389	1,015,389	100.0	4,061,556	4,061,556	25.0
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	1,195,188	1,475,738	1,624,684	1,624,684	100.0	6,131,812	6,131,812	26.5
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Assistance	5,596,262	7,276,804	11,419,863	13,979,982	81.7	46,135,529	46,138,111	24.8
10 Accessibility Fixed Route	82,900	296,827	259,491	281,188	92.3	1,124,750	1,124,750	23.1
11 TOTAL 1/2 CENT SALES TAX	5,679,162	7,573,631	11,679,354	14,261,170	81.9	47,260,279	47,262,861	24.7
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	70,652	150,109	203,337	161,869	125.6	647,475	647,475	31.4
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	18	(0)	54	0	0.0	0	0	0.0
16 Rental Income	125,171	428,142	243,459	321,124	75.8	1,284,497	1,284,497	19.0
17 Advertising Income	66,475	171,456	183,975	213,250	86.3	1,149,000	1,149,000	16.0
18 Other Income	79,795	367,108	409,837	394,207	104.0	1,460,150	1,460,150	27.2
19 TOTAL OTHER REVENUES	271,458	966,705	837,325	928,581	90.2	3,893,647	3,893,647	21.5
20								
21 TOTAL MOTOR BUS	11,343,734	24,136,512	27,212,879	30,560,123	89.0	112,268,491	112,271,074	24.2
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	69,429	213,538	203,008	203,750	99.6	815,000	815,000	24.9
25 Local TDA 4.5 Redi-Wheels	141,880	433,403	425,639	442,889	96.1	1,771,554	1,771,554	24.0
26 Local STA - Paratransit	39,271	109,317	117,812	117,812	100.0	471,248	471,248	25.0
27 Operating Grants	194,113	121,906	226,468	226,468	100.0	0	0	0.0
28 Sales Tax - District ADA Programs	(82,331)	(37,102)	404,627	560,044	72.2	2,412,766	2,410,184	0.0
29 Sales Tax - Paratransit Suppl. Coastside	132,907	357,419	385,627	378,750	101.8	1,512,350	1,512,350	25.5
30 Interest Income - Paratransit Fund	13,926	56,168	47,823	65,720	72.8	262,882	262,882	18.2
31 SMCTA Measure A Redi-Wheels	291,745	716,816	722,945	687,867	105.1	3,080,000	3,080,000	23.5
32 SM County Measure A	416,667	1,292,539	1,250,000	1,250,000	100.0	5,000,000	5,000,000	25.0
33 Measure M Paratransit	102,201	324,313	300,448	314,914	95.4	1,400,000	1,400,000	21.5
34 TOTAL ADA PROGRAMS	1,319,808	3,588,317	4,084,396	4,248,214	96.1	16,725,800	16,723,218	24.4
35								
36 MULTI-MODAL TRANSIT PROGRAMS:								
37 Transfer from SMCTA for Caltrain	359,919	1,565,000	2,840,735	2,840,735	100.0	6,160,000	6,160,000	46.1
38 AB434 Funds - SamTrans Shuttle	50,083	145,500	150,250	150,250	100.0	601,000	601,000	25.0
39 Employer SamTrans Shuttle Funds	102,550	448,600	304,017	304,017	100.0	2,691,610	2,691,610	11.3
40 Sales Tax - SamTrans Shuttle Program	3,334	83,019	24,800	24,800	100.0	340,560	340,560	7.3
41 Sales Tax - Gen. Operating Asst.	14,723	29,560	40,412	40,412	100.0	117,000	117,000	34.5
42								
43 TOTAL MULTIMODAL	530,609	2,271,679	3,360,214	3,360,214	100.0	9,910,170	9,910,170	33.9
44								
45 TOTAL REVENUES	13,194,151	29,996,508	34,657,489	38,168,552	90.8	138,904,462	138,904,462	25.0

% 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  
SEPTEMBER 2015**

% OF YEAR ELAPSED: 25.0%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>DISTRICT OPERATED BUSES</b>								
1 Wages & Benefits	7,520,343	13,604,067	16,473,240	16,639,637	99.0	55,439,968	55,442,550	29.7
2								
3 Services:								
4 Board of Directors	6,344	11,358	10,032	13,688	73.3	54,750	54,750	18.3
5 Contracted Vehicle Maintenance	85,999	300,014	230,123	369,240	62.3	1,476,960	1,476,960	15.6
6 Property Maintenance	80,080	240,538	202,436	372,339	54.4	1,242,000	1,489,359	13.6
7 Professional Services	281,289	548,120	646,809	1,125,274	57.5	4,366,600	4,501,100	14.4
8 Technical Services	392,050	1,380,821	1,182,446	1,506,690	78.5	6,001,765	6,001,765	19.7
9 Other Services	113,632	183,290	244,183	742,476	32.9	2,969,903	2,969,903	8.2
10								
11 Materials & Supply:								
12 Fuel & Lubricants	235,892	1,353,387	796,526	1,192,617	66.8	6,332,557	5,942,032	13.4
13 Bus Parts & Materials	151,526	461,224	527,471	474,563	111.1	1,898,250	1,898,250	27.8
14 Uniforms & Driver Expense	28,714	53,339	54,767	114,372	47.9	457,490	457,490	12.0
15 Timetables & Tickets	1,095	37,816	12,095	49,400	24.5	197,600	197,600	6.1
16 Office Supplies / Printing	9,464	46,698	18,520	89,374	20.7	357,497	357,497	5.2
17 Other Materials & Supply	18,535	32,403	27,680	39,875	69.4	159,500	159,500	17.4
18								
19 Utilities:								
20 Telecommunications	17,084	82,529	81,963	174,284	47.0	697,134	697,134	11.8
21 Other Utilities	59,180	290,434	251,820	285,000	88.4	1,140,000	1,140,000	22.1
22 Insurance Costs	232,688	(34,471)	524,641	669,063	78.4	2,676,250	2,676,250	19.6
23 Workers' Compensation	294,287	467,434	806,938	915,540	88.1	3,662,160	3,662,160	22.0
24 Taxes & License Fees	49,378	117,049	130,883	193,407	67.7	773,629	773,629	16.9
25 Fixed Route Accessibility	82,900	296,827	259,491	281,187	92.3	1,124,750	1,124,750	23.1
26 Leases & Rentals	17,315	32,217	36,664	34,774	105.4	139,096	139,096	26.4
27 Promotional & Legal Advertising	16,370	72,599	32,346	79,225	40.8	316,900	316,900	10.2
28 Training & Business Travel	32,596	73,149	46,006	92,952	49.5	363,145	371,811	12.4
29 Dues & Membership	12,264	20,291	25,503	22,322	114.2	89,289	89,289	28.6
30 Postage & Other	9,265	19,511	19,929	24,503	81.3	98,013	98,013	20.3
31								
32 <b>Total District Operated Buses</b>	<b>9,748,289</b>	<b>19,690,645</b>	<b>22,642,512</b>	<b>25,501,801</b>	<b>88.8</b>	<b>92,035,207</b>	<b>92,037,789</b>	<b>24.6</b>
33								
34 <b>CONTRACTED BUS SERVICES</b>								
35 Contracted Urban Bus Service	1,230,731	3,828,143	3,753,041	4,142,975	90.6	16,571,900	16,571,900	22.6
36 Other Related Costs	58,797	98,699	134,338	102,533	131.0	410,130	410,130	32.8
37 Insurance Costs	42,299	(41,892)	107,358	163,750	65.6	655,000	655,000	16.4
38 Coastside Services	144,185	404,660	439,866	501,450	87.7	2,005,800	2,005,800	21.9
39 Redi Coast Non-ADA	15,645	59,058	55,743	60,175	92.6	240,700	240,700	23.2
40 Other Related Costs	7,284	20,389	18,567	30,668	60.5	122,670	122,670	15.1
41 La Honda - Pescadero	5,513	12,338	12,600	13,783	91.4	55,130	55,130	22.9
42 SamCoast - Pescadero	13,767	63,425	46,128	41,291	111.7	165,165	165,165	27.9
43 Other Related Cost - SamCoast	2,649	1,047	2,726	1,698	160.6	6,790	6,790	40.1
44 <b>Total Contracted Bus Service</b>	<b>1,520,870</b>	<b>4,445,867</b>	<b>4,570,367</b>	<b>5,058,321</b>	<b>90.4</b>	<b>20,233,285</b>	<b>20,233,285</b>	<b>22.6</b>
45								
46 <b>TOTAL MOTOR BUS</b>	<b>11,269,159</b>	<b>24,136,512</b>	<b>27,212,879</b>	<b>30,560,123</b>	<b>89.0</b>	<b>112,268,492</b>	<b>112,271,074</b>	<b>24.2</b>

"% 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  
SEPTEMBER 2015**

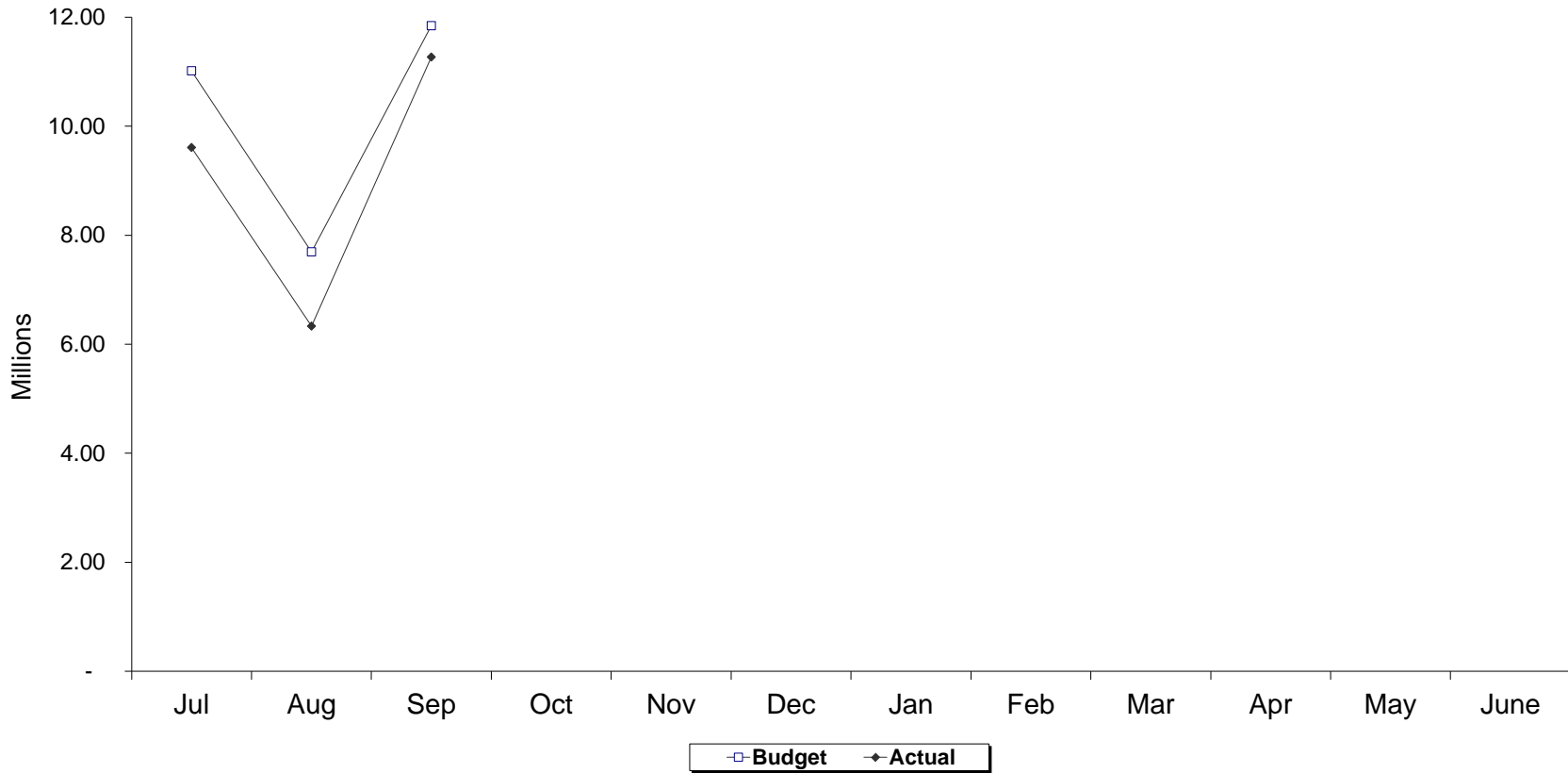
% OF YEAR ELAPSED: 25.0%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>AMERICAN DISABILITY ACT PROGRAMS</b>								
Elderly & Disabled/Redi-Wheels	441,456	1,544,485	1,361,849	1,701,800	80.0	6,807,200	6,807,200	20.0
Other Related Costs	272,733	630,900	956,666	805,608	118.8	3,222,406	3,222,406	29.7
ADA Sedan/Taxi Service	398,556	800,089	997,004	787,700	126.6	3,150,800	3,150,800	31.6
ADA Accessibility Support	36,090	202,539	201,434	376,929	53.4	1,518,044	1,515,462	13.3
Coastside ADA Support	132,907	357,419	385,626	378,750	101.8	1,512,350	1,512,350	25.5
Insurance Costs	27,306	52,885	181,817	197,428	92.1	515,000	515,000	35.3
<b>TOTAL ADA PROGRAMS</b>	<b>1,309,048</b>	<b>3,588,317</b>	<b>4,084,396</b>	<b>4,248,214</b>	<b>96.1</b>	<b>16,725,800</b>	<b>16,723,218</b>	<b>24.4</b>
<b>MULTIMODAL TRANSIT PROGRAMS</b>								
<b>CALTRAIN SERVICE</b>								
Peninsula Rail Service	359,919	1,565,000	2,840,735	2,840,735	100.0	6,080,000	6,080,000	46.7
<b>Total Caltrain Service</b>	<b>359,919</b>	<b>1,565,000</b>	<b>2,840,735</b>	<b>2,840,735</b>	<b>100.0</b>	<b>6,080,000</b>	<b>6,080,000</b>	<b>46.7</b>
<b>OTHER SUPPORT</b>								
SamTrans Shuttle Service	155,967	677,119	479,067	479,067	100.0	3,633,170	3,633,170	13.2
Bicycle Coordinating Activities	0	0	0	(0)	0.0	25,000	25,000	0.0
Maintenance Multimodal Facilities	14,723	29,559	40,412	40,412	100.0	172,000	172,000	23.5
<b>Total Other Support</b>	<b>170,690</b>	<b>706,678</b>	<b>519,479</b>	<b>519,479</b>	<b>100.0</b>	<b>3,830,170</b>	<b>3,830,170</b>	<b>13.6</b>
<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>530,609</b>	<b>2,271,678</b>	<b>3,360,214</b>	<b>3,360,214</b>	<b>100.0</b>	<b>9,910,170</b>	<b>9,910,170</b>	<b>33.9</b>
<b>TOTAL EXPENSES</b>	<b>13,108,816</b>	<b>29,996,508</b>	<b>34,657,489</b>	<b>38,168,552</b>	<b>90.8</b>	<b>138,904,462</b>	<b>138,904,462</b>	<b>25.0</b>

"% 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.

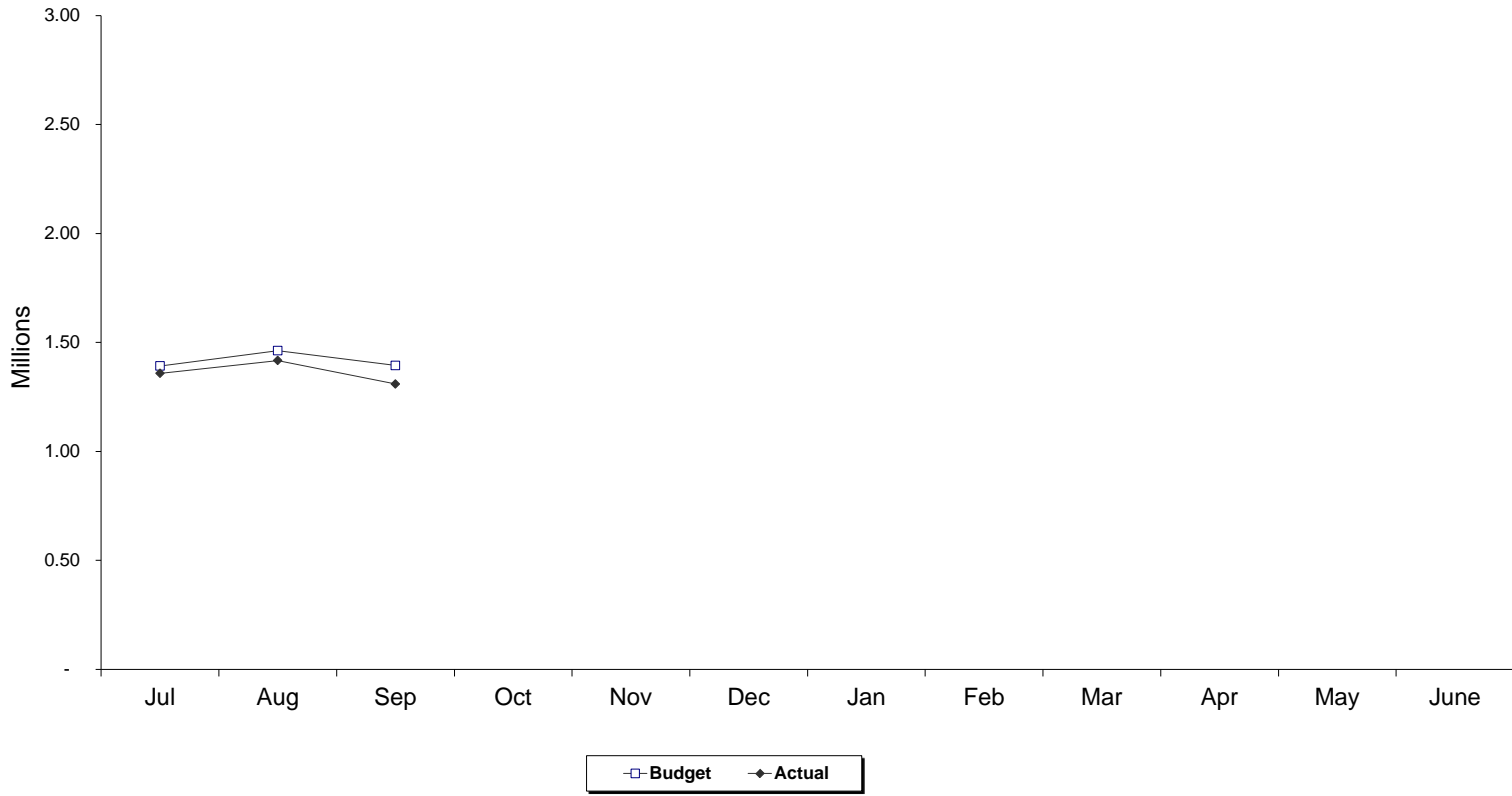
## SAN MATEO COUNTY TRANSIT DISTRICT

### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL FISCAL YEAR 2016



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	11,017,327	7,696,670	11,846,126										
Actual	9,610,508	6,333,213	11,269,159										
<b>CUMULATIVE EXPENSES</b>													
Budget	11,017,327	18,713,997	30,560,123										
Actual	9,610,508	15,943,720	27,212,879										
Variance - F(U)	1,406,820	2,770,276	3,347,243										
Variance %	12.77%	14.80%	10.95%										

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

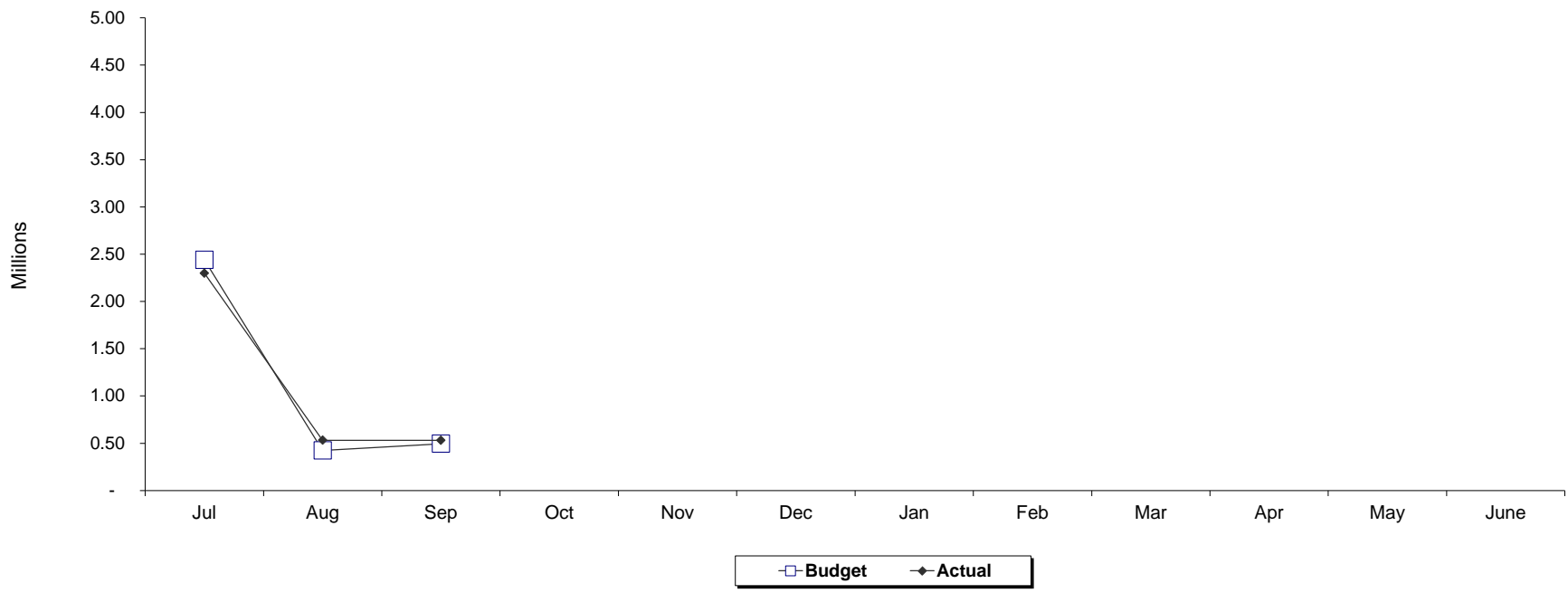


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	1,392,064	1,462,328	1,393,823									
Actual	1,358,433	1,416,915	1,309,048									
<b>CUMULATIVE EXPENSES</b>												
Budget	1,392,064	2,854,392	4,248,214									
Actual	1,358,433	2,775,348	4,084,396									
Variance - F(U)	33,631	79,043	163,819									
Variance %	2.42%	2.77%	3.86%									

## 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
<b>MONTHLY EXPENSES</b>												
Budget	2,440,078	424,821	495,316									
Actual	2,298,095	531,510	530,609									
<b>CUMULATIVE EXPENSES</b>												
Budget	2,440,078	2,864,899	3,360,214									
Actual	2,298,095	2,829,605	3,360,214									
Variance - F(U)	141,983	35,294	0									
Variance %	5.82%	1.23%	0.00%									

**SAN MATEO COUNTY TRANSIT DISTRICT**

**INTEREST ON INVESTMENTS**

**September 30, 2015**

DESCRIPTION	TOTAL INVESTMENT 9-30-15	INTEREST RECEIVABLE 8-31-15	PREPAID INT RECEIVABLE 9-30-15	INTEREST EARNED 9-30-15	INTEREST RECEIVED 9-30-15	ADJ.	INTEREST RECEIVABLE 9-30-15
RESERVE FOR CAPITAL PROJ	7,983,790.10	8,902.40	0.00	3,752.97	0.00	(45.10)	12,610.27
LAIF -- CAPITAL PROJ	76,612.12	50.93	0.00	21.93	0.00	0.00	72.86
REIMB SECURITIES -- L76R	88,316,736.20	156,673.07	32,820.00	53,771.47	64,962.92	1.79	178,303.41
LAIF -- REIMB FUNDS L76R	44,800,277.21	28,913.63	0.00	12,836.55	0.00	0.00	41,750.18
PARATRANSIT FUNDS	21,926,828.82	27,966.55	10,760.87	12,666.29	219.58	(191.92)	50,982.22
LAIF -- PARATRANSIT	5,073,110.67	3,372.45	0.00	1,452.02	0.00	0.00	4,824.47
BANK OF AMERICA	14,753,498.94	0.00	0.00	1,298.23	1,298.23	0.00	0.00
WELLS FARGO	505,189.01	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	3,329,235.47	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	7,292,057.90	60.29	0.00	0.00		0.00	60.29
	<u>194,057,336.44</u>	<u>225,939.32</u>	<u>43,580.87</u>	<u>85,799.46</u>	<u>66,480.73</u>	<u>(235.23)</u>	<u>288,603.70</u>

**SEPTEMBER 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned 09/30/15	85,564.23
<b>Add:</b>	
CEO Interest	0.00
<b>Less:</b>	
Trust Fees	(505.42)
Capital Gain(Loss)	312.00
Total Interest & Capital Gain(Loss)	<u>85,370.81</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	254,834.26
<b>Add:</b>	
CEO Interest	
<b>Less:</b>	
Trust Fees	(1,547.99)
Capital Gain(Loss)	312.00
Total Interest & Capital Gain(Loss)	<u>253,598.27</u>

**Balance Per Ledger as of 09/30/15**

Deferred Int Acct. 210852/3	3,986.66
Interest Acct. 409102	0.00
Interest Acct. 409101	250,847.60
Less Trust Fees 530045	(1,547.99)
Gain(Loss) Acct. 405210	312.00
	<u>253,598.27</u>



SAN MATEO COUNTY TRANSIT DISTRICT  
 BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R  
 September 30, 2015  
 PMF account # 79400100

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-15	MARKET VALUE 9-30-15	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 8-31-15	PREPAID INT REC'VBLE 9-30-15	INTEREST EARNED 9-30-15	INTEREST RECEIVED 9-30-15	PP INTEREST RECEIVED DATE	INTEREST REC'VBLE ADJ. 9-30-15	INT REC'VBLE LESS PREPAID 9-30-15	PAR VALUE				
<u>U.S. TREASURY NOTES AND BONDS</u>																					
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,005,468.00	2,004,740.00	07-15-16	0.625%	34.7222	30	1,630.43		1,041.67			(22.64)	2,649.46	2,649.46	2,000,000			
US TREASURY NOTE	912828WX4	08-27-14	5,999,531.25	6,008,904.00	6,008,322.00	07-31-16	0.500%	83.3333	30	2,608.70		2,500.00			(54.35)	5,054.35	5,054.35	6,000,000			
US TREASURY NOTE	912828VR8	12-11-2014	8,018,125.00	8,022,496.00	8,018,336.00	08-15-16	0.625%	138.8889	30	2,309.78		4,166.67			(90.58)	6,385.87	6,385.87	8,000,000			
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,522,576.00	8,519,371.50	10-15-16	0.625%	147.5694	30	20,175.89		4,427.08			(72.57)	24,530.40	24,530.40	8,500,000			
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	10,025,780.00	10,022,530.00	11-15-16	0.625%	173.6111	30	18,512.23		5,208.33			(113.22)	23,607.34	23,607.34	10,000,000			
US TREASURY NOTE	912828SM3	03-23-15	5,376,054.49	5,375,844.76	5,373,902.82	3-31-17	1.000%	148.1944	30	22,447.81		3,945.83	26,675.00		427.13	145.77	145.77	5,335,000			
US TREASURY NOTE	912828ST8	03-25-15	7,848,466.80	7,832,211.90	7,892,115.25	4-30-19	1.250%	272.5694	30	33,063.86		8,177.08			(177.76)	41,063.18	41,063.18	7,850,000			
US TREASURY NOTE	912828F62	09-08-15	6,124,542.97	6,167,276.90	6,167,276.90	10-31-19	1.500%	254.1667	30	0.00	32,820.00	5,337.50			133.26	5,470.76	(27,349.24)	6,100,000 58.19%			
<u>GOVERNMENT BONDS</u>																					
FHLMC	3134G3W55	03-12-13	7,702,156.00	7,707,838.52	7,703,426.50	11-24-15	0.450%	96.2500	30	9,337.46		2,887.50			(1.21)	12,223.75	12,223.75	7,700,000			
FFCB	31331H5L7	5-11-07	1,020,404.50	977,352.40	963,765.50	12-29-15	6.125%	161.6319	30	10,021.18		4,848.96				14,870.14	14,870.14	950,000			
FNMA	3135GOVA8	5-15-13	15,026,145.00	15,020,805.00	15,019,290.00	03-30-16	0.500%	208.3333	30	31,458.33		6,250.00	37,500.00			208.33	208.33	15,000,000			
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,998,765.00	5,000,105.00	07-05-16	0.375%	52.0833	30	2,916.67		1,562.50			-	4,479.17	4,479.17	5,000,000			
FNMA	3135G0YE7	03-07-14	5,009,800.00	5,012,055.00	5,008,435.00	08-26-16	0.625%	86.8056	30	434.03		2,604.17			(0.01)	3,038.19	3,038.19	5,000,000			
<u>FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION</u>																					
FNMA	3136ANJY4	4-30-15	616,097.80	614,551.21	615,119.73	04-01-18	1.550%	26.2639	31	787.92		814.18	787.92		(26.26)	787.92	787.92	610,000			
<u>CASH AND CASH EQUIVALENTS</u>																					
			118,224.32		118,224.32														0.00	0.00	0
LAIF			44,850,277.21	44,850,277.21	44,850,277.21											28,913.63	12,836.55		41,750.18	41,750.18	44,850,277.21
TOTAL LAIF			44,850,277.21	44,850,277.21	44,850,277.21											28,913.63	12,836.55		41,750.18	41,750.18	44,850,277.21
TOTAL A/C 121100 & 112010			88,178,508.97	88,291,924.69	88,316,736.20																
TOTAL			88,178,508.97	88,291,924.69	88,316,736.20						156,673.07	32,820.00	53,771.47	64,962.92		1.79	144,514.62	111,694.62	126,795,277		
<u>MATURED/CALLED</u>																					
US TREASURY NOTE	912828SM3	03-23-15																			
FHLMC	3134G3W55	03-12-13	800,224.00			09-09-15															
FNMA	313396LD3	1-13-15	4,996,150.00	5,000,000.00	4,999,993.00	09-01-15															

**SAN MATEO COUNTY TRANSIT DISTRICT  
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES  
September 30, 2015**

US Bank Account #19-516531

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-15	MARKET VALUE 9-30-15	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 8-31-15	PREPAID INT REC'VBLE 9-30-15	INTEREST EARNED 9-30-15	INTEREST RECEIVED 9-30-15	ADJ.	INTEREST REC'VBLE 9-30-15	INT REC'VBLE LESS PREPAID 9-30-15	PAR VALUE
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,914,852.00	7,913,746.00	06-15-16	0.500%	109.7222	30	8,441.10		3,291.67		(45.10)	11,687.67	11,687.67	7,900,000
<b><u>GOVERNMENT BONDS</u></b>																	
HOUSING URBAN DEVEL	911759EB0	12-23-08	72,572.73	70,007.00	70,044.10	08-01-17	7.908%	15.3767	30	461.30		461.30			922.60	922.60	70,000
<b><u>CASH AND CASH EQUIVALENTS</u></b>																	
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					50.93		21.93			72.86	72.86	76,612
TOTAL LAIF			76,612.12	76,612.12	76,612.12												
TOTAL A/C 121100 & 112010			8,068,070.08	7,984,859.00	8,089,471.10												
<b>TOTAL</b>			<b>8,068,070.08</b>	<b>7,984,859.00</b>	<b>7,983,790.10</b>					<b>8,902.40</b>	<b>0.00</b>	<b>3,752.97</b>	<b>0.00</b>	<b>(45.10)</b>	<b>12,610.27</b>	<b>12,610.27</b>	<b>7,900,000</b>

20-Oct-15

**SAN MATEO COUNTY TRANSIT DISTRICT  
PARATRANSIT FUNDS -- INTEREST ON SECURITIES  
September 30, 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 8-31-15	PP INTEREST REC'VBLE 9-30-15	INTEREST EARNED 9-30-15	INTEREST RECEIVED 9-30-15	PP INTEREST RECEIVED DATE	ADJ	INTEREST REC'VBLE 9-30-15	INT REC'VBLE LESS PREPAID 9-30-15	PAR VALUE
<b><u>U.S. TREASURY NOTES AND BONDS</u></b>																		
US TREASURY NOTE	912828WX4	08-27-14	4,749,628.91	4,757,049.00	4,756,588.25	07-31-16	0.500%	65.9722	30	2,065.22		1,979.17			(43.03)	4,001.36	4,001.36	4,750,000
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,514,608.00	5,512,534.50	10-15-16	0.625%	95.4861	30	13,054.99		2,864.58			(46.96)	15,872.61	15,872.61	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	5,012,890.00	5,011,265.00	11-15-16	0.625%	86.8056	30	9,256.11		2,604.17			(56.61)	11,803.67	11,803.67	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,449,223.04	4,454,573.21	4,452,956.26	01-31-17	0.875%	107.6736	30	3,370.65		2,864.50			295.49	6,530.64	6,530.64	4,430,000
US TREASURY NOTE	912828f62	09-09-15	2,008,046.88	2,022,058.00	2,022,058.00	10-31-19	1.500%	83.3333	30	0.00	10,760.87	2,134.29			(340.81)	1,793.48	(8,967.39)	2,000,000
<b><u>FEDERAL AGENCY COLLETERIALIZED MORTGAGE OBLIGATION</u></b>																		
FNMA	3136ANJY4	4-30-15	171,699.39	171,268.37	171,426.81	04-01-18	1.550%	7.3194	30	219.58		219.58	219.58			219.58	219.58	170,000
0.86%																		
<b><u>CASH AND CASH EQUIVALENTS</u></b>																		
			3,105,330.15	0.00	3,105,330.15				0.00						0.00	0.00	0.00	0
<b><u>CASH INVESTMENT</u></b>																		
LAIF			5,073,110.67	5,073,110.67	5,073,110.67				3,372.45	0.00	1,452.02					4,824.47	4,824.47	5,073,111
TOTAL LAIF			5,073,110.67	5,073,110.67	5,073,110.67													
TOTAL A/C 122010			21,851,469.32	21,932,446.58	21,926,828.82													
<b>TOTAL</b>			<b>21,851,469.32</b>	<b>21,932,446.58</b>	<b>21,926,828.82</b>				<b>27,966.55</b>	<b>10,760.87</b>	<b>12,666.29</b>	<b>219.58</b>	<b>0.00</b>	<b>(191.92)</b>	<b>40,221.34</b>	<b>29,460.47</b>	<b>21,850,000.00</b>	
<b><u>MATURED/CALLED</u></b>																		
FNMA	31398AU34	2-15-12	5,299,150.00	5,117,150.00	5,008,160.00													

20-Oct-15

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

8/24/15 4:42 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
<b>FY2015:</b>						
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	20,262,315	1,317,315	20,262,315
<b>FY2015 Total</b>	<b>72,000,000</b>	<b>75,000,000</b>	<b>FY2015 Total</b>	<b>80,974,725</b>	<b>5,974,725</b>	<b>80,974,725</b>
<b>FY2016</b>						
Jul. 15	5,390,000		Sep. 15	5,856,200	466,200	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		5,856,200	466,200	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		5,856,200	466,200	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		5,856,200	466,200	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
<b>FY2016 Total</b>	<b>77,000,000</b>	<b>0</b>	<b>FY2016 Total</b>	<b>5,856,200</b>	<b>466,200</b>	<b>77,000,000</b>
	18,073,533		1st Quarter			
			2nd Quarter			
			3rd Quarter			
			4th Quarter			
	<u>18,073,533</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: **QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW AND  
OUTLOOK**

**ACTION**

Staff proposes the Finance Committee recommend the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended September 30, 2015.

**SIGNIFICANCE**

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover on October 26, 2015, in order to meet the 30-day requirement.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

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

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 5 and 6. The schedule separates the investments into three groups: the Investments, managed by The Public Financial Management Group (PFM) liquidity funds which are managed by District staff; and Trust funds which are managed by a third party trustee. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds, while the bond covenants govern the management and reporting of the Trust funds.

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

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

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

## **DISCUSSION**

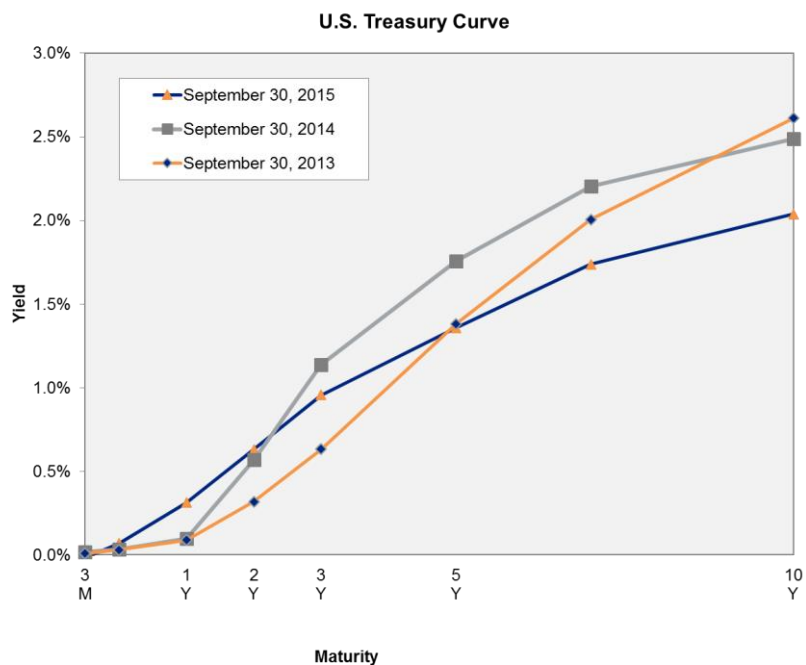
### **Fixed Income Market Review and Outlook**

The Federal Open Market Committee (FOMC) chose not to raise the Federal funds target rate at its September meeting. Although the U.S. economy has avoided the recent global volatility, the FOMC cited concern about "recent global economic and financial developments." However, FOMC officials continue to condition investors for a rate hike before the end of the year.

Second quarter gross domestic product was revised upward to 3.9 percent as strong consumer spending continued to drive improving U.S. economic conditions, but more recent economic releases suggest the U.S. economy is slowing from this pace. Treasury yields plunged in the first few minutes of trading on August 24 in a "flight to quality" as the Dow Jones Industrial Average (Dow) fell 1,000 points, but quickly recovered along with U.S. stocks. The Dow finished that week up 1.0 percent. The labor market exhibited surprising weakness as the two-month increase in jobs averaged 142,000, down from the recent pace of adding more than 200,000 new jobs per month.

Despite a sharp increase in yields ahead of the FOMC meeting, the move was quickly reversed after the “no hike” decision, and Treasury yields ended the quarter with generally lower yields. Federal Agency yield spreads widened during the quarter, causing the sector to underperform comparable maturity Treasuries.

Increased market volatility combined with growing global economic uncertainty caused credit spreads to widen sharply. As a result, most corporates underperformed comparable government securities, with lower-quality bonds performing the worst. Mortgage-backed securities (MBS) underperformed comparable duration government securities as heightened volatility increased uncertainty around the speed of mortgage prepayments.



**Source: Federal Reserve**

Short-term markets tracked rate hike expectations closely, as yields rose sharply in the days leading up to the September FOMC meeting, then quickly declined when the FOMC failed to move. Supply limits continue to affect the market as banks have scaled back issuance of short-term securities under regulatory pressure.

**Strategy**

PFM expects the U.S. economy to continue to expand, but at a slightly slower pace. The FOMC continues to monitor economic progress towards its dual objectives of full employment and price stability. It recently added an acknowledgement that global economic instability has the potential to affect Fed policy. Because this creates a new level of uncertainty about the timing and pace of future rate hikes, the District’s strategy may need to adapt to changing conditions throughout the 4<sup>th</sup> quarter.



At present, PFM believes the Fed will raise rates in late 2015 or early 2016, and the subsequent pace of rate increases will likely be gradual and prolonged. If this occurs as expected, it is likely that rates on the shorter end of the curve will again rise ahead of upcoming FOMC meetings, while longer maturities remain range bound in response to tempered global growth and inflation expectations. Duration management in this environment will be particularly tricky. PFM plans to keep the portfolios' durations generally shorter and more conservative than the performance benchmark. PFM believes this is appropriate given the potential for a Fed rate hike over the next few months.

PFM will continue to monitor the spread relationship between Treasuries and comparable maturity Federal Agencies, adding to the Agency sector when modestly attractive issues are identified, and reducing exposure when the benefit has dissipated. PFM does not expect the Agency sector to be a significant driver of performance, as the sector's yield advantage remains near historically lower levels. PFM will continue to examine the impact that economic growth concerns has on the corporate sector as whole, and on specific issuers. Because of recent spread widening, PFM believes the corporate sector has good value.

### **Budget Impact**

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending September 30, the total return of the General Funds portfolio was 0.25 percent. The Paratransit Fund portfolio returned 0.17 percent. This compares to the benchmark return of 0.74 percent. The Performance graph on page 6 shows the relative performance of the District's portfolio over the last twelve months. The Growth of a Thousand Dollars graph on page 7 shows the cumulative performance over this same time frame for the District's portfolio.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter the yield to maturity at cost for the General Fund's portfolio was 0.73 percent. The yield to maturity at cost for the Paratransit Fund's portfolio was 0.74 percent.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending September 30, the General Fund's portfolio market yield to maturity was 0.48 percent. The Paratransit Fund's portfolio market yield to maturity was 0.49 percent. The benchmark's market yield to maturity was 1.10 percent.

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

TYPE	DATE OF MATURITY	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE +ACCR. INT.
<b>FUNDS MANAGED BY PFM</b>						
<b>INVESTMENT PORTFOLIO:</b>						
<b>GOVERNMENT BONDS</b>						
FHLMC	11-24-15	7,700,000	7,702,156	7,703,427	12,223	7,715,650
FFCB	12-29-15	950,000	1,020,405	963,766	14,870	978,636
FNMA	03-30-16	15,000,000	15,026,145	15,019,290	208	15,019,498
FNMA	07-05-16	5,000,000	4,979,900	4,998,765	4,479	5,003,244
FNMA	08-26-16	5,000,000	5,009,800	5,008,435	3,038	5,011,473
<b>UNITED STATES TREASURY NOTES</b>						
US1N	07-15-16	2,000,000	2,005,781	2,004,740	2,649	2,007,389
US1N	07-31-16	6,000,000	5,999,531	6,008,322	5,054	6,013,376
US1N	08-15-16	8,000,000	8,018,125	8,018,336	6,386	8,024,722
US1N	10-15-16	8,500,000	8,480,410	8,519,372	24,530	8,543,902
US1N	11-15-16	10,000,000	9,971,094	10,022,530	23,607	10,046,137
US1N	03-31-17	5,335,000	5,376,054	5,373,903	146	5,374,049
US1N	04-30-19	7,850,000	7,848,467	7,892,115	41,063	7,933,178
US1N	10-31-19	6,100,000	6,124,543	6,167,277	(27,349)	6,139,928
<b>COLLATERALIZED MORTGAGE OBLIGATIONS</b>						
FMNA	04-01-18	610,000	616,098	615,120	788	615,908
<b>CASH AND CASH EQUIVALENTS</b>						
US TREASURY MM FUND	-	118,224	118,224	118,224	0	118,224
<b>TOTAL INVESTMENT FUNDS PORTFOLIO MANAGED BY PFM</b>						
		<b>88,163,224</b>	<b>88,296,733</b>	<b>88,433,621</b>	<b>111,694</b>	<b>88,545,315</b>

**EXHIBIT I**

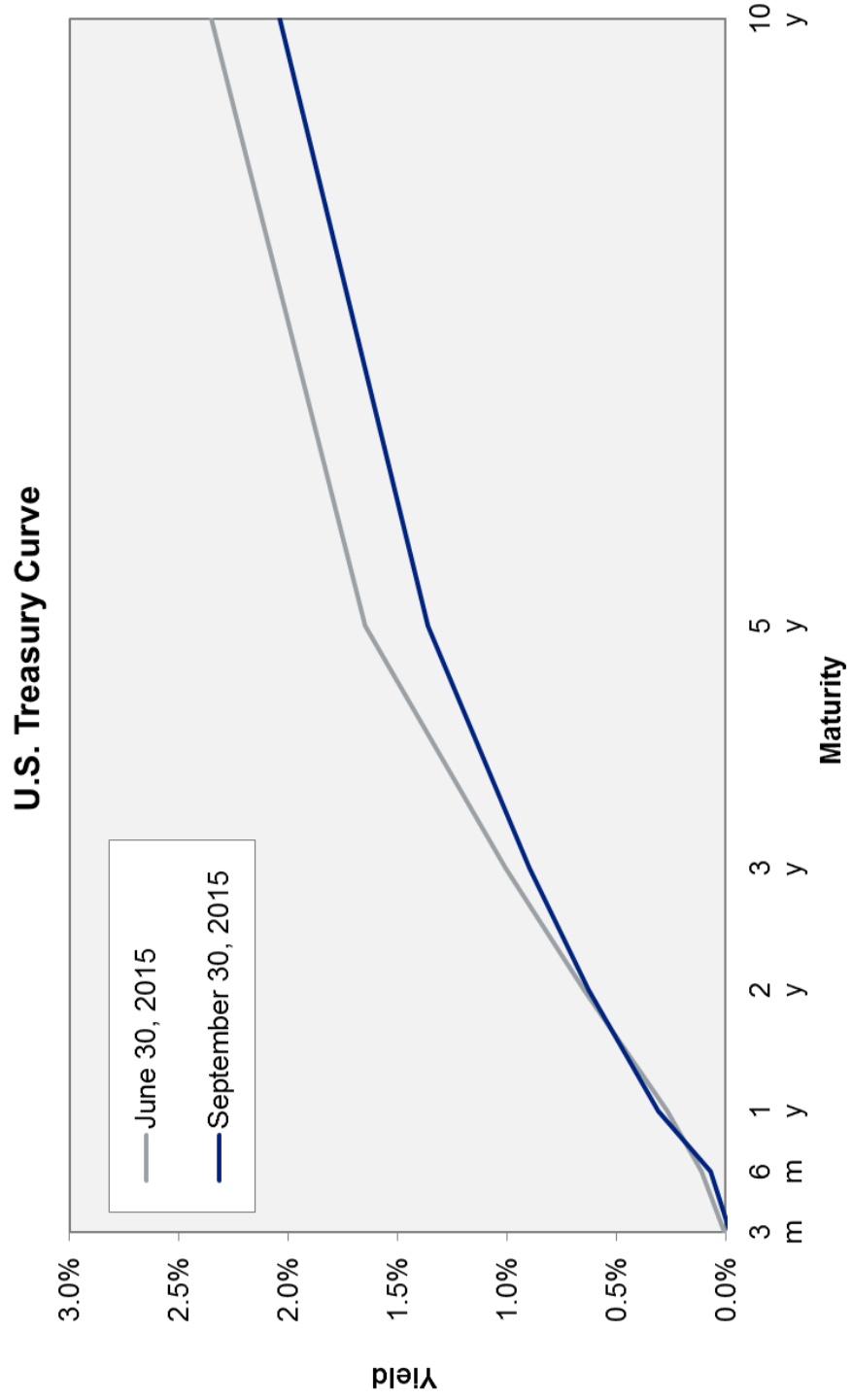
**EXHIBIT I (continued)**

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

<u>TYPE</u>	<u>DATE OF MATURITY</u>	<u>PAR VALUE</u>	<u>CARRYING AMOUNT</u>	<u>MARKET VALUE</u>	<u>ACCRUED INTEREST</u>	<u>MARKET VALUE +ACCR. INT.</u>
<b><u>PARATRANSIT TRUST FUND PORTFOLIO:</u></b>						
<b>GOVERNMENT BONDS</b>						
<b>UNITED STATES TREASURY NOTES</b>						
USTN	07-31-16	4,750,000	4,749,629	4,756,588	4,001	4,760,590
USTN	10-15-16	5,500,000	5,487,324	5,512,535	15,873	5,528,407
USTN	11-15-16	5,000,000	4,985,547	5,011,265	11,804	5,023,069
USTN	01-31-17	4,430,000	4,449,223	4,452,956	6,531	4,459,487
USTN	10-31-19	2,000,000	2,008,047	2,022,058	(8,967)	2,013,091
<b>COLLATERALIZED MORTGAGE OBLIGATIONS</b>						
FMNA	04-01-18	170,000	171,699	171,427	220	171,646
<b>CASH AND CASH EQUIVALENTS</b>						
US TREASURY MM FUND	-	3,105,330	3,105,330	3,105,330	0	3,105,330
<b>TOTAL PARATRANSIT PORTFOLIO MANAGED BY US BANK/PFM</b>		<b>24,955,330</b>	<b>24,956,799</b>	<b>25,032,159</b>	<b>29,460</b>	<b>25,061,619</b>
<b>TOTAL DISTRICT PORTFOLIO MANAGED BY PFM</b>		<b>113,118,554</b>	<b>113,253,533</b>	<b>113,465,779</b>	<b>141,155</b>	<b>113,606,934</b>
<b><u>FUNDS NON MANAGED BY PFM</u></b>						
<b>GOVERNMENT BONDS</b>						
HUD	08-01-17	70,000	72,573	70,044	923	70,967
<b>UNITED STATES TREASURY NOTES</b>						
USTN	06-15-16	7,900,000	7,889,816	7,913,746	11,688	7,925,434
<b>CASH AND CASH EQUIVALENTS</b>						
US TREASURY MM FUND	-	105,681	105,681	105,681	0	105,681
<b>TOTAL INVESTMENT FUNDS PORTFOLIO NON MANAGED BY PFM</b>		<b>8,075,681</b>	<b>8,068,070</b>	<b>8,089,471</b>	<b>12,610</b>	<b>8,102,081</b>
<b>TOTAL DISTRICT PORTFOLIO MANAGED AND NON MANAGED BY PFM</b>		<b>121,194,235</b>	<b>121,321,603</b>	<b>121,555,250</b>	<b>153,765</b>	<b>121,709,015</b>
<b><u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u></b>						
BANK OF AMERICA CHECKING			4,008,338	4,008,338	0	4,008,338
LAIF			49,950,000	49,950,000	46,648	49,996,648
<b>TOTAL FUNDS MANAGED BY DISTRICT STAFF</b>			<b>53,958,338</b>	<b>53,958,338</b>	<b>46,648</b>	<b>54,004,986</b>
<b><u>TRUST FUNDS MANAGED BY THIRD PARTY TRUSTEE:</u></b>						
First American Gov't. Oblig. Cl D		7,292,058	7,292,058	7,292,058	60	7,292,118
Chesham Finance Ltd.		-	-	-	-	-
<b>TOTAL FUNDS MANAGED BY THIRD PARTY TRUSTEE</b>		<b>7,292,058</b>	<b>7,292,058</b>	<b>7,292,058</b>	<b>60</b>	<b>7,292,118</b>
<b>TOTAL AS OF SEPTEMBER 30, 2015</b>			<b>182,571,999</b>	<b>182,805,647</b>	<b>200,473</b>	<b>183,006,119</b>

# San Mateo County Transit District

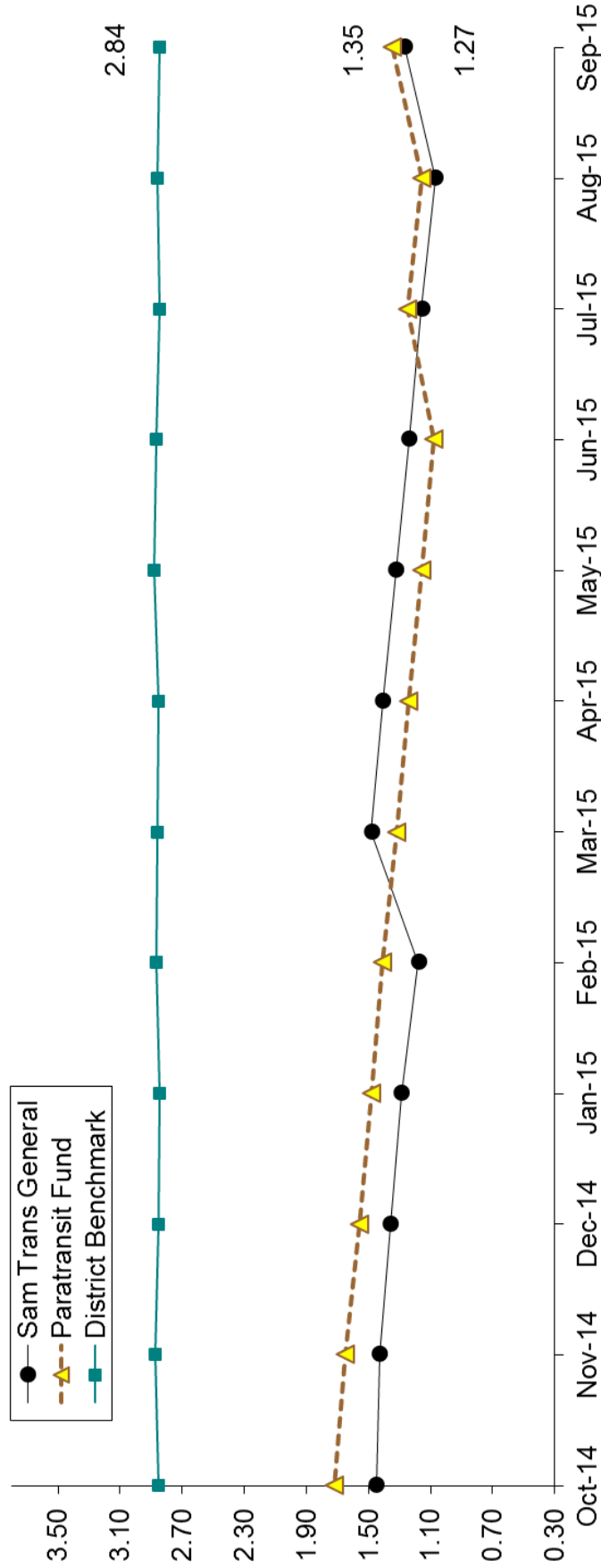
Exhibit 2



Source: Bloomberg.

# San Mateo County Transit District

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

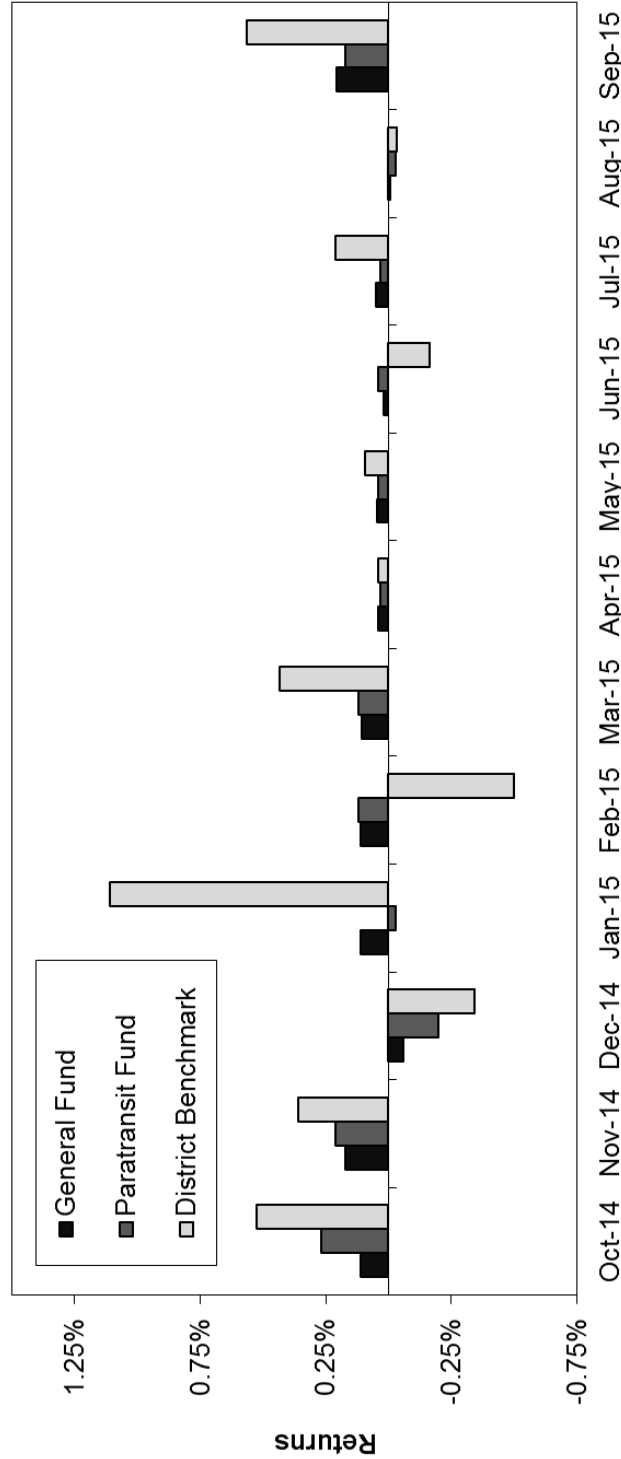


## Exhibit 3

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

# San Mateo County Transit District

## Monthly Review Accounts vs. Benchmark Rolling 12 months

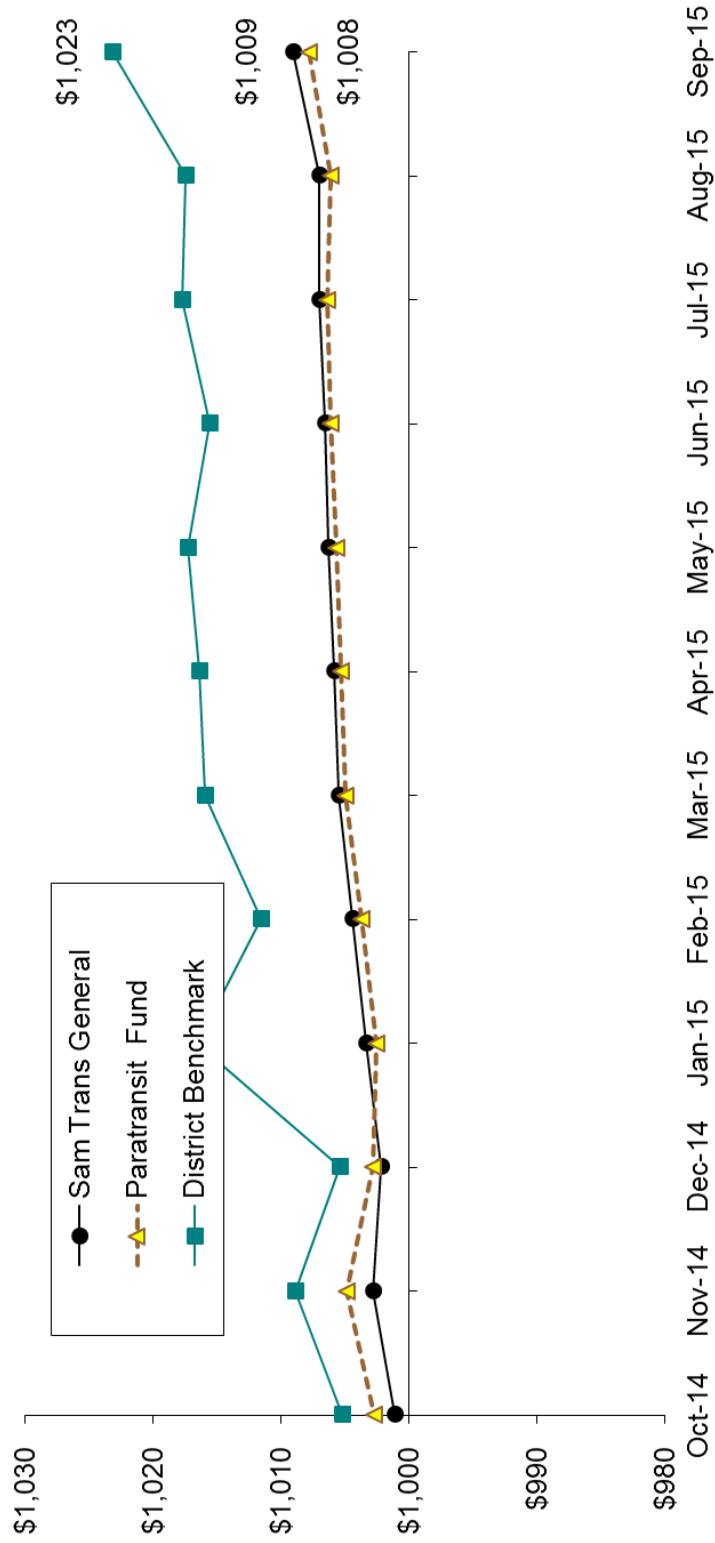


MONTHLY PERFORMANCE DATA													
	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Trailing 12
SamTrans - Gen Funds	0.11%	0.17%	-0.06%	0.11%	0.11%	0.11%	0.04%	0.05%	0.02%	0.05%	-0.01%	0.21%	0.90%
SamTrans - Paratran	0.27%	0.21%	-0.20%	-0.03%	0.12%	0.12%	0.03%	0.04%	0.04%	0.03%	-0.03%	0.17%	0.78%
District Benchmark	0.52%	0.36%	-0.34%	1.11%	-0.50%	0.43%	0.04%	0.09%	-0.17%	0.21%	-0.03%	0.56%	2.31%

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

# San Mateo County Transit District

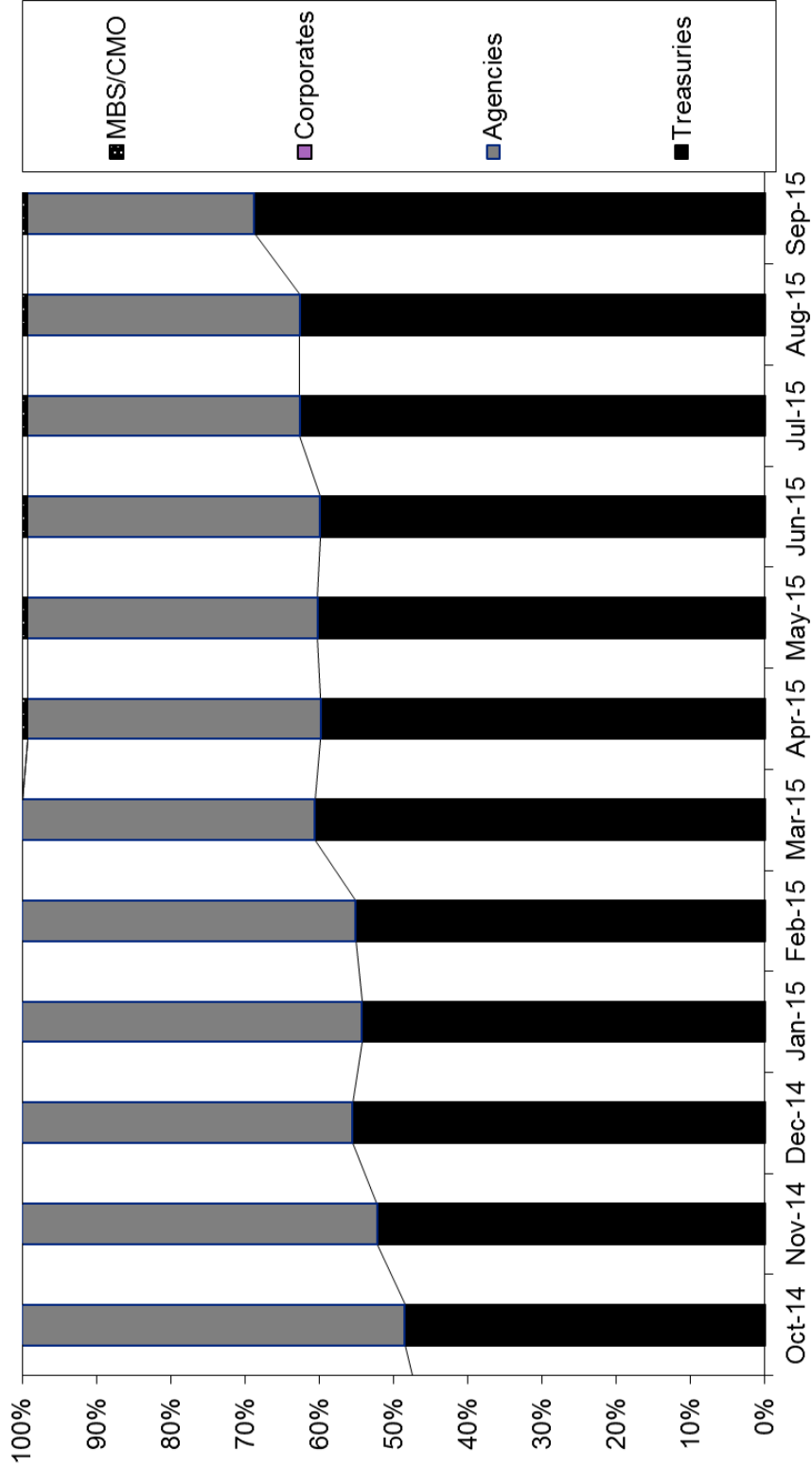
## Growth of a Thousand Dollars



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

# San Mateo County Transit District

## Percent of Assets Held by Type





**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

**TO:** Finance Committee

**THROUGH:** Jim Hartnett  
General Manager/CEO

**FROM:** April Chan David Olmeda  
Chief Officer, Planning, Grants and the Transportation Authority Chief Operating Officer, Bus

**SUBJECT:** **AUTHORIZE ENTERING INTO MEMORANDA OF UNDERSTANDING, FILE CLAIMS AND PASS THROUGH FUNDS TO LIFELINE TRANSPORTATION PROJECT SPONSORS IN SAN MATEO COUNTY**

**ACTION**

Staff proposes the Committee recommend the Board approve:

- 1. Entering into Memoranda of Understanding (MOUs) with three project sponsors to pass through funding to implement three Lifeline Transportation Program (LTP) projects in San Mateo County;
- 2. File claims to receive and disburse a total of \$1,263,804 in State Transit Assistance (STA) funds for the three LTP pass-through projects and to disburse the funds; and
- 3. Take such further actions as may be necessary to give effect to the resolution.

**SIGNIFICANCE**

The City/County Association of Governments of San Mateo County (C/CAG) is requesting the San Mateo County Transit District (District) to file claims and pass through STA funds that have been programmed for the following LTP projects:

<b>Project Sponsor</b>	<b>Project</b>	<b>STA Amount</b>
San Mateo County Human Services Agency	Bus Pass/Ticket Program	\$350,000
City of Menlo Park	Menlo Park Mid-Day Shuttle	\$354,100
City of Daly City	Daly City Bayshore Shuttle	\$559,704
<b>Total</b>		<b>\$1,263,804</b>

C/CAG has requested that the District pass through STA funds to the above-listed LTP project sponsors, as the District is the only eligible recipient of these funds in San Mateo County. The execution of the MOUs with the LTP project sponsors will allow for the pass through of the LTP funds. Compensation for District administrative costs, in the amount of \$6,000 for each project, is included in the LTP project budgets.

**BUDGET IMPACT**

The LTP is a three-year program. STA funds for the first year, totaling \$421,268, will be included in the Fiscal Year (FY) 2016 Operating Budget as part of the mid-year budget amendment process. The balance of the funding will be considered and included as part of the FY2017 and FY2018 budget development processes.

**BACKGROUND**

The LTP was established by the Metropolitan Transportation Commission to fund both operating and capital projects that result in improved mobility for low-income residents in the San Francisco Bay Area. The program is administered by the congestion management agencies in each county. In San Mateo County, the program is administered by C/CAG. The District previously has entered into MOUs and filed funding applications to disburse funding for San Mateo County LTP project sponsors in prior LTP funding cycles. The District will deduct \$6,000 from each project's STA funds (\$18,000 total) to cover the District's administrative costs.

Prepared By: Rebecca Arthur, Senior Grants Analyst

650-508-6368

**RESOLUTION NO. 2015 –**

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

**\* \* \***

**AUTHORIZATION TO ENTER INTO MEMORANDA OF UNDERSTANDING, FILE CLAIMS  
AND PASS THROUGH FUNDS TO LIFELINE TRANSPORTATION PROJECT SPONSORS IN  
SAN MATEO COUNTY**

**WHEREAS**, the Lifeline Transportation Program (LTP) was established by the Metropolitan Transportation Commission (MTC) to fund operating and capital projects that result in improved mobility for low-income residents in the San Francisco Bay Area; and

**WHEREAS**, the City/County Association of Governments of San Mateo County (C/CAG) is responsible for the administration of the LTP in the County; and

**WHEREAS**, the MTC has programmed State Transit Assistance (STA) funds to the LTP to improve mobility for people with lower incomes; and

**WHEREAS**, the San Mateo County Human Services Agency, the city of Menlo Park, and the city of Daly City applied to C/CAG for funding under the LTP in San Mateo county and were programmed STA funds; and

**WHEREAS**, C/CAG has requested that the San Mateo County Transit District (District), as the only eligible recipient of LTP funds in San Mateo County, file claims on behalf of the respective project sponsors and pass through \$1,263,804 in STA funds, less \$6,000 per project for District administrative costs, to facilitate the implementation of the LTP projects.

**NOW, THEREFORE, BE IT RESOLVED** that the District Board of Directors hereby authorizes the General Manager/CEO, or his designee, to take the following actions:

1. Enter into Memoranda of Understanding with the San Mateo County Human Services Agency, the city of Menlo Park, and the city of Daly City for the District to pass through funding to implement three LTP projects in San Mateo County; and
2. File claims to receive a total of \$1,263,804 in STA funds for the three LTP pass-through projects, and to disburse the funds minus administrative costs of \$6,000 per project; and
3. To take such further actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 4<sup>th</sup> day of November, 2015 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: April Chan David Olmeda  
Chief Officer, Planning, Grants and the Transportation Authority Chief Operating Officer, Bus

SUBJECT: **AUTHORIZE FILING CLAIMS TO RECEIVE AN ALLOCATION OF \$2,850,468 OF LIFELINE TRANSPORTATION PROGRAM FUNDS**

**ACTION**

Staff proposes the Committee recommend the Board accept a total of \$2,850,468 in Lifeline Transportation Program (LTP) grant funds and authorize the filing of claims to receive the funds from the Metropolitan Transportation Commission (MTC), which include the following amounts:

- a) \$905,326 in State Transit Assistance (STA) funds for operating support of Route 17 and SamCoast; and
- b) \$1,230,533 in Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) funds for the replacement of the articulated bus fleet; and
- c) \$714,609 in Federal Transit Administration (FTA) Job Access Reverse Commute (JARC) funds to help fund the expansion of Route 122 and the replacement of the articulated bus fleet.

**SIGNIFICANCE**

City/County Association of Governments of San Mateo County (C/CAG) staff has recommended that LTP funds for San Mateo County be awarded for the continuation of expanded fixed-route service on Route 17, SamCoast demand responsive service, expanded service on Route 122, and the replacement of the articulated bus fleet.

The following is a list of the District's LTP projects and the total amount of funding C/CAG is allocating for Fiscal Years (FY) 2016-2018 to support each project:

<b>Project</b>	<b>Prop. 1B PTMISEA Funds</b>	<b>JARC Funds</b>	<b>STA Amount</b>	<b>Total</b>
Continued Operating Support for Expanded Service on Route 17			\$604,426	\$604,426
Expansion of Route 122		\$439,400		\$439,400
Replacement of Articulated Bus Fleet	\$1,230,533	\$275,209		\$1,505,742
Operating Support for SamCoast			\$300,900	\$300,900
<b>Total</b>	<b>\$1,230,533</b>	<b>\$714,609</b>	<b>\$905,326</b>	<b>\$2,850,468</b>

### **BUDGET IMPACT**

Since the LTP is a three-year program, the first year of funding will be included in the FY2016 Operating Budget as part of the mid-year budget amendment. This includes \$201,475 in STA funds for Route 17, \$100,300 in STA funds for SamCoast, and \$146,467 in JARC funds for the expansion of Route 122. In addition, \$1,230,533 in Prop 1B PTMISEA funds and \$275,209 in JARC funds for the Replacement of Articulated Bus Fleet will be included in the FY2016 Capital Budget as part of the mid-year budget amendment. Remaining funds will be included in the FY2017 and FY2018 Operating Budgets.

### **BACKGROUND**

MTC established the LTP to fund both operating and capital projects that result in improved mobility for low-income residents in the San Francisco Bay Area. The program is administered by the congestion management agencies in each county. In San Mateo County, the program is administered by C/CAG. Projects may be funded for a period of up to three years. The District has previously received LTP funding for expanded service on Route 17, Route 280 and SamCoast, and for bus stop improvements.

Route 17 and SamCoast services operate on the Coastsides of San Mateo County, and LTP funds have been awarded because of the relatively high number of low-income people who use these services.

Route 122 provides trips for customers between San Mateo County and the Stonestown Shopping Center (Center). Currently, public transit service is not available after the Center closes for the day and Center employees cannot ride public transit home after work. JARC funds will be used to expand Route 122 service, which will allow Center workers to ride public transit home after work, and also provide other customers with the benefit of these additional trips.

The District currently operates articulated buses in the urbanized portion of San Mateo County, serving passengers of whom a majority are low-income and dependent on public public transportation to meet their daily transportation needs. LTP funds have been awarded to replace 55 2002 North American Bus Industry 60-foot articulated buses that have reached the end of their useful life. The project also is being funded with FTA Section 5307 funds.

Prepared By: Rebecca Arthur, Senior Grants Analyst

650-508-6368

**RESOLUTION NO. 2015 –**

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

**\* \* \***

**AUTHORIZING THE FILING OF CLAIMS TO RECEIVE AN ALLOCATION OF \$2,850,468 OF  
LIFELINE TRANSPORTATION PROGRAM FUNDING**

**WHEREAS**, the Lifeline Transportation Program (LTP) was established by the Metropolitan Transportation Commission (MTC) to fund operating and capital projects that result in improved mobility for low-income residents in the San Francisco Bay Area; and

**WHEREAS**, the City/County Association of Governments of San Mateo County (C/CAG) is responsible for the administration of the LTP in the county; and

**WHEREAS**, the MTC has programmed State Transit Assistance (STA) funds, Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds, and Federal Transit Administration (FTA) Job Access Reverse Commute (JARC) funds to the LTP to improve mobility for people with lower incomes; and

**WHEREAS**, for the Fiscal Years 2016-2018 cycle, C/CAG has recommended award to the San Mateo County Transit District of (1) STA funds, in a total amount of \$905,326, (2) PTMISEA funds, in a total amount of \$1,230,533, and (3) JARC funds, in a total amount of \$714,609, through the LTP to help fund the continuation of expanded Coastside fixed-route service on Route 17, demand response SamCoast service, expanded service on fixed Route 122 and the replacement of the articulated bus fleet.



**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District authorizes the General Manager/CEO, or his designee, to take the following actions:

1. File claims to receive STA funds in a total amount of \$905,326 for operating support for Route 17 and SamCoast, \$1,230,533 in Proposition 1B PTMISEA funds for the replacement of the articulated bus fleet, and \$714,609 in FTA JARC funds to help fund the expansion of Route 122 and the replacement of the articulated bus fleet, and;
2. To take such further actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 4<sup>th</sup> day of November, 2015 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary



## **BACKGROUND**

A Request for Proposals to provide travel training to visually impaired customers was issued and advertised in a newspaper of general circulation and on the District's procurement website. Solicitation notices were also sent to small and disadvantaged business enterprises registered in the District's database. Staff received one proposal.

An Evaluation Committee (Committee) composed of qualified staff reviewed and evaluated the proposal and performed due diligence by conducting reference checks. Staff has confirmed that Vista has the requisite experience and qualifications to provide travel training services for the District.

Staff and legal counsel have determined that the proposal submitted by Vista is responsive to the solicitation's requirements. Staff conducted a price analysis and has determined that the negotiated rates are fair and reasonable, as compared to previously procured services and comparisons made to similar services with other transit agencies. Staff contacted other potential proposers to determine why they did not submit a proposal. Through vendor outreach, staff was able to identify one other vendor that is qualified to provide the scope of service outlined in the solicitation documents. The vendor did not submit a proposal because they do not have a local branch that offers the specific services outlined in the solicitation.

The incumbent for travel training for visually impaired customers for the District is Vista, whose previous contract was awarded at an estimated cost of \$36,020 for a five-year term. The demand for these services increased by 180 percent over the course of the existing contract. The increase in contract capacity reflects the projected increase in the public's need for these services over the course of the next five years.

Prepared By: Sid Levy, Procurement Specialist  
Project Manager: Richard Lesser, Accessibility Specialist

650-508-7962  
650-508-6202

**RESOLUTION NO. 2015 –**

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

**\* \* \***

**AUTHORIZING AWARD OF CONTRACT TO VISTA CENTER FOR THE BLIND AND VISUALLY  
IMPAIRED TO PROVIDE TRAVEL TRAINING SERVICES TO VISUALLY IMPAIRED CUSTOMERS  
FOR A NOT-TO-EXCEED AMOUNT OF \$221,730 FOR A FIVE-YEAR TERM**

**WHEREAS**, the San Mateo County Transit District (District) solicited competitive proposals to provide travel training services to visually impaired customers for a five-year term; and

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

**WHEREAS**, an Evaluation Committee (Committee) has reviewed and evaluated the proposal in accordance with the criteria set forth in the RFP and found that the proposal submitted by Vista Center for the Blind and Visually Impaired (Vista) meets all of the solicitation requirements and the firm can provide the specified services; and

**WHEREAS**, staff and legal counsel have reviewed the proposal and determined that Vista's proposal complies with the requirements of the solicitation documents; and

**WHEREAS**, General Manager/CEO recommends, and the Finance Committee concurs, that a five-year contract for on-call travel training services for visually impaired customers be awarded to Vista for a not-to-exceed amount of \$221,730.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors (Board) of the District hereby awards a contract to Vista Center for the Blind and Visually Impaired for the provision of on-call travel training services for visually impaired customers for a five-year term in a not-to-exceed amount of \$221,730; 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 Vista 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 4<sup>th</sup> day of November, 2015 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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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 CONTRACT FOR THE FURNISHING AND SERVICING  
OF SHOP SUPPLIES AND RELATED ITEMS**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award a contract to the lowest responsive and responsible bidder, Kimball Midwest, of Columbus, OH to furnish shop supplies and related items for a total estimated cost of \$354,504 for a five-year term.
2. Authorize the General Manager/CEO or his designee to execute a contract with Kimball Midwest in full conformity with the terms and conditions of the bid specification documents and in a form approved by legal counsel.

**SIGNIFICANCE**

Approval of the above action will provide the San Mateo County Transit District (District) with a continued supplier of commonly used shop supply items to the District's Bus Maintenance Department. Such items include primary electrical wire, wire ties, drill bits and bench lubricants used to support the repair and maintenance requirements for transit buses. The scope of the contract also will include stocking and inventory services for the contracted supplies. Although Kimball Midwest's headquarters is located in Columbus, OH, they will service this contract out of their Reno, NV distribution warehouse.

**BUDGET IMPACT**

Funds are available under the approved and projected operating budgets.

**BACKGROUND**

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

On September 2, 2015, the Board rejected the single bid received from Kimball Midwest for submitting a non-responsive bid. The Board authorized Staff to solicit the open market for qualified firms that provide shop supplies and related items. It was determined that soliciting to the same vendors again would not yield different results. Over the past 15 years, only one other company, Tifco Industries, Cypress, TX, provided a bid. Subsequently, Staff sent out only one solicitation to Kimball Midwest and received its bid listed below:

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

Staff conducted a price analysis of the bid prices submitted by Kimball Midwest and determined that the bid prices quoted are comparable to industry pricing and, therefore, are fair and reasonable.

Staff had contacted other potential bidders after the last solicitation to determine why they did not submit a bid. One indicated they could not provide all the shop supply items required by the District nor provide a dedicated person to maintain inventory. Another stated they took exception to the indemnification and the liquidated damages provisions, and therefore, declined to bid.

The District's current contractor is the incumbent, Kimball Midwest, at a five-year estimated cost of \$334,495.

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

**RESOLUTION NO. 2015 –**

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

**\* \* \***

**AUTHORIZING AWARD OF CONTRACT TO KIMBALL MIDWEST FOR FURNISHING AND  
SERVICING SHOP SUPPLIES AND RELATED ITEMS  
AT A TOTAL ESTIMATED COST OF \$354,503.75 FOR A FIVE-YEAR TERM**

**WHEREAS**, the San Mateo County Transit District (District) has solicited competitive bids for the furnishing and servicing shop supplies and related items (shop supplies), and received one bid that was found to be non-responsive; and

**WHEREAS**, at the regular Board of Directors (Board) meeting on September 2, 2015, the Board rejected the bid and authorized staff to negotiate contract pricing, and terms and conditions on the open market for shop supplies; and

**WHEREAS**, staff obtained a bid from one firm, Kimball Midwest (Kimball) of Columbus, OH; and

**WHEREAS**, staff conducted a price analysis and finds the prices to be fair and reasonable; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to the sole bidder, Kimball, of Columbus, OH, whose bid meets the requirements of the solicitation documents.

**NOW, THEREFORE, BE IT RESOLVED** that the District Board of Directors hereby awards a contract to Kimball for furnishing and servicing shop supplies and related items for a five-year term at a total estimated cost of \$354,503.75 inclusive of delivery cost, stocking and maintaining inventory; and



**BE IT FURTHER RESOLVED** that the General Manager/CEO or designee is authorized to execute a contract on behalf of the District with Kimball in full conformity with the terms and conditions of the solicitation documents and in a form approved by legal counsel.

Regularly passed and adopted this 4<sup>th</sup> day of November, 2015 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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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 CONTRACT FOR THE PURCHASE AND INSTALLATION OF TWO NEW BUS ROOF ACCESS SCAFFOLD SYSTEMS**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award a contract to Peterson Hydraulics, Inc. of Gardena, CA, for the purchase and installation of two new bus roof access scaffold systems for a total cost of \$122,122.
2. Authorize the General Manager/CEO, or his designee, to execute a contract with Peterson Hydraulics in full conformity with the terms and conditions of the bid specification documents.

**SIGNIFICANCE**

By awarding this contract, the San Mateo County Transit District (District) will obtain two new scaffolds for North Base and South Base, allowing the maintenance personnel to safely access the top of the District's new hybrid buses using a platform to perform required maintenance and inspection of the equipment.

**BUDGET IMPACT**

Funding for this project was included in the approved prior year sales tax capital budgets. No additional funding is required.

**BACKGROUND**

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

Originally, an Invitation for Bids was issued on the District's procurement website to obtain bids for the purchase and installation of two new scaffolds. On April 1, 2015, the Board rejected the single bid received as non-responsive because the bidder did not submit the required bidder's security. The Board also authorized Staff to solicit the open market for qualified firms that provide and install bus-top scaffold systems. Subsequently, Staff sent solicitations to two qualified bus-top scaffold manufacturers and received one bid as listed below:

<b>Company</b>	<b>Bid Amount</b>
Peterson Hydraulics, Inc., Gardena, CA	\$122,122

Peterson Hydraulics, Inc. bid met all the qualifications and solicitation requirements. The Peterson bid price was determined to be fair and reasonable when compared to similar costs borne by other public agencies.

Contract Officer: Brian Geiger  
Project Manager: Elliott Rivas, Superintendent, Bus Maintenance

650-508-7973  
650-508-6267

**RESOLUTION NO. 2015 –**

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

**\* \* \***

**AUTHORIZING AWARD OF CONTRACT TO PETERSON HYDRAULICS, INC. FOR THE  
PURCHASE AND INSTALLATION OF TWO NEW BUS ROOF ACCESS SCAFFOLD  
SYSTEMS FOR A GRAND TOTAL COST OF \$122,122.76**

**WHEREAS**, the San Mateo County Transit District (District) solicited competitive bids for the purchase and installation of two new bus roof access scaffold systems (scaffolds) and received one bid that was found to be non-responsive; and

**WHEREAS**, at the regular Board of Directors (Board) meeting on April 1, 2015, the Board rejected the single bid as non-responsive and authorized staff to negotiate contract pricing, terms, and conditions on the open market with qualified firms that could meet the District's needs; and

**WHEREAS**, staff sent a solicitation document to initiate negotiations with two qualified firms and received one offer in response from Peterson Hydraulics, Inc. (Peterson) of Gardena, CA; and

**WHEREAS**, staff conducted a price analysis and found the price to be fair and reasonable; and

**WHEREAS**, staff and legal counsel have reviewed Petersons' offer and determined that it complies with the requirements of the solicitation documents; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that a contract be awarded to the sole bidder, Peterson, of Gardena, CA, whose bid meets the requirements of the solicitation documents.

**NOW, THEREFORE, BE IT RESOLVED** the District Board hereby authorizes awards a contract for the purchase and installation of two new bus roof access scaffold systems to Peterson Hydraulics, Inc. of Gardena, CA for grand total cost of \$122,122.76; and

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

Regularly passed and adopted this 4<sup>th</sup> day of November, 2015 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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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 CONTRACTS TO PROVIDE ON-CALL REAL ESTATE  
SUPPORT SERVICES**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award on-call contracts to the firms listed below for the provision of real estate support services for six-year terms in an aggregate, estimated not-to-exceed amount of \$600,000 to be shared as a pool among the 10 firms for authorized tasks in the following four categories of services.

Real Estate Appraisal Services

- Associated Right of Ways Services
- Bender Rosenthal, Inc.
- Dokken Engineering
- Dana Property Analysis
- J. Kaeuper & Company
- Smith & Associates
- Universal Field Services

Real Estate Appraisal Review Services

- Associated Right of Way Services
- Bender Rosenthal, Inc.
- Dokken Engineering
- J. Kaeuper & Company
- Henry Spoto, Jr.
- Universal Field Services

Title, Escrow Services and Title Insurance Services

- Associated Right of Way Services
- Dokken Engineering
- Universal Field Services

### Real Estate Acquisition/Relocation, Project Management & Coordination Services

- Associated Right of Way Services
  - Bender Rosenthal, Inc.
  - Briggs Field Services, Inc.
  - Dokken Engineering
  - Overland, Pacific & Cutler, Inc.
  - Universal Field Services
2. Authorize the General Manager/CEO or 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.
  3. Authorize the General Manager/CEO, or his designee, to exercise up to two 2-year option terms for an aggregate not-to-exceed amount of \$100,000 to be shared as a pool among the firms for authorized tasks, if it is in the best interest of the San Mateo County Transit District (District).

### **SIGNIFICANCE**

Approval of the above actions will provide the District with the expertise of a diverse pool of real estate firms that possess in-depth knowledge of specialized disciplines of real estate services and also manage increasing real estate practices. The District's complex real estate service requirements will benefit from the support and experience of a broad array of firms, each with a long and successful track record of delivering real estate support services.

The firms will be engaged on an as-needed basis through the issuance of work authorizations (Work Directives) to perform specific real estate tasks for the District. Award of the proposed contracts will not obligate the District to procure any specific level of effort from any of the firms.

### **BUDGET IMPACT**

Work Directives issued under these contracts will contain defined scopes of services, and separate schedules and budgets. Funds will come from approved capital and/or operating budgets.

### **BACKGROUND**

Staff determined that a joint solicitation with the Peninsula Corridor Joint Powers Board was a cost-effective approach to procure the required real estate services. A joint Request for Proposals (RFP) to provide real estate support services was issued detailing the scope of services in each services category. The solicitation was advertised in a newspaper of general circulation and on the District's procurement website. Solicitation notices also were sent to interested firms, Small Business Enterprises (SBEs) and Disadvantaged Business Enterprises (DBEs). The District invited firms to submit proposals in response to one or more of the four real estate services functions described in the RFP. Staff received proposals from ten firms, three of which are SBE firms: Bender Rosenthal, Briggs Field Services, and J. Kaeuper & Company.

An Evaluation Committee (Committee) composed of qualified staff reviewed and ranked proposals for each real estate services category according to the following weighted criteria set forth in the RFP:

- Experience and Qualifications of Firm 25 points
- Staffing 20 points
- Project Understanding and Response Time 25 points
- Work Plan 20 points
- Reasonableness and Feasibility of Fees 10 points
- SBE Preference 5 points

All 10 proposals were responsive to the RFP and found to be in the competitive range for those categories of services for which each firm submitted proposals. All 10 firms possess the requisite depth of experience and meet all requirements to successfully perform the scope of services reflected in their respective service categories. The combination of the real estate services the 10 firms are able to perform will provide the District with adequate support during the base contract term and option terms, if exercised by the District. The final consensus ranking in each services category is set forth above. Staff has completed negotiations on price, as well as on contractual terms and conditions, with each of the firms.

The District's existing real estate services requirements are being performed by three firms in the areas of appraisals and appraisal reviews. Bender Rosenthal, Inc., and Dana Properties Analysis provide appraisal services for an aggregate on-call total of \$75,000. Appraisal reviews are provided by Henry Spoto, Jr. for a not-to-exceed total of \$50,000. The increased contract capacity being requested for these current services reflects the increased current and future real estate services required by the District.

Senior Contract Officer: Alicia Fraumeni 650.508.6442  
Project Manager: Brian Fitzpatrick, Real Estate and 650.508.7781  
Property Development



**RESOLUTION NO. 2015 –**

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

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**AUTHORIZING AWARD OF CONTRACTS TO PROVIDE ON-CALL REAL ESTATE SUPPORT  
SERVICES FOR AN ESTIMATED AGGREGATE, NOT-TO-EXCEED AMOUNT OF  
\$600,000 FOR A SIX-YEAR TERM**

**WHEREAS**, the San Mateo County Transit District (District), along with the Peninsula Corridor Joint Powers Board, solicited competitive proposals to provide on-call real estate support services; and

**WHEREAS**, firms were invited to submit proposals to provide one or more of the four real estate services functions described in the Request for Proposals (RFP): (1) real estate appraisal, (2) real estate appraisal review, (3) title, escrow services and title insurance, and (4) real estate acquisition/relocation, project management and coordination support; and

**WHEREAS**, in response to the RFP, the District received proposals from 10 firms, three of which are Small Business Enterprise firms; and

**WHEREAS**, an Evaluation Committee (Committee) composed of qualified staff reviewed and ranked proposals for each of the four real estate services categories according to the weighted criteria set forth in the RFP; and

**WHEREAS**, following evaluation, reference checks and financial reviews of the firms, the Committee completed the final evaluation and consensus ranking for each category of services, as set forth below:

<b>Real Estate Appraisal Services</b>	<b>Real Estate Appraisal Review Services</b>	<b><u>Title, Escrow Services and Title Insurance Services</u></b>	<b><u>Real Estate Acquisition/Relocation, Project Management &amp; Coordination Services</u></b>
Associated Right of Ways Services, Pleasant Hill, CA	Associated Right of Way Services, Pleasant Hill, CA	Associated Right of Way Services, Pleasant Hill, CA	Associated Right of Way Services, Pleasant Hill, CA
Bender Rosenthal, Inc., Sacramento, CA	Bender Rosenthal, Inc., Sacramento, CA	Dokken Engineering, Folsom, CA	Bender Rosenthal, Inc., Sacramento, CA
Dokken Engineering, Folsom, CA	Dokken Engineering, Folsom, CA	Universal Field Services, Sacramento, CA	Briggs Field Services, Inc., Fresno, CA
Dana Property Analysis, Mesa, AZ	J. Kaeuper & Company, San Francisco, CA		Dokken Engineering, Folsom, CA
J. Kaeuper & Company, San Francisco, CA	Henry Spoto, Jr., El Macero, CA		Overland, Pacific & Cutler, Inc., Irvine, CA
Smith & Associates, Danville, CA	Universal Field Services, Sacramento, CA		Universal Field Services, Sacramento, CA
Universal Field Services, Sacramento, CA			

**WHEREAS**, the Committee determined that each of the firms has the requisite depth of knowledge and experience in their respective real estate services categories to successfully manage the District's real estate needs for support services; and

**WHEREAS**, staff completed negotiations on price, as well as on contractual terms and conditions, with each of the firms; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that a six-year contract for on-call real estate services be awarded to each firm in the pool covering their respective area(s) of expertise for an aggregate, not-to-exceed amount of \$600,000, with up to two 2-year option terms for an aggregate not-to-exceed amount of \$100,000.

**NOW, THEREFORE, BE IT RESOLVED** the Board of Directors (Board) of the District hereby awards contracts for on-call real estate support services to each of the firms

listed above for a six-year term for an aggregate, not-to-exceed amount of \$600,000 with the understanding that the District is under no obligation to purchase any specific level of service from the firms listed above and that work directives will be issued on an as-needed basis, taking into account such factors as work priorities, specialized expertise, cost and availability of funding; and

**BE IT FURTHER RESOLVED** the General Manager/CEO or his designee, is authorized to execute the contracts on behalf of the District with the firms listed above, in full conformity with all the terms and conditions of the RFP and negotiated agreements; and

**BE IT FURTHER RESOLVED** the Board authorizes the General Manager/CEO or his designee to exercise up to two 2-year option terms to extend the contracts with the firms listed above, in an aggregate not-to-exceed amount of \$100,000, if it is in the best interest of the District.

Regularly passed and adopted this 4<sup>th</sup> day of November, 2015 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Gigi Harrington  
Deputy CEO

Michelle Bouchard  
Chief Operating Officer, Rail

SUBJECT: **AUTHORIZE AWARD OF A CONTRACT FOR CONSTRUCTION OF THE  
SAN CARLOS TRANSIT CENTER PROJECT PARKING LOT**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award a contract to the lowest, responsive and responsible bidder, Interstate Grading & Paving (IGP) in the total amount of \$3,791,000 for construction of the San Carlos Transit Center Project Parking Lot.
2. Authorize the General Manager/CEO, or his designee(s), to execute a contract in full conformity with the terms and conditions of the solicitation documents and in a form approved by legal counsel.

**SIGNIFICANCE**

Award of this contract will enable the construction of a relocated San Carlos Transit Center parking lot between San Carlos Avenue and Arroyo Street in San Carlos, California, and will allow for the development of the San Carlos Transit Village on the site of the existing San Carlos Caltrain station parking lot.

**BUDGET IMPACT**

Funding for this contract has been fully budgeted in the approved San Mateo County Transit District (District) capital budgets and includes Federal Transit Administration Section 5309 funds, State Proposition 1B funds and local sales tax funds.

**BACKGROUND**

The San Carlos Transit Village is a joint development project, consisting of 200 residential units and approximately 25,000 square feet of commercial retail space on six acres of property owned by the District and the Peninsula Corridor Joint Powers Board. This developed project will be managed by SC Transit Village, LLC subject to a lease agreement with the District, as approved by the board on June 3, 2015, as Resolution No. 2015-38.

The parking lot at the San Carlos Caltrain station is being relocated south to accommodate this project. The new transit center will accommodate shuttles, buses, and taxis and will increase the number of parking spots from approximately 200 to 256. In addition, the project will include a new signalized intersection at Cherry Street, as well as curb and sidewalk improvements along El Camino Real. Initially a small number of parking spaces at the southern end of the current parking lot will be cordoned off, which will not impact customer access based on current usage. Once the new parking area is completed, by approximately April 15, 2016, it will be opened and the District will turn over the northern portion of the parking area to the developer.

Invitations for Bids for relocation and construction of the new parking lot were distributed throughout the construction industry. The solicitation was advertised in a newspaper of general circulation and on the District's procurement website for interested bidders, which included Small Business Enterprise (SBE) and Disadvantaged Business Enterprise (DBE) that are registered in the publicpurchase.com database. Five bids were received as listed below:

	<b>Company</b>	<b>Total Bid Amount</b>
	<i>Engineer's Estimate</i>	<i>\$4,300,000</i>
1.	Interstate Grading & Paving, SSF, CA	\$3,791,000
2.	Ghilotti Construction Co., Santa Rosa, CA	\$3,971,000
3.	O.C. Jones & Sons, Inc., Berkeley, CA	\$3,984,300
4.	Redgwick Construction, Oakland, CA	\$4,522,000
5.	Granite Rock Construction, San Jose, CA	\$4,804,657

IGP submitted all required bid documentation. Staff has determined, and legal counsel concurred, that the bid submitted by IGP is responsive.

The bid from IGP was 11.8 percent lower than the engineer's estimate. Staff has determined that the difference between the engineer's estimate and IGP's bid is fair and reasonable.

IGP is an established Bay Area contractor and company reference checks confirmed that they are experienced and competent. IGP has successfully completed projects for many local agencies, including the JPB in 2010. Based upon these findings, staff concludes that IGP is appropriately qualified and capable of meeting the requirements of the contract and is therefore the lowest responsive, responsible bidder.

This is an important project for the District because it is the first large construction project to include the recently implemented SBE Preference Program. The Office of Small and Disadvantaged Business Enterprises assigned a 19 percent SBE goal to this project. The DBE Officer reviewed the three lowest bids, all of which exceeded the established goal. IGP's bid meets the requirements of the District's DBE/SBE program. Under the proposed contract, the total amount of work to be performed by SBEs is approximately \$1,016,645 or 27 percent of the total contract value, of which, \$438,000 or 12 percent is

DBE participation. This level of race-neutral DBE participation will contribute towards meeting the District's overall DBE goal.

Businesses and residents within a quarter mile of the project site will be notified via mail about the project schedule and potential impacts at least two weeks prior to construction. Mailers will be in English and Spanish. Additional mailers will be sent to inform the surrounding community as needed about changing impacts as construction progresses. The mailers will include information about how to contact the District via a dedicated e-mail address or the Construction Hotline. A webpage will be created on the District's website and will be consistently updated with new information. Members of the public also will be able to subscribe to weekly project email notifications.

Sr. Contract Officer: Patrick May  
Project Manager: Eric Stocklmeir

650-508-7732  
650-508-6213

RESOLUTION NO. 2015 –

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

\* \* \*

**AUTHORIZING AWARD OF CONTRACT TO INTERSTATE GRADING &  
PAVING, INC. FOR CONSTRUCTION OF THE SAN CARLOS TRANSIT CENTER  
PROJECT PARKING LOT FOR A TOTAL COST OF \$3,791,000**

**WHEREAS**, the San Mateo County Transit District (District) solicited competitive bids for the relocation and construction of the parking lot at the San Carlos Caltrain station to accommodate construction of the San Carlos Transit Center Project; and

**WHEREAS**, in response to the District's Invitation for Bid, five firms submitted bids; and

**WHEREAS**, staff and legal counsel have reviewed the bids and determined that Interstate Grading & Paving (IGP) of South San Francisco, California, is the lowest, responsive and responsible bidder; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that the contract be awarded to IGP, whose bid meets the requirements of the solicitation documents.

**NOW, THEREFORE, BE IT RESOLVED** that the District Board of Directors hereby awards a contract to IGP for the relocation and construction of the parking lot at the San Carlos Caltrain station for a total cost of \$3,791,000; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO, or his designee, is authorized to execute a contract on behalf of the District with IGP in full conformity with all the terms and conditions of the solicitation documents and in a form approved by legal counsel.

Regularly passed and adopted this 4<sup>th</sup> day of November, 2015 by the following vote:

AYES:

NOES:

ABSTAIN:

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Chair, San Mateo County Transit District

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District Secretary



BOARD OF DIRECTORS 2015

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

JIM HARTNETT  
GENERAL MANAGER/CEO

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

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

**WEDNESDAY, NOVEMBER 4, 2015 – 2:30 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Legislative Committee Meeting of October 7, 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  
OCTOBER 7, 2015**

Committee Members Present: Z. Kersteen-Tucker, C. Stone

Committee Members Absent: A. Tissier (Committee Chair)

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

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

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

Director Charles Stone called the meeting to order at 3:54 p.m.

**Approval of Minutes of Legislative Committee Meeting of September 2, 2015**

Motion/Second: Matsumoto/Gee

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

Absent: Groom, Guilbault, Tissier

**Update on the State and Federal Legislative Program**

Seamus Murphy, Chief Communications Officer, said the governor has until October 11 to sign a number of bills. He has taken action on Senate Bill 705 which would authorize San Mateo County to exceed the existing 2 percent local sales tax cap, if needed, for a transportation ballot measure in the future. On October 3 the governor signed Assembly Bill (AB) 1250 which addresses bus axle weight limits. SamTrans buses exceed the axle weight limit and have received a couple of extensions, but nothing permanent. AB 1250 provides a permanent exemption for buses on the streets today and establishes a path forward for a gradual reduction for future bus procurements and allows the industry time to develop technologies and solutions that would reduce the weight limits for buses in the future to address concerns cities have and the impact on local streets and roads.

Mr. Murphy said at the Federal level Congress has been working on solutions for the positive train control mandate that would extend the deadline by three years.

**Adjourned:** 3:58 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Legislative Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus 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**

Assembly Bill (AB) 194 (Frazier) was signed into law by Governor Brown allowing regional transportation agencies and the California State Department of Transportation (Caltrans) to develop and operate high-occupancy toll lanes. The bill requires that regional transportation agencies give an option to a local transportation authority or congestion management agency to enter into agreements for project development, engineering, financial studies, and environmental documentation. Revenues generated by the toll facility must be used in the corridor and can be used to support transit operations.

The governor has also taken action on several San Mateo County Transit District-supported bills including:

**AB1250 (Bloom) – Signed Into Law**

This bill exempts the weight limit restrictions for transit buses procured before January 1, 2016. The bill establishes a decreasing progression of allowable weights for buses over time.

**Senate Bill (SB) 9 (Beall) – Signed Into Law**

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 the California State Transportation Agency to develop a five-year program of projects, to be updated every two years thereafter.

SB 348 (Galgiani) – Signed Into Law

When determining that a railroad grade crossing is exempt from California Environmental Quality Act requirements, this bill requires the lead agency 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.

SB 413 (Wieckowski) – Signed Into Law

This bill allows transit agencies to use an administrative process to cite and process minors for violations that occur on transit property. The bill also allows failing to yield seating reserved for elderly or disabled persons on public transit property to be punishable as an infraction if the governing board of the public transportation agency enacts an ordinance following a public hearing.

SB 705 (Hill) – Signed Into Law

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 Legislature will reconvene on January 4, 2016.

**FEDERAL ISSUES**

Positive Train Control (PTC) Mandate

Earlier this month Senator Barbara Boxer stated that Senate Democrats will not extend the PTC deadline past December 31 unless House Republicans pass a long-term highway bill.

House Republicans have introduced standalone legislation that would extend the deadline until December 2018 but Senate Democrats said they would only consider the bill if a long-term highway bill is passed. The current highway bill is set to expire on October 29.

Prepared By: Shweta Bhatnagar, Government Affairs Officer

650-508-6385

## San Mateo County Transit District State Legislative Matrix 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2</a> <a href="#">Alejo D</a></p> <p>Community revitalization authority.</p>	<p>9/22/2015-A. CHAPTERED 9/22/2015-Chaptered by Secretary of State - Chapter 319, Statutes of 2015.</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 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 194</a> <a href="#">Frazier</a> D</p> <p>High-occupancy toll lanes.</p>	<p>10/9/2015-A. CHAPTERED 10/9/2015-Chaptered by Secretary of State - Chapter 687, Statutes of 2015.</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 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 318</a> <a href="#">Chau</a> 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>	<p>Oppose</p>
<p><a href="#">AB 378</a> <a href="#">Mullin</a> D</p> <p>State Highway 101 corridor.</p>	<p>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>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.</p> <p>This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.</p>	<p>Support</p>
<p><a href="#">AB 464</a> <a href="#">Mullin</a> D</p> <p>Transactions and use taxes: maximum combined rate.</p>	<p>8/17/2015-A. VETOED 8/17/2015-Vetoed by the Governor</p>	<p>Existing law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%.</p> <p>This bill would increase that maximum combined rate to 3%.</p>	<p>Support</p>

## San Mateo County Transit District State Legislative Matrix 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 516</a> <a href="#">Mullin</a> 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>
<p><a href="#">AB 726</a> <a href="#">Nazarian</a> D</p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>10/4/2015-A. CHAPTERED 10/4/2015-Chaptered by Secretary of State - Chapter 479, Statutes of 2015.</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 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1171</a> <a href="#">Linder R</a></p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>10/1/2015-A. CHAPTERED 10/1/2015-Chaptered by Secretary of State - Chapter 413, Statutes of 2015.</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>	



## San Mateo County Transit District State Legislative Matrix 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1250</a> <a href="#">Bloom</a> D</p> <p>Vehicles: buses: axle weight.</p>	<p>10/4/2015-A. CHAPTERED 10/4/2015-Chaptered by Secretary of State - Chapter 484, Statutes of 2015.</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><a href="#">AB 1347</a> <a href="#">Chiu</a> D</p> <p>Public contracts: claims.</p>	<p>10/11/2015-A. VETOED 10/11/2015-Vetoed by the Governor</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>	<p>Neutral</p>

## San Mateo County Transit District State Legislative Matrix 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">ABX1 1</a> <a href="#">Alejo</a> D</p> <p>Transportation funding.</p>	<p>6/23/2015-A. PRINT 6/24/2015-From printer.</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">ABX1 2</a> <a href="#">Perea</a> D</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>6/25/2015-A. PRINT 6/26/2015-From printer.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	
<p><a href="#">ABX1 3</a> <a href="#">Frazier</a> D</p> <p>Transportation funding.</p>	<p>9/24/2015-A. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed 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 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><a href="#">ABX1 6</a> <a href="#">Hernández, Roger</a> 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><a href="#">ABX1 7</a> <a href="#">Nazarian</a> 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><a href="#">ABX1 8</a> <a href="#">Chiu</a> D</p> <p>Diesel sales and use tax.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">ABX1 10</a> <a href="#">Levine</a> 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><a href="#">ABX1 13</a> <a href="#">Grove</a> 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><a href="#">ABX1 14</a> <a href="#">Waldron</a> 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><a href="#">ABX1 15</a> <a href="#">Patterson</a> 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><a href="#">ABX1 17</a> <a href="#">Achadjian</a> 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><a href="#">ABX1 18</a> <a href="#">Linder</a> 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>	

## San Mateo County Transit District State Legislative Matrix 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">ABX1 19</a> <a href="#">Linder</a> 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><a href="#">ABX1 23</a> <a href="#">Garcia, Eduardo</a> 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><a href="#">ABX1 24</a> <a href="#">Levine</a> D</p> <p>Bay Area Transportation Commission: election of commissioners.</p>	<p>9/11/2015-A. PRINT 9/12/2015-From printer.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified.</p> <p>This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">ACA 4</a> <a href="#">Frazier</a> 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>



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 9</a> <a href="#">Beall</a> D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>10/9/2015-S. CHAPTERED 10/9/2015-Chaptered by Secretary of State - Chapter 710, Statutes of 2015.</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><a href="#">SB 32</a> <a href="#">Pavley</a> 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><a href="#">SB 64</a> <a href="#">Liu</a> D</p> <p>California Transportation Plan.</p>	<p>10/9/2015-S. CHAPTERED 10/9/2015-Chaptered by Secretary of State - Chapter 711, Statutes of 2015.</p>	<p>Existing law requires the California Transportation Commission to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law provides that the annual report may also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature.</p> <p>This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 231</a> <a href="#">Gaines</a> 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>	

## San Mateo County Transit District State Legislative Matrix 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 321</a> <a href="#">Beall</a> 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>	<p>Support</p>
<p><a href="#">SB 348</a> <a href="#">Galgiani</a> 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>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 350</a> <a href="#">De León</a> D</p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>10/7/2015-S. CHAPTERED 10/7/2015-Chaptered by Secretary of State - Chapter 547, Statutes of 2015.</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><a href="#">SB 358</a> <a href="#">Jackson</a> D</p> <p>Conditions of employment: gender wage differential.</p>	<p>10/6/2015-S. CHAPTERED 10/6/2015-Chaptered by Secretary of State - Chapter 546, Statutes of 2015.</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><a href="#">SB 413</a> <a href="#">Wieckowski</a> D</p> <p>Public transit: prohibited conduct.</p>	<p>10/10/2015-S. CHAPTERED 10/10/2015-Chaptered by Secretary of State - Chapter 765, Statutes of 2015.</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><a href="#">SB 461</a> <a href="#">Hernandez</a> D</p> <p>State Highway Route 164: relinquishment.</p>	<p>10/7/2015-S. CHAPTERED 10/7/2015-Chaptered by Secretary of State - Chapter 575, Statutes of 2015.</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><a href="#">SB 481</a> <a href="#">Hueso</a> 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><a href="#">SB 491</a> Committee on Transportation and Housing</p> <p>Transportation: omnibus bill.</p>	<p>10/2/2015-S. CHAPTERED 10/2/2015-Chaptered by Secretary of State - Chapter 451, Statutes of 2015.</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><a href="#">SB 508</a> <a href="#">Beall D</a></p> <p>Transportation funds: transit operators: pedestrian safety.</p>	<p>10/9/2015-S. CHAPTERED 10/9/2015-Chaptered by Secretary of State - Chapter 716, Statutes of 2015.</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>	

## San Mateo County Transit District State Legislative Matrix 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 579</a> <a href="#">Jackson</a> D</p> <p>Employees: time off.</p>	<p>10/11/2015-S. CHAPTERED 10/11/2015-Chaptered by Secretary of State - Chapter 802, Statutes of 2015.</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><a href="#">SB 599</a> <a href="#">Mendoza</a> D</p> <p>Employment: public transit service contracts.</p>	<p>10/10/2015-S. VETOED 10/10/2015-Vetoed by the Governor</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>	



## San Mateo County Transit District State Legislative Matrix 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 767</a> <a href="#">De León</a> D</p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>10/7/2015-S. CHAPTERED 10/7/2015-Chaptered by Secretary of State - Chapter 580, Statutes of 2015.</p>	<p>Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related projects and programs, subject to various requirements, including the adoption of an expenditure plan and voter approval. Existing law authorizes the MTA to seek voter approval to extend the transactions and use tax pursuant to an amended ordinance, subject to various requirements, including adoption of an amended expenditure plan that, among other things, updates certain cost estimates and identifies expected completion dates for projects and programs under the previous expenditure plan, and also requires the amended expenditure plan to be included in an updated long range transportation plan, as specified.</p> <p>This bill would delete the above-referenced provisions relative to extension of the transactions and use tax and an amended ordinance and expenditure plan, The bill would instead authorize the MTA to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified. This bill contains other related provisions and other existing laws.</p>	

## San Mateo County Transit District State Legislative Matrix 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 1</a> <a href="#">Beall</a> 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 er 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><a href="#">SBX1 2</a> <a href="#">Huff</a> R</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>6/30/2015-S. T. &amp; I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.</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>	<p>Oppose</p>

## San Mateo County Transit District State Legislative Matrix 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 3</a> <a href="#">Vidak</a> 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><a href="#">SBX1 4</a> <a href="#">Beall</a> D</p> <p>Transportation funding.</p>	<p>9/24/2015-S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed 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><a href="#">SBX1 5</a> <a href="#">Beall</a> 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>	

## San Mateo County Transit District State Legislative Matrix 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 6</a> <a href="#">Runner</a> 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><a href="#">SBX1 7</a> <a href="#">Allen</a> 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><a href="#">SBX1 8</a> <a href="#">Hill</a> 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. Page 57.) (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 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 9</a> <a href="#">Moorlach</a> 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 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 10</a> <a href="#">Bates</a> R</p> <p>Regional transportation capital improvement funds.</p>	<p>7/16/2015-S. T. &amp; 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 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 11</a> <a href="#">Berryhill</a> R</p> <p>Environmental quality: transportation infrastructure.</p>	<p>9/4/2015-S. T. &amp; I.D. 9/4/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. &amp; 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><a href="#">SBX1 12</a> <a href="#">Runner</a> 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 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 13</a> <a href="#">Vidak</a> 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><a href="#">SBX1 14</a> <a href="#">Cannella</a> R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>7/16/2015-S. T. &amp; 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 10/26/15

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SCAX1.1</a> <a href="#">Huff</a> 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 HARTNETT  
GENERAL MANAGER/CEO

## AGENDA

### BOARD OF DIRECTORS

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

**WEDNESDAY, NOVEMBER 4, 2015 – 2:45 p.m.**  
or immediately following Committee meetings

#### **1. ROLL CALL**

#### **2. CONSENT CALENDAR**

##### MOTION

- a. Approval of Minutes of Board of Directors Meeting of October 7, 2015
- b. Acceptance of Statement of Revenues and Expenses for September 2015
- c. Acceptance of Quarterly Investment Review and Fixed Income Report for the Quarter Ended September 30, 2015
- d. Approval of 2016 Board of Directors Meeting Calendar

#### **3. PUBLIC COMMENT**

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

#### **4. REPORT OF THE CHAIR**

#### **5. REPORT OF THE GENERAL MANAGER/CEO**

#### **6. AUTHORIZE ADOPTION OF REVISED CODIFIED TARIFF, ADOPTION OF FINDINGS FOR A STATUTORY EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND APPROVAL OF ASSOCIATION TITLE VI EQUITY ANALYSIS**

#### **7. COMMUNITY RELATIONS COMMITTEE – Z. KERSTEEN-TUCKER**

##### SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council Update
- c. Citizens Advisory Committee Liaison Report
- d. Multimodal Ridership Report – September 2015

**8. FINANCE COMMITTEE – R. GUILBAULT**

RESOLUTIONS

- a. Authorize Entering into Memoranda of Understanding with San Mateo County Human Services Agency, City of Menlo Park, and City of Daly City to Pass Through Funding to Implement Three Lifeline Transportation Program Projects in San Mateo County and File Claims to Receive a Total of \$1,263,804 in State Transit Assistance Funds
- b. Authorize Acceptance of a Total of \$2,850,468 in Lifeline Transportation Program Grants and File Claims to Receive the Funds from the Metropolitan Transportation Commission
- c. Authorize Award of Contract to Vista Center for the Blind and Visually Impaired to Provide Travel Training Services to Visually Impaired Customers for a Not-to-Exceed Amount of \$221,730 for a Five-Year Term
- d. Authorize Award of Contract to Kimball Midwest for the Furnishing and Servicing of Shop Supplies and Related Items for a Not-to-Exceed Amount of \$354,504 for a Five-Year Term
- e. Authorize Award of Contract to Peterson Hydraulics, Inc. for the Purchase and Installation of Two New Bus Roof Access Scaffold Systems for a Total Cost of \$122,122
- f. Authorize Award of Contracts to Provide On-Call Real Estate Support Services for a Not-to-Exceed Amount of \$600,000 for a Six-Year Term
- g. Authorize Award of Contract to Interstate Grading and Paving, Inc. for Construction of the San Carlos Transit Center Project Parking Lot for a Total Cost of \$3,791,000

**9. LEGISLATIVE COMMITTEE – A. TISSIER**

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

**10. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS**

**11. BOARD MEMBER REQUESTS/COMMENTS**

**12. GENERAL COUNSEL PROPOSAL**

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

**14. ADJOURNMENT**

## **INFORMATION FOR THE PUBLIC**

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans Website at [www.samtrans.com](http://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](mailto: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  
OCTOBER 7, 2025**

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

Board Members Absent: C. Groom, R. Guilbault, A. Tissier

Staff Present: J. Averill, J. Cassman, A. Chan, G. Harrington, J. Hartnett, M. Martinez, N. McKenna, D. Olmeda, S. Murphy, M. Simon, S. van Hoften

Chair Shirley Harris called the meeting to order at 2:05 p.m.

**PUBLIC HEARING TO CONSIDER PROPOSED CHANGES TO THE CODIFIED TARIFF**

Martha Martinez, District Secretary, reported on the steps taken to announce and receive public comment after the Board called for today's public hearing at the August 5 meeting.

Ms. Martinez said public meetings were held on September 14 in South San Francisco with three attendees, September 15 in East Palo Alto with one attendee, September 16 in Pacifica with six attendees, and September 19 in San Carlos with three attendees. Since the release of the proposed Codified Tariff, 56 comments have been received. A summary of the comments received will be provided at the November meeting.

Seamus Murphy, Chief Communications Officer, reported:

- Objective:
  - Generate revenue to assist with paying for operation of the service
    - Redi-Wheels farebox recovery is 6 percent and SamTrans farebox recovery is 18 percent
    - In alignment with Board-adopted Strategic Plan
  - Increase efficiency as mandated by the Metropolitan Transportation Commission Transit Sustainability Project
- Fare History:
  - Last SamTrans fare increase was 2010
  - Last Redi-Wheels fare increase was 2010 for full fare and 2011 for Lifeline
- Communications:
  - Public notice and onboard Take One with Safe Harbor languages
  - Onboard visual and audio messages in English and Spanish
  - Web button and information
  - Community-based organizations
  - Social media
  - Message to stakeholders
  - Presentation to Paratransit Coordinating Council

- Four public meetings
- Ways to comment:
  - E-mail
  - Mail
  - Phone
  - At the public meetings
  - Public hearing
- Paratransit proposal is a \$0.50 increase in 2016 and 2019
- Fixed-route proposal:
  - Eliminate the express fare out of San Francisco fare.
  - Move youth to same fare category as senior and eligible discount
  - Fare would increase \$0.25 in 2016, but if customer uses Clipper the increase would be \$0.05
  - There is no increase in senior and disabled fares on Clipper
  - Youth age is being expanded from 17 to 18 years
  - Two free children with a fare-paying adult, increased from one
- Way2Go Pass would increase in 2019 from \$125 a person to \$130 a person, with a minimum participation rate of \$13,000
- Next steps:
  - Review and consider all comments submitted
  - Provide final proposal to Board in November for action

Director Karyl Matsumoto asked if the expenses incurred in 2019 are included in the fare increase. Mr. Murphy said yes.

Director Matsumoto asked where besides at the District offices can people purchase a Clipper Card. Mr. Murphy said the Clipper website, Walgreens and CVS.

Director Jeff Gee asked for an explanation on what farebox recovery is. Mr. Murphy said it is the percentage of the operating expenses covered by fares. Chuck Harvey, Deputy CEO, said most bus systems are between 20 to 25 percent farebox recovery, but locally the average is 18 to 22 percent.

Director Gee asked if the current fare increases will get the District close to the Metropolitan Transportation Commission (MTC) goal and what are the consequences if the goal is not achieved. Mr. Murphy said he believes it will get the District there, but it is not a sure thing. The impacts are real and could make the District ineligible to receive funding.

Director Zoe Kersteen-Tucker asked how the proposed changes compare to other agencies. Mr. Murphy said the process to assess and come to these fares included an analysis of how these fares compared to other transit agencies.

Jim Hartnett, General Manager/CEO, said staff will provide a chart showing the fares of other agencies at the November meeting.

Public Comment

Kellie Hanson, Center for Independence of Individuals with Disabilities, said her organization is deeply opposed to the paratransit fare increase. SamTrans needs to find another way to fund this increase for a community who struggles to stay afloat.

Jerry Grace, San Pablo, said San Francisco offers free rides for disabled people who sign up.

Ligia Andrade, Center for Independence of Individuals with Disabilities, said she received a spinal cord injury from a car accident 6 ½ years ago. She now realizes the proposed increases will affect disabled people from going about their daily lives and going to their necessary appointments.

Ellen Barton, Active Transportation Coordinator, San Mateo County Sustainability, said the San Francisco express fare reduction seems to help those riders who are better off and need to make sure it is equitable for all riders. The Way2Go fare is only going up slightly versus other fares. The MTC is working on an equity fare study and asked how SamTrans fits into this.

Susy Castoria, Commission on Disabilities, said they oppose the increase to Redi-Wheels. Many of these people live on less than \$12,000 per year and rely on SamTrans as a lifeline.

Director Matsumoto asked what SamTrans' cost is for Redi-Wheels. Mr. Harvey said in FY2009 Redi-Wheels cost per passenger was \$40.99. Over the next four years with escalation FY2014 cost was \$43.81 and unaudited FY2015 cost was \$42.62. The FY2016 budgeted cost is \$50.50 because staff anticipates a growth in ridership.

Chair Harris read a letter sent by Director Carole Groom, San Mateo County Board of Supervisors. She said an increase in Redi-Wheels should not be considered at this time because many of the men and women who use Redi-Wheels have very low income and a fare increase would limit their trips to only the most vital ones.

Director Kersteen-Tucker asked if the Board could receive how much the increase would generate for Redi-Wheels and RediCoast both in 2016 and 2019.

Director Gee asked if some fixed-route fares were raised and paratransit was not if it would create an issue with the Title VI analysis. Joan Cassman, Legal Counsel, said the analysis is being done now and will be available next month.

Director Gee said he doesn't want the fare increase to discourage the youth from riding as the national trends show youth ridership is increasing.

Director Peter Ratto said fare increases also factor in an anticipated increase in ridership that would offset the potential full fare increase if ridership doesn't increase. Mr. Harvey said as fares go up ridership tends to go down a bit.

Director Charles Stone said he would like to see different scenarios of not rising Redi-Wheels or RediCoast fares, raising less than recommended and the full increase.

Director Matsumoto said a lot of riders in the North County have to pay cash for their rides as they cannot afford the monthly pass.

Chair Harris asked that at a future meeting the Board can be brought up to date on the MTC fare equity study.

Mr. Murphy said the proposal includes a reduction in fares for youth and eligible discount.

Motion to close public hearing: Gee/Kersteen-Tucker  
Ayes: Gee, Kersteen-Tucker, Matsumoto, Ratto, Stone, Harris  
Absent: Groom, Guilbault, Tissier

Recessed to committee meetings at 2:51 p.m.

Reconvened at 3:58 p.m.

#### **CONSENT CALENDAR**

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

Motion/Second: Gee/Stone  
Ayes: Gee, Kersteen-Tucker, Matsumoto, Ratto, Stone, Harris  
Absent: Groom, Guilbault, Tissier

#### **PUBLIC COMMENT**

Jerry Grace, San Pablo, said Sacramento legislators have been on break. In January he will be going with a group from Alameda County to Sacramento to discuss local issues.

#### **REPORT OF CHAIR**

Chair Harris said she and Directors Matsumoto and Ratto attended the American Public Transportation Association (APTA) Annual Conference in San Francisco. Director Gee attended in his role on the Peninsula Corridor Joint Powers Board.

Director Ratto said the situation with paratransit is not unique to SamTrans, but affects all transit agencies. A lot of themes heard today are very common with other transit agencies nationally.

Director Matsumoto attended the APTA Leadership graduation of Ana Rivas, Superintendent, Bus Transportation. She asked if American Public Transportation Foundation scholarships are available to staff.

Chair Harris acknowledged Ms. Rivas as one of the 24 graduates from this year's APTA Leadership class. Ms. Rivas was on a team that addressed workforce issues. She



encouraged Ms. Rivas to share her research and information with staff. Chair Harris said the 25<sup>th</sup> anniversary of the Americans with Disabilities was recognized with a general session on the topic and a reception.

**REPORT OF THE GENERAL MANAGER/CEO – Jim Hartnett**

- Acknowledged Ms. Rivas and her accomplishment.
- Mr. Murphy and David Olmeda, Chief Operating Officer, Bus, started their new positions on October 5.
- On May 6, 2015, by Resolution No. 2015-27, the Board declared an emergency and awarded a contract for \$730,000 to remove the leaking and ancillary tanks, remove hazardous soils and materials at a value of \$250,000 and install new pipes and tanks. On June 3, pursuant to Resolution No. 2015-27, the initial mitigation efforts were stabled and the emergency no longer existed. The Board authorized the need to award a formally advertised contract for the remaining portion of the work for an amount not to exceed \$375,000 with a \$250,000 option for unforeseen conditions. On July 30 staff issued a formal solicitation for the remaining work. On August 24 bids were opened and Construction Corp was deemed the lowest responsible bidder and was awarded a contract for \$247,389 to perform the work.
- Gigi Harrington, Deputy CEO, reported there has been some illegal dumping on the property north of Holly Street. Staff noticed activity in this area in September and real estate staff contacted the people using the property as they do not have a lease to use it. Real estate staff continues to work with the contractor and the city of San Carlos to take care of the situation. This past weekend there was a big windstorm that kicked up the dirt and has caused some concerns. Staff has notified the contractor that they were trespassing and gave them three days to vacate the property. There is another city contractor working south of this area where the transit village is being constructed and staff inspected that area today and found some opportunities to work with the city there also.

Director Gee asked what the city's response was. Ms. Harrington said initially was not very cooperative, but legal counsel is working with the city to solve this issue together.

- Bus service will be doubled on Route 294 on October 17 and 18 for the Half Moon Bay Pumpkin Festival. Service will run hourly from 6 a.m. to 6 p.m.
- On November 7 the Tilton Avenue Bridge will be replaced and a bus bridge will be provided in the area.
- Miles between service calls on fixed-route was 25,381 miles.
- There were 1,200 training hours during the month of August.
- Staff is working on the January 2016 runbook to improve on-time performance and efficiency.
- Customer Service Week is the first week of October. The theme this year is "Celebrating Everyday Heroes." The celebration is being extended through the end of October to fill Second Harvest food barrels.

Public Comment

Jerry Grace, San Pablo, said he remembered hearing of the new pipe being installed and asked what year it happened.

**COMMUNITY RELATIONS COMMITTEE – Z. Kersteen-Tucker**

MOTION

- a. Proclamation Designating October as “Disabilities Awareness Month”

Motion/Second: Kersteen-Tucker/Ratto

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

Absent: Groom, Guilbault, Tissier

SUBJECTS DISCUSSED

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

Chair Harris said she is signing the Certificates of Appreciations for outgoing CAC members Kathy Gilbert and Margaret Pye.

**FINANCE COMMITTEE – J. Gee**

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
- 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

Motion/Second: Gee/Matsumoto

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

Absent: Groom, Guilbault, Tissier

INFORMATIONAL

- g. Update on the Business Optimization Project

**LEGISLATIVE COMMITTEE – C. Stone**

SUBJECT DISCUSSED

State and Federal Legislative Update

**WRITTEN COMMUNICATIONS**

No discussion.

**BOARD MEMBER REQUESTS/COMMENTS**

Director Kersteen-Tucker said the Board retreat is scheduled for November 6 at the Mavericks Conference Center in Half Moon Bay.

Chair Harris would like to know what percentage of revenue is in the Way2Go Pass.

**DATE AND TIME OF NEXT MEETING** – November 4, 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 4:24 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**

**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)**

Reconvened to open session at 4:48 p.m.

Ms. Cassman said the Board received reports on both matters and no action was taken.

The meeting adjourned at 4:49 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Martha Martinez  
Executive Officer,  
District Secretary/Executive Administration

SUBJECT: **2016 BOARD OF DIRECTORS MEETING CALENDAR**

**ACTION**

Staff recommends the Board approve the Meeting Calendar for 2016 (attached).

**SIGNIFICANCE**

The Board of Directors monthly meeting is scheduled for the first Wednesday of each month at 2:00 p.m.

**BUDGET IMPACT**

There is no impact on the budget.

Prepared by: Nancy McKenna, Assistant District Secretary

650-508-6279



## Board/Committee Meeting Calendar for 2016

Wednesday – 2 PM
January 6
February 3
March 2
April 6
May 4
June 1
July 6
August 3
September 7
October 5
November 2
December 7

The Board/Committee meets the first Wednesday of the month.

All meetings are held at 1250 San Carlos Ave., Second Floor, San Carlos, CA 94070.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus P. Murphy  
Chief Communications Officer

SUBJECT: **ADOPTION OF REVISED CODIFIED TARIFF, ADOPTION OF FINDINGS FOR A STATUTORY EXEMPTION UNDER CEQA AND APPROVAL OF ASSOCIATED TITLE VI EQUITY ANALYSIS**

**ACTION**

Staff recommends the Board:

1. Adopt a revised Codified Tariff that:

Fixed Route

- Increases cash fares a maximum of 25 cents in 2016 and 25 cents in 2019; Increases the prices of Day Passes, tokens and Monthly Passes to correspond to the increased cash fares
- Establishes an approximate 10 percent discount for using Clipper cash value
- Expands youth discounts by:
  - Pricing "Youth" the same as "Eligible Discount" (ED)
  - Expanding the age of a "Youth" from 17 years to 18 years old
  - Allowing two children (age 4 and younger) instead of one to ride free with a fare-paying adult
- Eliminates the premium fare for express service into San Francisco
- Reduces the \$5 premium fare for express service out of San Francisco, so that all service out of San Francisco is \$4
- Increases the cost of the Way2Go Pass by \$5 to \$130 per participant, with minimum participation level of \$13,000 in 2019
- Increases the cost of the Summer Youth Pass by \$5 to \$45 in 2019
- Introduces a new ED paper token, priced the same as Youth tokens, to be phased in

Paratransit

- Increases Paratransit fares by a maximum of 50 cents in 2016 and 50 cents in 2019 for full fare customers only (Lifeline paratransit fares would remain unchanged).
2. Adopt findings necessary for application of a statutory exemption under the under the California Environmental Quality Act (CEQA); and
  3. Approve the associated Title VI equity analysis.

## **SIGNIFICANCE**

SamTrans last increased fares for the fixed-route buses in 2010 and for paratransit in 2010 (Lifeline fares) and 2011 (full fares).

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 for individuals effective January 1, 2016 with a subsequent fare increase going into effect January 1, 2019. Fares for agency-paid paratransit trips would increase effective July 1, 2016 and again on July 1, 2019. The initial proposal is detailed in the attached Scenario A.

On October 7, 2015 the Board held a public hearing to receive public feedback about proposed changes to the SamTrans Codified Tariff. During the subsequent Board discussion, Board members requested more information about the revenue impacts of certain elements of the proposal and expressed some concerns about proposed paratransit fare increases.

In response to these comments and concerns, staff considered two other alternatives. Staff's revised proposal, detailed in the attached Scenario B, varies from the original proposal in two ways: (1) The original proposal would have reduced fares for all service into and out of San Francisco to the base fare. The revised proposal retains higher, \$4 fares for service out of San Francisco, but eliminates the \$5 premium fare for express service into San Francisco. (2) The original proposal included increases to paratransit fares for passengers paying full fares and Lifeline fares. The revised proposal includes increases for full-fare paying paratransit customers (who comprise approximately one third of paratransit users), but it does not raise fares on paratransit customers who qualify for Lifeline fares (the remaining two-thirds of paratransit customers).

Though it is not staff's final recommendation, an alternative detailed in the attached Scenario C includes no changes to any paratransit fares.

A comparative summary of the revenue expectations for each of the three scenarios follows. All revenues shown represent the estimated impact of a full fiscal year at the proposed new fare rates. The attached charts detailing each Scenario also include corresponding revenues and increases for each fare product.

<b>Fare Program</b>	<b>Annualized Revenue 2016</b>	<b>Annualized Revenue 2019</b>
Current	\$18,891,065	
Scenario A – Original Proposal	\$19,211,650	\$20,973,700
Scenario B – Revised Proposal	\$19,462,672	\$21,170,758
Scenario C – No Paratransit Fare Change	\$19,398,872	\$21,044,609

A complete updated Codified Tariff reflecting the Revised Proposal and an associated equity analysis, conducted in accordance with Board-adopted policies and federal guidance issued under Title VI of the Civil Rights Act of 1964, will be provided for Board consideration and approval. Staff determined that the Original Proposal would not impose a disproportionate burden or disparate impact on low-income or minority riders. Staff does not expect the changes included in the Revised Proposal to alter these findings.

### **BUDGET IMPACT**

Projected fare revenues total \$18.9 million for both fixed route and paratransit before any estimated impacts from this recommendation. Approval of the staff recommendation would generate an estimated additional \$264,000 in Fiscal Year (FY) 2016 and \$571,608 on an annualized basis thereafter. The FY 2019 recommendation would increase fare revenues by an estimated \$782,000 on an annualized basis.

The FY 2016 fixed route operating budget is \$112.3 million and operating costs have increased an average of 1.9 percent per year since FY 2010. Fare revenues fund approximately 16.1 percent of the current budget, transportation sales taxes fund approximately 42.1 percent of the budget, with the remainder funded through other state and local sources.

For fixed route, the staff recommendation would generate additional fare revenues of \$238,642 (1.3 percent) during FY 2016 and \$507,808 (2.8 percent) on an annualized basis thereafter. FY 2019 changes would increase revenues by an estimated \$1,645,736 (8.9 percent) on an annualized basis.

The FY 2016 paratransit operating budget is \$16.7 million and operating costs have increased an average of 1.7 percent per year since FY 2010. Fare revenues fund approximately 4.8 percent of the current budget. Transportation sales taxes fund approximately 23 percent of the budget, a \$5 million contribution from San Mateo County's Measure A accounts for about 30 percent. The remainder is funded through other state and local sources.

For paratransit, the staff recommendation would generate an additional \$25,727 (3.1 percent) during FY 2016 and \$63,800 (7.7 percent) on an annualized basis thereafter. FY 2019 changes would increase revenues by an estimated \$62,349 (7.0 percent) on an annualized basis.

Under the Americans with Disabilities Act, paratransit fares are allowed to be up to twice the corresponding fixed-route fares. The staff recommendation would put paratransit fares for non-Lifeline customers at about 1.9 times the fixed-route fares in 2016 and 2019.

### **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 10.0 percent and paratransit expenses have increased 9.0 percent. SamTrans customer fares cover approximately



18.1 percent of the cost to provide fixed-route service, and paratransit fares cover 5.6 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 public outreach program regarding the proposed changes included the October 7 public hearing, four community meetings (in South San Francisco, Pacifica, San Carlos and 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 comments submitted by mail via the postal service, and with a call to the Customer Service Center's general number or one for those with hearing impairments. A total of 68 comments were received and a summary of comments is attached.

During the public hearing, Board members asked staff to provide additional information to help inform a final decision. Responses to those requests are provided below:

- How do SamTrans fares compare to other agencies' fares?

<b>Fixed-route Service</b>	<b>Fixed-route Cash Fare</b>	<b>Paratransit Cash Fare</b>	<b>Paratransit Service</b>
AC Transit	\$2.10	\$4 - \$7	East Bay Paratransit (fares listed just for East Bay trips)
Central Contra Costa Transit (County Connection)	\$2.00	\$4.00	LINK
Golden Gate Transit	\$4.75 & up	\$7.75 & up	Golden Gate Transit
Marin Transit	\$2.00	\$2.00 - \$2.50	Marin Access Paratransit
<b>SamTrans</b>	<b>\$2.25 proposed</b>	<b>\$4.25 proposed</b>	<b>Redi-Wheels/RediCoast</b>
San Francisco Muni	\$2.25	\$2.25	SF Access
Santa Cruz	\$2.00	\$4.00 & \$6.00 (\$8.00 for will-call returns)	ParaCruz
VTA	\$2.00	\$4.00	Outreach

- How many more youth riders would we expect due to the reduced youth fares?
  - 4,900 riders in 2016
- How much revenue does the Way2Go Pass generate?
  - \$47,125
- What has been the effect of past fare increases on ridership?
  - It is difficult to assess how past fare changes have affected ridership since these changes were also accompanied by significant service adjustments and changing economic conditions. The chart below assesses ridership changes on routes that were unaffected by a service change and demonstrates changes in systemwide ridership.

Route	Feb-08	Feb-09	Feb-10	Feb-11
390	6,511	6,292	6,003	5,783
391	5,313	5,310	5,219	5,211
Total	11,824	11,602	11,222	10,994
Percent Change		-1.9%	-3.3%	-2.0%
System Weekday	41,537	41,423	36,051	36,141
Percent Change		-0.3%	-13.0%	0.2%

- What is the status of the District's efforts to meet the regional Transit Sustainability Project requirements?
  - The Transit Sustainability Project requires agencies to reduce operating costs per service hour, cost per passenger or cost per passenger mile by at least 5 percent by 2017.
  - Starting in 2019, the Metropolitan Transportation Commission will link capital and operating funds to progress toward these goals.
  - For fixed-route service, the District has achieved a 5 percent reduction in all three areas. For paratransit, the District has met the goal by achieving a 5 percent reduction in cost per passenger mile.

Prepared By: Seamus Murphy, Chief Communications Officer  
 Christiane Kwok, Manager, Market Research and Development

650-508-6388  
 650-508-7926

**Scenario A – Original Proposal  
Paratransit Service**

<b>Fare Category</b>	<b>Current Fares</b>	<b>Proposed Fares 1/1/16</b>	<b>Proposed Fares 1/1/19</b>
<b>Paratransit &amp; Coastside On-demand Non-ADA Paratransit Service</b>			
One-way	\$3.75	\$4.25 (13%)	\$4.75 (12%)
Lifeline	\$1.75	\$2.00 (14%)	\$2.25 (13%)
<b>Agency-paid trips (full fare)</b>			
	<b>Current Fares</b>	<b>Proposed Fares 7/1/16</b>	<b>Proposed Fares 1/1/19</b>
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 (11%)	\$5.50 (10%)
Seniors Coastsiders	\$3.75	\$4.25 (13%)	\$4.75 (12%)
<b>Agency-paid trips (Lifeline)</b>			
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 (22%)	\$3.00 (9%)
Senior Coastsiders	\$1.75	\$2.00 (14%)	\$2.25 (13%)
<b>Revenue</b>	<b>\$ 832,298</b>	<b>\$ 919,577 (10.5%)</b>	<b>\$1,000,664 (8.8%)</b>

## Scenario B – Revised Proposal (Staff Recommendation)

### Fixed-route Service

Fare Category	Current Fares	Proposed 1/10/16	Proposed 1/20/19
<b>Adult</b>			
Adult Local Cash	\$2.00	\$2.25 (12.5%)	\$2.50 (11.1%)
Adult Local Clipper	\$2.00	\$2.05 (2.5%)	\$2.25 (9.8%)
Adult Tokens (10)	\$16.00	\$18.00 (12.5%)	\$20.00 (11.1%)
Adult Out of S.F. Cash	\$4.00	\$4.00 (no change)	\$4.00 (no change)
Adult Out of S.F. Clipper	\$4.00	\$3.60 (-10%)	\$3.60 (no change)
Adult Monthly Pass	\$64.00	\$65.60 (2.5%)	\$72.00 (9.8%)
Adult Day Pass	\$5.00	\$5.50 (10%)	\$6.25 (13.6%)
<b>Revenue</b>	<b>\$12,422,062</b>	<b>\$12,979,648 (4.5%)</b>	<b>\$14,079,701 (8.5%)</b>
<b>Youth &amp; Eligible Discount (seniors, customers with disabilities, Medicare cardholders)</b>			
Youth & Eligible Discount Local Cash	\$1.25 Youth \$1.00 Eligible Discount	\$1.10 (-12%/10%)	\$1.25 (13.6%)
Youth & Eligible Discount Local Clipper	\$1.25 Youth \$1.00 Eligible Discount	\$1.00 (-20%/ no change)	\$1.15 (15%)
Tokens (10) – Youth Tokens (10) – Eligible Discount	\$10.00 n/a	\$10.00 (no change) \$10.00 (new program)	\$10.00 (no change) \$10.00 (no change)
Youth & Eligible Discount Monthly Pass	\$36.00 Youth \$25.00 Eligible Discount	\$27.00 (-25%/8%)	\$31.05 (15%)
Discount Youth Monthly Pass (free & reduced lunch program participants)	\$22.00	\$22.00 (no change)	\$23.30 (5.9%)
Youth & Eligible Discount Day Pass	\$3.00 Youth \$2.50 Eligible Discount	\$2.75 (-8.3%/10%)	\$3.00 (9.1%)
Summer Youth Pass	\$40.00	\$40.00 (no change)	\$45.00 (12.5%)
<b>Revenue</b>	<b>\$5,589,580</b>	<b>\$5,539,801 (-0.9%)</b>	<b>\$6,083,894 (9.8%)</b>
Way2Go Pass	\$125.00 [minimum \$12,500]	\$125.00 [minimum \$12,500]	\$130.00 (4%) [minimum \$13,000]
<b>Revenue</b>	<b>\$47,125</b>	<b>\$47,125</b>	<b>\$48,716 (3%)</b>

**Scenario B – Revised Proposal (Staff Recommendation)**  
**Paratransit Service**

<b>Fare Category</b>	<b>Current Fares</b>	<b>Proposed Fares 1/1/16</b>	<b>Proposed Fares 1/1/19</b>
<b>Paratransit &amp; Coastside On-demand Non-ADA Paratransit Service</b>			
One-way	\$3.75	\$4.25 (13%)	\$4.75 (12%)
Lifeline	\$1.75	\$1.75 (no change)	\$1.75 (no change)
<b>Agency-paid trips (full fare)</b>			
	<b>Current Fares</b>	<b>Proposed Fares 7/1/16</b>	<b>Proposed Fares 1/1/19</b>
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 (11%)	\$5.50 (10%)
Seniors Coastsiders	\$3.75	\$4.25 (13%)	\$4.75 (12%)
<b>Agency-paid trips (Lifeline)</b>			
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	\$2.25 (no change)	\$2.25 (no change)
Senior Coastsiders	\$1.75	\$1.75 (no change)	\$1.75 (no change)
<b>Revenue</b>	<b>\$ 832,298</b>	<b>\$ 896,098 (7.7%)</b>	<b>\$958,447 (7%)</b>

**Scenario C – No Paratransit Fare Change**  
**Fixed-route Service**

<b>Fare Category</b>	<b>Current Fares</b>	<b>Proposed 1/10/16</b>	<b>Proposed 1/20/19</b>
<b>Adult</b>			
Adult Local Cash	\$2.00	\$2.25 (12.5%)	\$2.50 (11.1%)
Adult Local Clipper	\$2.00	\$2.05 (2.5%)	\$2.25 (9.8%)
Adult Tokens (10)	\$16.00	\$18.00 (12.5%)	\$20.00 (11.1%)
Adult Out of S.F. Cash	\$4.00	\$4.00 (no change)	\$4.00 (no change)
Adult Out of S.F. Clipper	\$4.00	\$3.60 (-10%)	\$3.60 (no change)
Adult Monthly Pass	\$64.00	\$65.60 (2.5%)	\$72.00 (9.8%)
Adult Day Pass	\$5.00	\$5.50 (10%)	\$6.25 (13.6%)
<b>Revenue</b>	<b>\$12,422,062</b>	<b>\$12,979,648 (4.5%)</b>	<b>\$14,079,701 (8.5%)</b>
<b>Youth &amp; Eligible Discount (seniors, customers with disabilities, Medicare cardholders)</b>			
Youth & Eligible Discount Local Cash	\$1.25 Youth \$1.00 Eligible Discount	\$1.10 (-12%/10%)	\$1.25 (13.6%)
Youth & Eligible Discount Local Clipper	\$1.25 Youth \$1.00 Eligible Discount	\$1.00 (-20%/ no change)	\$1.15 (15%)
Tokens (10) – Youth Introduce ED Paper Token	\$10.00 n/a	\$10.00 (no change) \$10.00 (new product)	\$10.00 (no change) \$10.00 (no change)
Youth & Eligible Discount Monthly Pass	\$36.00 Youth \$25.00 Eligible Discount	\$27.00 (-25%/8%)	\$31.05 (15%)
Discount Youth Monthly Pass (free & reduced lunch program participants)	\$22.00	\$22.00 (no change)	\$23.30 (5.9%)
Youth & Eligible Discount Day Pass	\$3.00 Youth \$2.50 Eligible Discount	\$2.75 (-8.3%/10%)	\$3.00 (9.1%)
Summer Youth Pass	\$40.00	\$40.00	\$45.00 (12.5%)
<b>Revenue</b>	<b>\$5,589,580</b>	<b>\$5,539,801 (-0.9%)</b>	<b>\$6,083,894 (9.8%)</b>
Way2Go Pass	\$125.00 [minimum \$12,500]	\$125.00 [minimum \$12,500]	\$130.00 (4%) [minimum \$13,000]
<b>Revenue</b>	<b>\$47,125</b>	<b>\$47,125</b>	<b>\$48,716 (3%)</b>

**Scenario C – No Paratransit Fare Change  
Paratransit Service**

<b>Fare Category</b>	<b>Current Fares</b>	<b>Proposed Fares 1/1/16 (no changes)</b>	<b>Proposed Fares 1/1/19 (no changes)</b>
<b>Paratransit &amp; Coastside On-demand Non-ADA Paratransit Service</b>			
One-way	\$3.75	\$3.75	\$3.75
Lifeline	\$1.75	\$1.75	\$1.75
<b>Agency-paid trips (full fare)</b>			
	<b>Current Fares</b>	<b>Proposed Fares 7/1/16</b>	<b>Proposed Fares 1/1/19</b>
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	\$4.50	\$4.50
Seniors Coastsiders	\$3.75	\$3.75	\$3.75
<b>Agency-paid trips (Lifeline)</b>			
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	\$2.25	\$2.25
Senior Coastsiders	\$1.75	\$1.75	\$1.75
<b>Revenue</b>	<b>\$ 832,298</b>	<b>\$ 832,298</b>	<b>\$ 832,298</b>

**RESOLUTION NO. 2015 -**

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

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**ADOPTING AN AMENDED AND RESTATED CODIFIED TARIFF, MAKING FINDINGS UNDER THE  
CALIFORNIA ENVIRONMENTAL QUALITY ACT AND AND APPROVING  
THE ASSOCIATED TITLE VI ANALYSIS**

**WHEREAS**, pursuant to Resolution No. 1982-27, dated April 28, 1982, the Board of Directors (Board) of the San Mateo County Transit District (District) adopted a Codified Tariff to outline the classifications, costs and regulations of SamTrans services and fare media; and

**WHEREAS**, from time to time, the District has amended the Codified Tariff to increase fares in order to implement policy and administrative changes to SamTrans service; and

**WHEREAS**, the District last increased fares for fixed-route buses in 2010 and for paratransit in 2010 (Lifeline fares) and 2011 (full fares), despite rising expenses since those times of 10 percent for fixed-route service and nine percent for paratransit, resulting in fares covering only 18.1 percent of fixed-route service and 5.6 percent of paratransit service; and

**WHEREAS**, staff recommends that the Board of Directors amend the Codified Tariff, effective January 10, 2016, to:

1. Increase Fixed Route cash fares a maximum of 25 cents in 2016 and another 25 cents in 2019;
2. Increase the prices of Day Passes, tokens and Monthly Passes to correspond to the increased cash fares;



3. Establish an approximate 10 percent discount for payments made with Clipper® cash;
4. Price the Youth fare the same as the Eligible Discount fare;
5. Increase the maximum eligible age for a Youth fare from 17 years old to 18 years old;
6. Increase the number of children under the age of four who may ride free with a fare-paying adult from one child to two children;
7. Eliminate the premium fare for express service into San Francisco;
8. Reduce the premium fare for express service out of San Francisco from \$5 to \$4;
9. Increase the cost of the Way2Go Pass by \$5, to \$130 per participant, with a minimum participation level of \$13,000 by 2019;
10. Increase the cost of the Summer Youth Pass by \$5 to \$45 in 2019;
11. Introduce a new Eligible Discount paper token to be priced equivalent to the Youth Token; and
12. Increase the Paratransit fares a maximum of 50 cents in 2016 and 50 cents in 2019 for full fare customers only (with no change to Lifeline paratransit fares); and

**WHEREAS**, under Title VI of the Civil Rights Act of 1964 and implementing regulations, including Federal Transit Administration Circular C 4702.1B, the District is required to perform a Title VI Equity Analysis in conjunction with most fare changes to assess whether they will result in disparate impacts or disproportionate burdens on minority or low-income populations, respectively; and

**WHEREAS**, on March 13, 2013, by Resolution No. 2013-09, the Board adopted Disparate Impact and Disproportionate Burden Policies to set thresholds for when fare

or major service changes are deemed to have disproportionate effects on minority or low-income populations; and

**WHEREAS**, staff has prepared and presented to the Board a Title VI Equity Analysis that assesses the potential effects of the Fixed Route and Paratransit fare modifications and other aforementioned changes, concluding that the amendment to the Codified Tariff would result in no disparate impacts on minority passengers or disproportionate burdens on low-income passengers; and

**WHEREAS**, the purposes of the proposed amendments to the Codified Tariff include meeting the financial needs and requirements of the District and obtaining funds for operating expenses, therefore exempting this action from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080(b)(8); and

**WHEREAS**, the District Board held a duly noticed public hearing at its October 7, 2015 meeting, and engaged in public outreach including published notices and community meetings throughout the District's service area to afford members of the public an opportunity to comment upon the fare change proposals outlined above.

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

1. Finds that the amendments to the Codified Tariff serve the purposes of meeting the financial needs and requirements of the District and obtaining funds for operating expenses as referenced in the CEQA statutory exemption codified at Public Resources Code Section 21080(b)(8);
2. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the fare increases and changes to the District's Fixed Route and Paratransit services will not have a

disparate impact on minority populations or a disproportionate burden on low-income populations;

3. Approves the Title VI Equity Analysis attached as Attachment B and incorporated by this reference;
4. Amends the Codified Tariff, as outlined in the recitals above, effective January 10, 2016; and
5. Adopts the amended Codified Tariff, attached as Attachment A and incorporated by this reference.

Regularly passed and adopted this 4<sup>th</sup> day of November, 2015 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary