

JANUARY 6, 2016 SAMTRANS BOARD MEETING

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BOARD OF DIRECTORS 2016

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JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

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

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

WEDNESDAY, JANUARY 6, 2016 – 2:00 P.M.

ACTION

1. Approval of Minutes of Community Relations Committee Meeting of December 2, 2015
2. Authorize Revision of the Lost and Found Policy

INFORMATIONAL

3. Accessibility Update – Tina Dubost
4. Paratransit Coordinating Council Update – Mike Levinson
5. Citizens Advisory Committee Liaison Report
6. Mobility Management Report – Fixed-Route Bus Service
7. Multimodal Ridership Report – November 2015

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

NOTE:

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE (CRC) MEETING
COMMITTEE OF THE WHOLE
DECEMBER 2, 2015**

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

Committee Members Absent: C. Stone

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

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

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

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

Approval of Minutes of CRC Meeting of November 4, 2015

Motion/Second: Guilbault/Ratto

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

Absent: Groom, Stone

Accessibility Update

Tina Dubost, Manager, Accessible Transit Services, said staff has been working with paratransit customers informing them of the fare increase in January approved at the November 4 Board meeting.

Director Karyl Matsumoto said on page 3 of the Paratransit Coordinating Council (PCC) minutes there is a comment about comment cards for taxi cabs. She asked if customers who use the taxis cabs have a stack of cards or if they are available in the cabs. She said on the same page there is a comment about on-time performance (OTP) that seems contradictory. The minutes state there were 108 complaints about late vehicles, but only 64 were valid. Ms. Dubost said the on-time performance has been around 90 percent.

Director Matsumoto said on page 4 there is a comment about the fare increase and she is wondering if better outreach needs to be done to inform people what the cost is to run the Redi-Wheels service.

Director Matsumoto said there was a statement in the PCC minutes of a person having been in a wheelchair since 1976 who takes Redi-Wheels but still has to come in every three years for an interview and asked if that is necessary. Ms. Dubost said some customers can renew by mail, but most need to come in for an in-person interview.

Director Matsumoto said on page 6 someone wanted the new swoosh put on the older vans. Ms. Dubost said staff is still checking to see if it can be done.

PCC Update – Mike Levinson

Mike Levinson, Chair, PCC, said on late ride complaints customers are complaining after 15 minutes and that is technically not late. The PCC was at Seniors on the Move and the event was well attended. On December 17 at 11:30 a.m. the PCC will be caroling on the Coastside at 925 Main Street in Half Moon Bay.

Paratransit Customer Survey Results

Patrick Thompson, Market Research Specialist, reported:

- Purpose
 - Obtain ridership characteristics of Redi-Wheels and RediCoast customers
 - Assess key customer satisfaction components
 - Collect other information such as whether they ride fixed-route, how information is obtained, cell phone and internet usage
 - Ask about overall experience as well as recent trip
- Methodology
 - Telephone survey of Redi-Wheels and RediCoast customers
 - Conducted by EMC Research
 - 500 completed surveys
 - 464 in English, 29 in Spanish, six in Cantonese and five in Tagalog
 - 439 were completed by the customers and 61 were completed by the customers' caregivers or family
- Rider characteristics:
 - Most likely to be white female
 - Older
 - Low income
- One-third have been riding more than four years
- A majority ride at least once a week
- The top reason for using paratransit is a mobility impairment
- Customers were extremely satisfied with the overall trip
- 81 percent of customers perceived the driver to be on time
- Overall 66 percent of riders use a mobility aid
- The overall rating for wheelchair passengers on the drivers' ability to secure the wheelchair and operate the wheelchair lift was 80 percent
- 64 percent of customers use cash to pay their fare
- Main purpose of trip is for a medical appointment other than dialysis or rehabilitation
- Only 39 percent have internet access and only 30 percent have access to e-mail
- 72 percent have a cell phone
- Next steps:
 - Improve customer communications and outreach such as being clearer about the 20-minute pick-up window
 - Use results for trend analysis
 - Conduct survey every three years

Director Jeff Gee said the majority don't text or use the internet and asked how staff will communicate with these customers. Mr. Thompson said that is something the Accessible Services staff will have to look into.

Jim Hartnett, General Manager/CEO, said this information will help improve the service and what the service needs are.

Director Adrienne Tissier said only 500 people were surveyed and asked how many overall paratransit customers are there. Ms. Dubost said there are 8,306 and 22 percent are eligible for lifeline.

Director Tissier asked if surveys were sent to all 8,000. Mr. Thompson said the majority were from riders over the past month.

Director Tissier asked what the fare is for Lifeline and paratransit. Ms. Dubost said the one-way fares are \$1.75 for Lifeline and \$3.70 for standard paratransit.

Citizens Advisory Committee (CAC) Liaison Report – John Baker

John Baker, Chair, CAC, said the CAC will be having their holiday reception tonight followed by the meeting at 6:30 p.m.

Mobility Management Report – Caltrain

Michelle Bouchard, Chief Operating Officer, Rail, reported:

- Total year-to-date Fiscal Year 2016 monthly ridership is up 3.2 percent. Ridership dipped a little bit from last year because the Giants were in the World Series last year and if that number is taken out ridership would be up 4.6 percent for the month.
- Average weekday ridership (AWR) is up about 4 percent taking out the Giants World Series ridership last year.
- OTP is well below the goal of 95 percent with trains arriving within five minutes. OTP for trains arriving within 10 minutes consistently exceeded the 95 percent goal.
- Special service initiatives include the Holiday Train, 49ers and Super Bowl 50 at Levi's Stadium, Stanford Football, San Jose Sharks and free service on New Year's Eve starting at 8 p.m.
- Pictures of the San Mateo Bridges Project were shown.
 - Tilton Avenue Bridge is complete
 - Monte Diablo Bridge will be completed the weekend of December 18
- Farebox revenue is up more than 330 percent since 2004.

Mr. Hartnett said the Super Bowl planning is extensive. Staff is involved in regional and national planning efforts. Caltrain will be the spine of the events and an important part of the system. One problem is that Caltrain can bring more people to the Mountain View Caltrain Station to transfer to the Santa Clara Valley Transportation Authority (VTA) than VTA can handle.

Multimodal Ridership Report – October 2015

David Olmeda, Chief Operating Officer, Bus, reported:

- October 2015 Compared to October 2014
 - AWR
 - Bus ridership was 46,820, a decrease of 1.1 percent.
 - Paratransit ridership was 1,300, an increase of 11.1 percent.
 - Caltrain ridership was 60,940, a decrease of 1.2 percent.
 - Shuttle ridership was 11,410, a decrease of 1.8 percent.

- Total weekday ridership was 172,770, an increase of 0.8 percent.
- Total Monthly Ridership
 - Bus ridership was 1,221,960, a decrease of 3 percent.
 - Paratransit ridership was 32,250, an increase of 7.6 percent.
 - Caltrain ridership was 1,659,890, a decrease of 2.3 percent.
 - Shuttle ridership was 254,390, a decrease of 5.2 percent.
 - Total weekday ridership was 4,541,080, a decrease of 2.8 percent.
- Total year-to-date monthly ridership
 - Bus ridership was 4,502,490, a decrease of 1.3 percent.

Overview of Social Media Properties and Program Growth

Jayne Ackemann, Manager, Communications, reported:

- Some of the social properties include Facebook, Twitter, Pinterest, and NextDoor.
- SamTrans has 3,502 followers and receives about 1,359 monthly clicks to the website.
- Blog has about 2,280 subscribers.
- Social media growth is estimated at 30 percent for the year.
- Staff spent \$350 for a Half Moon Bay Pumpkin Festival Campaign and was a huge success with 33,068 impressions, 802 total engagements, and 272 clicks.
- Next steps:
 - Hire a social media specialist
 - Purchase social media monitoring and response software
 - Increased use of social media to support marketing and service goals

Director Gee said social media needs to be aligned with the demographics of riders. He said the Asian community uses WeChat instead of Facebook. The city of Fremont is starting to use WeChat.

Committee Chair Kersteen-Tucker asked if staff knows what the demographics of the SamTrans social media users are. Ms. Ackemann said nearly every SamTrans rider has a mobile device, but she is not sure how they use it.

Committee Chair Kersteen-Tucker asked if the Board will receive regular updates. Mr. Harnett said yes.

Adjourned: 3:06 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZE UPDATE TO THE POLICY FOR LOST AND UNCLAIMED PROPERTY**

ACTION

Staff proposes the Community Relations Committee recommend the Board:

1. Approve an updated policy pertaining to lost and unclaimed property (Policy).
2. Authorize the General Manager/CEO, or designee, to make future administrative changes to the Policy.

SIGNIFICANCE

The Policy governs the treatment of lost and unclaimed property found upon or within property owned or used by the San Mateo County Transit District (District). The attached Policy has been updated to reflect current law, to be consistent with the Peninsula Corridor Joint Powers Board's (JPB) lost and unclaimed property policy, and to better address challenges the District confronts with the high volume of personal property items left behind on District buses and never claimed.

BUDGET IMPACT

It is anticipated that there will be no impact on the budget; if anything, these changes will allow a streamlining of the lost and found property disposition process.

BACKGROUND

Pursuant to Resolution No. 1976-58, the District adopted a policy pertaining to lost and unclaimed property. The Policy requires updating to make it consistent with current law as follows: (1) raising the threshold under which lost and unclaimed property is required to be sold at public auction from \$10 to \$100; and (2) clarifying that the published notice of public auction does not need to include a list of the items to be auctioned. An update of the Policy will also make it consistent with the JPB's policy to allow for more efficient implementation of the two policies and the disposition of lost and unclaimed property.

Prepared by: Jim Castaneda, Director, Safety

650-622-7856

LOST AND UNCLAIMED PROPERTY POLICY

San Mateo County Transit District

I. DEFINITION

- A. "District" shall mean San Mateo County Transit District.
- B. "District Representatives" shall mean officers or employees of the San Mateo County Transit District, or of any contractors or consultants of the District.
- C. "Lost and unclaimed property" or "property" shall mean any money, goods, or other personal items or articles brought to the District or found upon or within property owned or under the jurisdiction of the District, or property used by the District for public meetings, where the owner of such lost and unclaimed property is unknown; provided, however, that property held as evidence, dangerous weapons or deadly weapons, narcotics or dangerous drugs, explosives or any property of any kind whatsoever, which is prohibited by law as the same are defined or described in State or Federal statutes, shall not constitute lost and unclaimed property as herein defined.

II. CARE AND RESTITUTION

The General Manager/CEO of the District or his or her designee shall designate a safe place as a central repository for lost and unclaimed property. All District Representatives who find such property shall deliver it to the appropriate District employee in charge of the central repository for the District, who will arrange for its delivery to the central repository where the article shall be properly tagged, inventoried and stored.

All lost and unclaimed property shall be kept by the District using ordinary care to keep such property safely. If an owner appears and the property in question is in the possession of the District, the owner shall produce proof of his or her ownership and offer reimbursement to the District for any storage charges incurred. The property shall be delivered to said owner upon his or her payment of the storage charges, if any, and upon said owner executing a receipt for the property.

Property excepted from the definition of lost and unclaimed property in Section I shall be turned over to the law enforcement agency of the jurisdiction in which it is found or, if it may be used by the District as evidence, it shall be retained by the District.

III. PERIOD TO BE HELD

All lost and unclaimed property in the possession of the District shall be stored in the central repository designated by the District for at least three (3) months.

IV. NOTICE AND SALE

At any time after the expiration of said three (3) month period, the District may dispose of the lost and unclaimed property in accordance with procedures set forth in this section and Section VI. The General Manager/CEO or his or her designee shall cause to be published once, in a newspaper of general circulation in San Mateo County, a notice of the District's intention to sell at public auction to the highest bidder at the time and place therein specified, all such lost and unclaimed property having a value of One Hundred Dollars (\$100.00) or greater and those lost and unclaimed property items or articles having a value of less than One Hundred Dollars (\$100.00) that the General Manager/CEO or designee deems appropriate for auction. Such notice of sale shall be published not less than five (5) days prior to the time fixed for the auction.

The auction may be conducted by the General Manager/CEO or his or her authorized representative; the District may enlist the services of a professional auctioneer to conduct the auction on behalf of the District. Each item shall be sold to the highest bidder at public auction.

Lost and unclaimed money in the custody of the District that is not claimed within the three (3) month period shall be delivered to the District's Director of Finance for deposit into the District's general fund.

V. EXPENSES AND PROCEDURES OF SALE

The expenses of the auction or any other method of disposition authorized in Section VI shall be a proper charge against the funds of the District and all proceeds received from the auction or any other method of disposition of the property under Section VI shall be delivered to the District's Director of Finance for deposit into the District's general fund.

VI. UNSOLD ITEMS

All property for which no bid is made at an auction or items of a value less than One Hundred Dollars (\$100.00) that are not included in an auction may be given to a non-profit charitable organization, or destroyed or disposed of in some other manner as the General Manager/CEO or his or her designee may direct.

Approved: August 25, 1976, Resolution No. 1976-58

Revised: January 6, 2016

RESOLUTION NO. 2016 –

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

* * *

APPROVING AN UPDATED POLICY FOR LOST AND UNCLAIMED PROPERTY

WHEREAS, pursuant to Resolution No. 1976-58, the San Mateo County Transit District (District) adopted a policy setting forth procedures pertaining to lost and unclaimed property found upon or within property owned or used by the District (Policy); and

WHEREAS, staff desires to update the Policy to make it consistent with current law and with the lost and unclaimed property policy of the Peninsula Corridor Joint Powers Board; and

WHEREAS, the General Manager/CEO recommends, and the Community Relations Committee concurs, that the attached Policy be approved.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the District approves the attached Policy pertaining to lost and unclaimed property; and

BE IT FURTHER RESOLVED that the Board of Directors authorizes the General Manager/CEO, or designee, to make future administrative changes to the Policy.

Regularly passed and adopted this 6th day of January, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**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 November 17, 2015 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
November 17, 2015**

ATTENDANCE: Members Present: Mike Levinson, Chair; Vincent Merola, Vice-Chair; Sammi (Wilhelmina) Riley, Consumer; Tina Dubost, SamTrans; Judy Garcia, Consumer; Dale Edwards, Consumer; Dinae Cruise, Consumer; Barbara Kalt, Rosener House; Maria Kozak, Consumer; Jim Engvall, COD; Sandra Lang, COA.

GUESTS: Patti Smith; Georgia Dedeoglou; Marshall Wilson, San Mateo County Government; Linda Rhine; Nancy Keegan; Richard Weiner, Nelson-Nygaard Consulting Associates; Erin Swartz, PCC Staff; John Sanderson, SamTrans; Dave Daley, First Transit; Talib Salamin, Serra Taxicab; Ashish John, SamTrans; Elly Colwell, SamTrans; Cara Schmaljohn, Senior Coastsiders; Ka'ili Crabbe, DOR.

ABSENTEES: Aki Eejima, Consumer; Michal Settles, Coastside; Marie Violet, Sequoia Hospital; Maureen Dunn, Senior Focus; Susan Capeloto, DOR.

(Member Attendance: 13; Quorum—YES.)

WELCOME/INTRODUCTION

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

APPROVAL OF THE OCTOBER PCC MINUTES

Vincent motioned to approve the October PCC minutes, while both Sammi and Dinae seconded the motion. No corrections were noted for the October minutes and none of the PCC members abstained from voting to approve the minutes.

COMMITTEE REPORTS

A. POLICY ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)

Mike reported that the PAL Committee is scheduled to meet prior to the PCC meeting on December 8, 2015 from 11:30 to 1:00 p.m. Topics for the meeting include inter-county trips, and renewal-by-mail.

B. GRANT/BUDGET REVIEW

Barbara reported that Dawn Essie was a guest speaker at today's ERC meeting who gave a presentation about Measure A funding for San Mateo County.

C. EDUCATION COMMITTEE

In Maureen's absence, Erin reported that the next Education Committee meeting will be held on a date after the PCC meeting in January. The most recent PCC outreach activities include the Transition to Independence Fair in October and Seniors on the Move this month. The Education Committee also discussed outreach opportunities in 2016, as well as the new SamTrans fares. Richard added that the Education Committee, PAL Committee and Executive Committee have been reviewing the 2015

ADA Circular. Richard noted that this is an important document that the Executive Committee will be using to review paratransit policies that can be brought to the PCC to discuss in 2016.

D. EXECUTIVE COMMITTEE

Mike reported that the Executive Committee will meet this Friday, November 20, 2015 at 2:00 p.m. in a conference call. Mike encouraged people interested in policy issues to attend the next PAL meeting that is taking place prior to the PCC meeting on December 8, 2015 from 11:30 to 1:00 p.m.

SAMTRANS/REDI-WHEELS REPORT

E. Operational Report

Mike asked Dave about the Seniors on the Move transit details. Dave recommended that events at the Expo Center should have special instructions and special location descriptions that can be recalled on the driver's vehicle terminal. Erin confirmed with Dave that it would be helpful to send the event details to First Transit management ahead of time again for next year's Seniors on the Move Conference.

Tina reported that the SamTrans Board voted on the paratransit fare increase on November 4, 2015. Standard paratransit fares will increase from \$3.75 to \$4.00. Lifeline Fare Assistance Rates will remain \$1.75. To offset this subsidy, fares for riders leaving San Francisco will go up. Notices of fare increases will be placed on buses and postcards will be mailed out to existing Redi-Wheels customers.

Vincent asked Tina for the number of Lifeline paratransit riders. He also asked about the income eligibility requirements for Lifeline assistance. Tina reported that other programs that are used to qualify for Lifeline Assistance including: Medical, SSI, and General Assistance. Examples of documentation required for Lifeline Assistance applications include submitting a copy of a Benefits Assistance letter.

Dale asked about riders who still have old value Redi-Wheels tickets. Tina confirmed that the tickets do not expire and riders will need quarters to pay the fare difference. Maria asked about a grace period or IOU that might be used during the transition to higher fares. Mike added that everyone that he's shared rides with on Redi-Wheels is aware of the fare increase. Vincent commented that SSI is about \$800.00 per month. And SSDI and about \$1,200/month. He noted that in San Mateo County, those income levels would be considered extremely low income. Vincent acknowledged the importance of the Lifeline Assistance Program.

Judy added that using Social Security as her only source of income and having to pay for a caretaker makes affording transit difficult. Tina recommended that Judy contact Social Security for a benefit verification letter to clarify if she qualifies for the Redi-Wheels Lifeline Assistance Program.

F. Performance Summary

Tina reported that Total trips requested increased 9% from September 2014 to September 2015. Total trips served and the number of Redi-Wheels riders have also increased over the same time period. Tina thanked Dave for the excellent work done

by the First Transit staff to achieve the On-time performance level of 90.4%. Tina said that Average phone wait times in September were 1.7 minutes, which did not meet the standard of 1.5 minutes or less, but that the data for October shows that the wait times improved to meet the standard.

On the Performance Summary graphs, Tina pointed out that the trend shows that Total Trips served is increasing, along with the number of taxi providing service as a percent of the Total Trips. The On-time Performance graph shows that the standard was achieved in most months during 2015. The Productivity graph shows that the standard has been met every month since March 2015.

Patti Smith asked about the valid and invalid comment totals on the Comment Statistics Report. Tina stated that when SamTrans receives calls, comment cards, and email messages, the SamTrans Staff investigates the comments. Tina used the example of a late vehicle complaint. After investigating, if the vehicle was not found to be late, then the comment would be logged as invalid. Tina gave another example of a comment that would be classified as "invalid." She said that driver compliments are considered invalid when they are about taxi drivers, instead of Redi-Wheels drivers.

Sandra asked Tina to confirm that the % Valid column on the Monthly Redi-Wheels Paratransit Comment Statistics is the total year-to-date. Tina stated that the report does not have benchmarks but the data provides insights into different aspects of Redi-Wheels service. Dave commented that the trends that can be tracked month-to-month and are valuable.

Mike asked about how the 20 minute window for ride pick up times is presented in the Redi-Wheels Riders Guide. Tina said that new riders are told about key policies that enable them to use the service effectively. Mike and Dinae discussed different situations, such as reservation line hold messages, when riders are reminded of the 20 minute ride pick up window.

Maria shared her recent experience riding Redi-Wheels recently with a new driver who did not have a rider's drop-off address. Maria commented that a rider with a home address in a location far away could have had a significant impact on all of the passenger's drop off times who are riding in the same vehicle.

Patti asked Tina about the data for Redi-Wheels wait time from the October PCC meeting minutes. Tina noted that the wait time is 15 minutes for Redi-Wheels Inter-County Transfer Trips.

Patti added that she and her friend Jaime attended today's meeting to get an update on drop off and pick up points for riders who are going to appointments at UCSF. Tina agreed to talk to SF Paratransit about this service issue. Patti asked if Redi-Wheels riders could be surveyed to find out how many of them travel to UCSF for medical appointments. Jaime commented that this connection issue not only impacts individuals who use wheelchairs and walkers, but also people who rely on oxygen and can run out before their trip is complete. Barbara commented that exceptions to the ¾ mile service area have been made by SamTrans in the past when it was needed, like

stops at the VISTA Center in Palo Alto and REACH Program, when similar services are not available in San Mateo County. Tina commented that budget constraints have made additions to the service area difficult. Sandra asked Tina to confirm that Stanford Hospital is within the ¾ mile service area.

Jaime and Patti also commented that UCSF Dental School also provides low-cost dental services. Patti pointed out that the Redi-Wheels services has been wonderful, but making connections with SF Access was extremely difficult to navigate. Talib offered to provide taxi connections from the BART Station closest to UCSF, if needed. Vincent encouraged Patti and Jaime to continue following up on their comments and advocacy issues at an upcoming PAL meeting and with Tina.

Safety Report

Dave reported on an incident in September with a rider who rolled off of the sidewalk. There was also one minor taxi incident. None of the incidents resulted in any injuries. In October, there were 3 preventable incidents, all with no injuries.

Dale and Dinae commented that Laurie provided excellent Redi-Wheels service to and from Seniors on the Move. They also commented that the dispatchers also were very helpful in making transportation arrangements.

LIAISON REPORTS

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

In Michal's absence, Cara reported that she was happy to attend today's meeting. Senior Coastsiders had evaluators available on-site, which was a great help to the community. More than 300 people and 30 exhibitors were at a Coastsiders event recently. The new 10-acre campus in downtown Half Moon Bay is now fully filled with more than 450 apartments. RediCoast carolers will be working on Thursday, December 17, 2015 at 11:30 a.m.

B. AGENCY

Barbara reported that the Agencies have not met with SamTrans recently, but confirmed that agency customer fares will increase in July. Barbara thanked SamTrans for maintaining the Lifeline Fare Assistance fares.

The Dine About Town event to support Meals on Wheels was a highly successful event. Next year, the event will take place in May, instead of October, along with another drawing for a raffle prize.

C. EFFICIENCY REVIEW COMMITTEE (ERC)

In Aki's absence, Mike reported that Measure A expenditures were reviewed by Donald G. Esse at today's ERC meeting.

Barbara commented that the description of how Measure A funds are used on the county website is presented in a way that is confusing. Vincent commented that the zero trip denials is the only performance measure for Measure A funding that is listed on the website. Tina said that there are several performance measures that SamTrans provides in reports sent to the San Mateo County Board of Supervisors.

Tina commented that Measure A money was intended to continue paratransit service in San Mateo County, rather than expand it. Dave commented that in his experience with other transit agencies, ADA compliance restricted service in much more stringently in order to meet budgetary restrictions.

D. COMMISSION ON AGING (COA)

Sandra reported that the COA last met on November 9, 2015. Sandra submitted the PCC report ahead of the COA meeting to give the members time to review the information. John Sanderson and Jean Conger gave a presentation on the Senior Mobility Plan that was implemented in 2006. EDAPT is a new initiative that the COA is working on to bring awareness of elder abuse. The COA's Transportation Commission may meet in December. Mike asked Sandra about presenting the Redi-Wheels Survey results.

E. COMMISSION ON DISABILITIES (COD)

Vincent reported that the 25th anniversary of COD is coming up. Congresswoman Anna Eshoo was one of the COD's founders. A big event is being planned to commemorate this event.

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

Vincent reported that there are no new updates from CiD.

G. DEPARTMENT OF REHABILITATION (DOR)

Ka'ili was present in Susan's place today. She said that there are no new updates available.

OTHER BUSINESS

Dinae commented that bringing back holiday caroling on the Bayside would be greatly appreciated. Dave commented that increased ridership in 2015 has put a lot of demands on his staff, so that caroling cannot be scheduled this year.

Dinae commented that she took a trip on November 11 and her home address was not available on the driver's vehicle terminal. Dinae also filed a complaint about a driver who was not able to understand the type of assistance Diane needed to get to her building's front door.

December 8 will be PAL's next meeting from 11:30-1:00 and the PCC will also meet that day from 1:30 to 3:30 p.m. The next coastside meeting will be on Thursday, December 17 from 9:30 to 11:00 a.m. and caroling will begin at 11:30. Erin will update the Scheduled Meetings table for 2015 in the PCC packet.

MEETING ADJOURNED: 3:35 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: **MOBILITY MANAGEMENT REPORT: FIXED-ROUTE BUS SERVICE**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff will report on ridership, on-time performance, and other developments.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – NOVEMBER 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 – NOVEMBER 2015 COMPARED TO NOVEMBER 2014

Total District Modes – 165,050, an increase of 1.2 percent.

Bus – 43,210, a decrease of 1.7 percent.

Paratransit – 1,240, an increase of 19.2 percent.

Caltrain – 58,120, an increase of 2.1 percent.

Shuttles – 11,600, no percentage change.

**Table A
Average Weekday Ridership**

November 2015 Average Weekday Ridership				Percent Change FY2015/2016
Mode	FY2014	FY2015	FY2016	
Bus	42,880	43,960	43,210	-1.7%
Paratransit	1,050	1,040	1,240	19.2%
Caltrain	51,990	56,900	58,120	2.1%
Shuttles	12,330	11,600**	11,600	0.0%
Total	108,250	113,500	114,170	0.6%
BART Extension (No Daly City)	46,760	49,590	50,880	2.6%
Grand Total	155,010	163,090	165,050	1.2%
Weekdays	20	19	20	

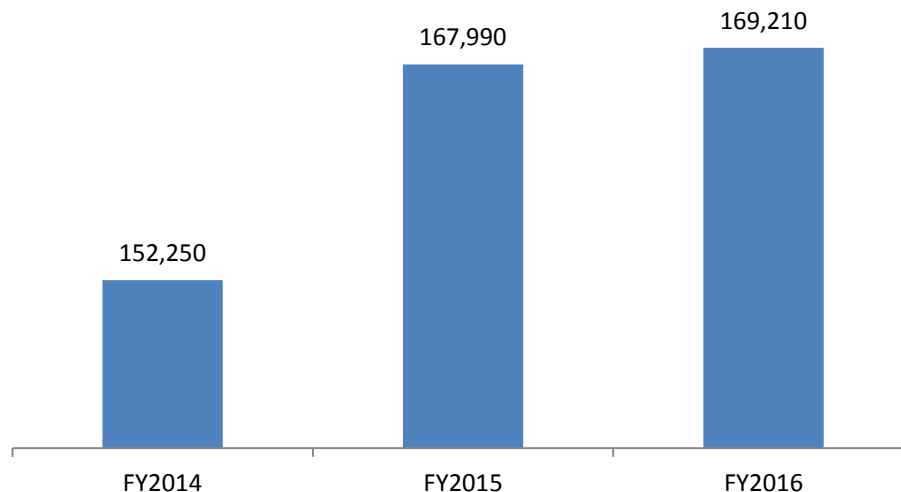
November 2015 Year-to-date				Percent Change FY2015/2016
Mode	FY2014	FY2015	FY2016	
Bus	42,150	43,790	43,300	-1.1%
Paratransit	1,090	1,140	1,240	8.8%
Caltrain	53,370	59,700	61,470	3.0%
Shuttles	10,440	12,020**	11,460***	-4.7%
Total	107,060	116,800	117,480	0.6%
BART Extension (No Daly City)	45,190*	51,190	51,730	1.1%
Grand Total	152,250	167,990	169,210	0.7%

*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 November for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – NOVEMBER 2015 COMPARED TO NOVEMBER 2014

All District Modes – 3,993,190, an increase of 3.1 percent.

Bus – 1,054,090, an increase of 0.8 percent.

Paratransit – 28,850, an increase of 16.2 percent.

Caltrain – 1,477,390, an increase of 4.1 percent.

Shuttles – 224,090, a decrease of 1 percent.

**Table B
Total Monthly Ridership**

November 2015 Total Monthly Ridership				Percent Change FY2015/2016
Mode	FY2014	FY2015	FY2016	
Bus	1,049,400	1,046,230	1,054,090	0.8%
Paratransit	24,650	24,820	28,850	16.2%
Caltrain	1,325,960	1,418,780	1,477,390	4.1%
Shuttles	254,050	226,350**	224,090	-1.0%
Total	2,654,060	2,716,180	2,784,420	2.5%
BART Extension (No Daly City)	1,128,870	1,158,690	1,208,770	4.3%
Grand Total	3,782,930	3,874,860	3,993,190	3.1%
Weekdays	20	19	20	

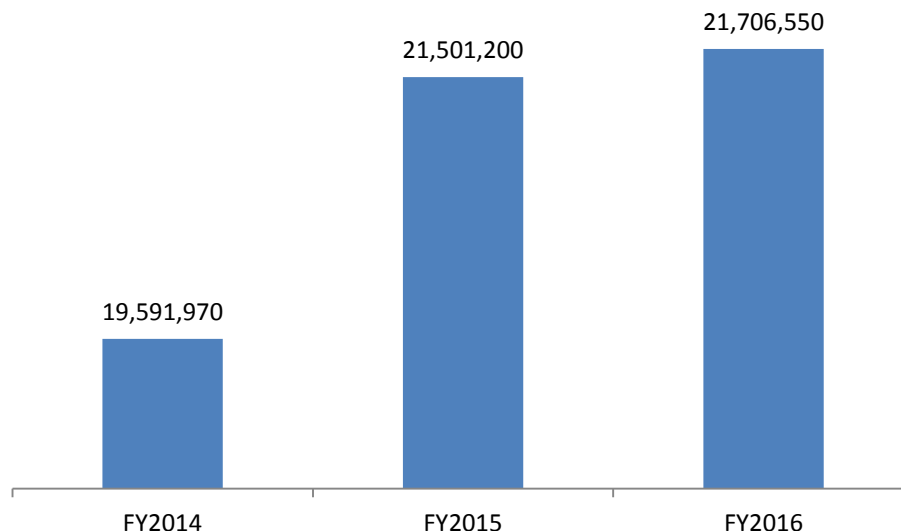
November 2015 Year-to-date				Percent Change FY2015/2016
Mode	FY2014	FY2015	FY2016	
Bus	5,403,920	5,607,910	5,556,580	-0.9%
Paratransit	132,960	138,900	151,330	8.9%
Caltrain	7,115,410	7,916,860	8,186,630	3.4%
Shuttles	1,136,310	1,296,310**	1,232,320***	-4.9%
Total	13,788,610	14,955,480	15,126,860	1.1%
BART Extension (No Daly City)	5,803,370*	6,545,720	6,579,690	0.5%
Grand Total	19,591,970	21,501,200	21,706,550	1.0%

*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 – November 2015

Outreach - Market Research & Development and Customer Service staff represented SamTrans in the Grand Opening and Celebration of The Half Moon Bay Village Senior Campus on November 5. The event celebrated the completion of 264 housing units and was hosted by MidPen Housing. This new location also has outdoor gardens, community rooms, a fitness center and a bocce ball court. At the event, information regarding SamTrans and connecting services in the San Mateo County area was provided to residents and guests. In addition, Clipper information was available.

Veterans Day Observance

In observance of Veterans Day, both SamTrans and Caltrain recognized and celebrated veterans' service and sacrifice by running "SamTrans Salutes America's Veterans" on all bus head signs.

SamTrans and KOIT Stuff a Bus – The weekend before Thanksgiving, SamTrans partnered with KOIT radio Morning Show hosts Andrew and Charly, meeting fans and helping collect non-perishable food items to help families in need by "stuffing a bus." Benefiting the Second Harvest Food Bank of San Mateo and Santa Clara Counties, the stuff-a-bus promotion took place at the Shops at Tanforan from 8 a.m. to 4 p.m. The event was promoted from October 30 through November 21 using pre-recorded radio mentions, live mentions, KOIT website homepage, e-blasts, social media inclusion, and on-site KOIT presence featuring KOIT On-Air talent. SamTrans provided the Hometown Holiday bus, which was wrapped early to accommodate the event, and helped distribute the food donations to the food banks. KOIT collected 15 large boxes of food and \$200. The \$200 raised during the event provided a Thanksgiving meal for 800 Bay Area residents.

Social Media Trends – SamTrans social media platforms continued to see steady growth throughout the month of November. Across all platforms, SamTrans added 41 new followers. The San Mateo County Transit District did not conduct a paid social media campaign during the month of November, which slowed the rate of growth when compared to October. Since last November, SamTrans has added 1,068 followers across all of its social media channels.

Recently, Facebook began offering a rating for an organization's Facebook presence. This number provides followers with information regarding the organization's level and quality of interaction on the social network and the customer's overall perception of SamTrans services. SamTrans received a 3.08 on a 5 point scale. We continue to seek opportunities to improve customer engagement and improve that number.

Prepared by: Tracey Lin, Acting Senior Scheduler/Planner
James Namba, Acting Marketing Manager
Jayme Ackemann, Communications Manager

650-508-6457
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650-508-7934



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

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

WEDNESDAY, JANUARY 6, 2016 – 2:15 p.m.

or immediately following previous Committee meeting

BOARD OF DIRECTORS 2016

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

JIM HARTNETT
GENERAL MANAGER/CEO

ACTION

1. Approval of Minutes of Finance Committee Meeting of December 2, 2015
2. Acceptance of Statement of Revenues and Expenses for November 2015
3. Authorize Filing of Applications to the California Governor's Office of Emergency Services to Receive \$1,106,406 in State Proposition 1B Transit Security Grant Program Funds for Transportation Security Projects
4. Authorize Executing a Funding Agreement with Facebook to Receive \$1 Million to Complete a Dumbarton Transportation Corridor Study and Increasing the Fiscal Year 2016 Capital Budget by \$1 Million
5. Authorize Executing a Funding Agreement with Facebook to Receive \$700,000 to Serve as the Environmental Lead for a Bicycle and Pedestrian Trail Environmental Review Process Along the West Alignment of the Dumbarton Rail Corridor and Increasing the Fiscal Year 2016 Capital Budget by \$700,000

CONTRACTS

6. Authorize Award of an Open-Market, Negotiated Contract to City Mechanical, Inc. to Provide Plumbing Maintenance Services for a Total Cost of \$294,765 for a Three-Year Base Term
7. Authorize Amendment of the Contract to Provide On-Call Real Estate Support Services by Increasing the Aggregate Not-to-Exceed Amount for the Base Six-Year Term from \$600,000 to \$1,340,000 and Increasing the Aggregate Not-to-Exceed Amount for the Two Two-Year Options Terms from \$200,000 to \$400,000

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
DECEMBER 2, 2015**

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

Committee Members Absent: C. Groom

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

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

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

Committee Chair Rose Guilbault called the meeting to order at 3:06 p.m.

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

Motion/Second: Ratto/Gee

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

Absent: Groom, Stone

Acceptance of Statement of Revenues and Expenses for June 2015 (Unaudited)

Gigi Harrington, Deputy CEO, said the auditors have come and everything is fine. She will distribute the Comprehensive Annual Financial Report (CAFR) in January or February. She said if the Audit Committee wants to review the CAFR to please let her know.

Ms. Harrington said the June revenue adjusted budget was balanced with an \$18 million surplus and the surplus will go into reserves. Sales tax hit an all-time high of \$81 million. Ms. Harrington said she still needs to look at fare revenue as it was slightly below budget and will come back with a mid-year budget recommendation. On the expense side there were savings across the board.

Motion/Second: Tissier/Harris

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

Absent: Groom, Stone

Acceptance of Statement of Revenues and Expenses for October 2015

Ms. Harrington said October revenue is slightly better than budget. Expenses are 10 percent better than budget. The fuel budget hasn't been adjusted so there are savings in that line item.

Motion/Second: Tissier/Kersteen-Tucker

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

Absent: Groom, Stone

Authorize the Filing of an Application for Federal Transit Administration Formula Program Funding in the Amount of \$30,238,196 and Commit to Providing \$7,299,984 in Local Matching Funds for Bus Replacement Projects and Americans with Disabilities Act Operating Subsidy

April Chan, Chief Officer, Planning, Grants and the Transportation Authority, said this funding is for the replacement of 60 2003 Gillig buses, 55 articulated buses, and paratransit cutaways and minivans.

Motion/Second: Gee/Tissier

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

Absent: Groom, Stone

Authorize the Purchase and Delivery of Five Non-Revenue Support Vehicles Through the State of California Contract

Ms. Harrington said the fleet used for Caltrain purposes is charged back to the Peninsula Corridor Joint Powers Board. Staff needs to replace street supervisor vehicles and staff is unable to find vehicle that meet Buy America. Once the vehicles are located staff will come back to the Board for purchase approval.

Committee Chair Guilbault asked how many supervisor vehicles there are.

Ms. Harrington said 15.

Motion/Second: Gee/Tissier

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

Absent: Groom, Stone

Adjourned: 3:15 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
NOVEMBER 30, 2015 AND SUPPLEMENTAL INFORMATION**

ACTION

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

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 14) are \$1,446,405 or 2.2 percent **better** than revised budget. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$443,402 or 5.6 percent and *Other Interest, Rent & Other Income* (page 1, line 12) are **worse** than budget by \$370,043 or 11.4 percent which is offset by *Operating Grant* (page 1, line 3) are **better** than budget by \$318,663 or 10.2 percent, *Sales Tax* (page 1, line 9) is **better** than budget by \$1,913,267 or 6.5 percent and *Investment Interest* (page 1, line 10) is **better** than budget by \$62,143 or 16.4 percent.

Expenses: *Total Expenses* (page 4, line 72) are \$6,085,335 or 10.5 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$5,270,015 or 11.5 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$120,215 or 1.7 percent and *Total Multi-Modal Programs* (page 4, line 70) are **better** than budget by \$695,105 or 13.5 percent.

BUDGET IMPACT

There are no budget revisions for the month of November 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
NOVEMBER 2015**

% OF YEAR ELAPSED: **41.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	1,794,605	7,904,295	7,490,438	7,933,840	94.4	18,945,000	18,945,000	39.5
2 Local TDA and STA Funds	3,198,257	16,726,177	15,991,284	16,020,034	99.8	38,448,081	38,448,081	41.6
3 Operating Grants	676,336	3,303,864	3,440,546	3,121,883	110.2	6,131,812	6,131,812	56.1
4 SMCTA Measure A	634,268	3,861,717	4,811,626	4,811,626	100.0	9,240,000	9,240,000 ^(B)	52.1
5 SM County Measure A	416,667	2,125,872	2,083,333	2,083,333	100.0	5,000,000	5,000,000	41.7
6 AB434 Funds	50,083	242,500	250,417	250,417	100.0	601,000	601,000	41.7
7 Subtotal - Operating Revenues	6,770,216	34,164,426	34,067,645	34,221,132	99.6	78,365,893	78,365,893	43.5
Other Revenue Sources								
9 District 1/2 Cent Sales Tax	6,858,534	31,335,600	31,275,934	29,362,667	106.5	77,000,000	77,000,000	40.6
10 Investment Interest	97,956	375,234	441,458	379,315	116.4	910,357	910,357	48.5
11 Pass through to Other Agencies	10,083	142,412	44,943	50,417	89.1	121,000	121,000	37.1
12 Other Interest, Rent & Other Income	562,897	3,083,543	2,877,658	3,247,701	88.6	7,985,257	7,985,257	36.0
13 Subtotal - Other Revenues	7,529,470	34,936,789	34,639,993	33,040,100	104.8	86,016,614	86,016,614	40.3
14 Total Revenues	14,299,686	69,101,215	68,707,637	67,261,232	102.2	164,382,508	164,382,508	41.8
15 Capital Assistance	0	15,791,113	1,761,633	1,761,633	100.0	36,906,869	102,901,693^(A)	1.7
16 Reserves Programmed for Capital	590,567	6,543,792	2,254,005	2,254,005	100.0	0	5,403,959^(A)	41.7
17 Total Sources of Funds	14,890,253	91,436,120	72,723,275	71,276,870	102.0	201,289,377	272,688,160	26.7
USES OF FUNDS								
Operations								
21 Motor Bus	6,857,755	41,403,784	40,469,468	45,739,483	88.5	112,268,492	112,271,074	36.0
22 A. D. A. Programs	1,340,576	6,041,951	6,837,554	6,957,769	98.3	16,725,800	16,723,218	40.9
23 Caltrain	359,919	2,608,333	3,560,573	3,560,573	100.0	6,080,000	6,080,000	58.6
24 Other Multi-modal Programs	177,820	1,238,810	878,140	1,573,245	55.8	3,830,170	3,830,170	22.9
25 Subtotal - Operating Costs	8,736,070	51,292,878	51,745,735	57,831,070	89.5	138,904,462	138,904,462	37.3
Other Uses of Funds								
27 Pass through to Other Agencies	14,347	142,412	49,206	50,036	98.3	141,780	141,780	34.7
28 Debt Service	836,304	10,187,015	4,181,519	4,181,519	100.0	21,645,646	21,645,646	19.3
29 Fiscal Agent Fees	2,514	7,290	6,071	11,833	51.3	28,399	28,399	21.4
30 Land Transfer Interest Expense	0	0	0	0	0	45,716	45,716	0.0
31 Subtotal - Other Uses of Funds	853,164	10,336,717	4,236,796	4,243,388	99.8	21,861,541	21,861,541	19.4
32 Capital Programs	636,596	22,336,283	4,069,425	4,069,425	100.0	42,403,029	113,801,812^(A)	3.6
33 Total Uses of Funds	10,225,830	83,965,878	60,051,957	66,143,883	90.8	203,169,032	274,567,815	21.9
34 NET SURPLUS / (DEFICIT)	4,664,423	7,470,243	12,671,319	5,132,987	246.9	(1,879,656)	(1,879,656)	(674.1)

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

(A) - The Revised Budget includes the year end rollover of existing capital projects (Unaudited).

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

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

% OF YEAR ELAPSED: **41.7%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
OPERATING REVENUES - MOTOR BUS								
1 TOTAL MOTOR BUS FARES	1,724,356	7,545,170	7,141,533	7,589,299	94.1	18,130,000	18,130,000	39.4
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,678,644	14,357,756	13,393,218	13,393,218	100.0	32,143,723	32,143,723	41.7
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	338,463	1,539,216	1,692,315	1,692,315	100.0	4,061,556	4,061,556	41.7
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	582,416	3,074,074	3,121,883	3,121,883	100.0	6,131,812	6,131,812	50.9
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Assistance	1,028,741	12,379,255	12,491,831	17,581,988	71.0	46,135,529	46,138,111	27.1
10 Accessibility Fixed Route	63,477	493,267	400,343	468,646	85.4	1,124,750	1,124,750	35.6
11 TOTAL 1/2 CENT SALES TAX	1,092,218	12,872,522	12,892,174	18,050,634	71.4	47,260,279	47,262,861	27.3
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	79,197	271,144	357,851	269,781	132.6	647,475	647,475	55.3
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	(0)	57	54	0	0.0	0	0	0.0
16 Rental Income	125,285	645,550	494,027	535,207	92.3	1,284,497	1,284,497	38.5
17 Advertising Income	60,417	380,785	409,271	478,750	85.5	1,149,000	1,149,000	35.6
18 Other Income	176,761	717,510	967,142	608,396	159.0	1,460,150	1,460,150	64.2
19 TOTAL OTHER REVENUES	362,463	1,743,902	1,870,494	1,622,353	115.3	3,893,647	3,893,647	48.0
20								
21 TOTAL MOTOR BUS	6,857,755	41,403,784	40,469,468	45,739,483	88.5	112,268,492	112,271,074	36.0
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	70,249	359,125	348,905	344,541	101.3	815,000	815,000	42.8
25 Local TDA 4.5 Redi-Wheels	141,880	722,339	709,398	738,148	96.1	1,771,554	1,771,554	40.0
26 Local STA - Paratransit	39,271	106,865	196,353	196,353	100.0	471,248	471,248	41.7
27 Operating Grants	93,920	229,790	318,663	0	0.0	0	0	0.0
28 Sales Tax - District ADA Programs	57,928	0	695,996	1,100,816	63.2	2,412,766	2,410,184	0.0
29 Sales Tax - Paratransit Suppl. Coastside	125,688	596,693	646,402	630,146	102.6	1,512,350	1,512,350	42.7
30 Interest Income - Paratransit Fund	18,760	104,090	83,607	109,534	76.3	262,882	262,882	31.8
31 SMCTA Measure A Redi-Wheels	274,349	1,253,384	1,251,053	1,251,053	100.0	3,080,000	3,080,000	40.6
32 SM County Measure A	416,667	2,125,872	2,083,333	2,083,333	100.0	5,000,000	5,000,000	41.7
33 Measure M Paratransit	101,865	543,791	503,844	503,843	100.0	1,400,000	1,400,000	36.0
34 TOTAL ADA PROGRAMS	1,340,576	6,041,951	6,837,554	6,957,769	98.3	16,725,800	16,723,218	40.9
35								
36 MULTI-MODAL TRANSIT PROGRAMS:								
37 Transfer from SMCTA for Caltrain	359,919	2,608,333	3,560,573	3,560,573	100.0	6,160,000	6,160,000	57.8
38 AB434 Funds - SamTrans Shuttle	50,083	242,500	250,417	250,417	100.0	601,000	601,000	41.7
39 Employer SamTrans Shuttle Funds	98,569	795,850	503,320	1,121,504	44.9	2,691,610	2,691,610	18.7
40 Sales Tax - SamTrans Shuttle Program	19,850	141,325	64,977	141,900	45.8	340,560	340,560	19.1
41 Sales Tax - Gen. Operating Asst.	9,318	59,135	59,426	59,426	100.0	117,000	117,000	50.8
42								
43 TOTAL MULTIMODAL	537,739	3,847,143	4,438,713	5,133,818	86.5	9,910,170	9,910,170	44.8
44								
45 TOTAL REVENUES	8,736,070	51,292,878	51,745,735	57,831,070	89.5	138,904,462	138,904,462	37.3

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

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

% OF YEAR ELAPSED: 41.7%

<u>EXPENSES</u>	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	2,604,519	22,461,289	21,843,294	22,063,933	99.0	55,439,968	55,417,550	39.4
2								
3 Services:								
4 Board of Directors	7,100	109,851	19,914	22,813	87.3	54,750	54,750	36.4
5 Contracted Vehicle Maintenance	112,459	468,847	434,094	615,400	70.5	1,476,960	1,476,960	29.4
6 Property Maintenance	131,680	406,065	419,814	620,565	67.7	1,242,000	1,489,359	28.2
7 Professional Services	194,102	1,036,767	1,238,920	1,875,457	66.1	4,366,600	4,501,100	27.5
8 Technical Services	939,841	2,371,097	2,326,287	2,512,025	92.6	6,001,765	6,028,865	38.6
9 Other Services	37,541	539,908	342,787	1,237,460	27.7	2,969,903	2,969,903	11.5
10								
11 Materials & Supply:								
12 Fuel & Lubricants	251,265	2,121,472	1,271,775	2,459,765	51.7	6,332,557	5,903,432	21.5
13 Bus Parts & Materials	122,297	733,718	765,182	790,938	96.7	1,898,250	1,898,250	40.3
14 Uniforms & Driver Expense	16,072	106,575	91,881	177,204	51.9	457,490	457,490	20.1
15 Timetables & Tickets	5,183	62,149	32,286	82,333	39.2	197,600	197,600	16.3
16 Office Supplies / Printing	25,499	78,717	58,312	148,957	39.1	357,497	357,497	16.3
17 Other Materials & Supply	2,339	56,493	36,334	66,458	54.7	159,500	159,500	22.8
18								
19 Utilities:								
20 Telecommunications	24,957	136,209	150,732	290,473	51.9	697,134	697,134	21.6
21 Other Utilities	93,061	469,229	449,365	475,000	94.6	1,140,000	1,140,000	39.4
22 Insurance Costs	215,194	538,259	975,647	1,115,104	87.5	2,676,250	2,676,250	36.5
23 Workers' Compensation	290,618	965,924	1,412,072	1,525,900	92.5	3,662,160	3,662,160	38.6
24 Taxes & License Fees	38,587	185,962	221,609	322,345	68.7	773,629	773,629	28.6
25 Fixed Route Accessibility	63,477	493,267	400,343	468,646	85.4	1,124,750	1,124,750	35.6
26 Leases & Rentals	10,402	54,939	56,740	57,957	97.9	139,096	139,096	40.8
27 Promotional & Legal Advertising	9,704	86,218	53,854	132,042	40.8	316,900	316,900	17.0
28 Training & Business Travel	15,215	120,813	73,292	154,920	47.3	363,145	371,811	19.7
29 Dues & Membership	8,947	34,555	40,242	37,204	108.2	89,289	89,289	45.1
30 Postage & Other	3,021	21,364	26,502	56,049	47.3	98,013	134,513	19.7
31								
32 Total District Operated Buses	5,223,081	33,659,687	32,741,277	37,308,947	87.8	92,035,207	92,037,789	35.6
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,185,260	6,427,907	6,186,156	6,904,958	89.6	16,571,900	16,571,900	37.3
36 Other Related Costs	41,153	163,676	211,885	170,888	124.0	410,130	410,130	51.7
37 Insurance Costs	229,622	227,871	373,802	272,917	137.0	655,000	655,000	57.1
38 Coastside Services	143,796	683,893	734,039	835,750	87.8	2,005,800	2,005,800	36.6
39 Redi Coast Non-ADA	16,115	96,383	88,594	100,292	88.3	240,700	240,700	36.8
40 Other Related Costs	2,496	31,150	33,776	51,113	66.1	122,670	122,670	27.5
41 La Honda - Pescadero	4,463	22,313	22,838	22,971	99.4	55,130	55,130	41.4
42 SamCoast - Pescadero	11,812	88,888	74,418	68,819	108.1	165,165	165,165	45.1
43 Other Related Cost - SamCoast	(42)	2,014	2,683	2,829	94.8	6,790	6,790	39.5
44 Total Contracted Bus Service	1,634,675	7,744,096	7,728,191	8,430,535	91.7	20,233,285	20,233,285	38.2
45								
46 TOTAL MOTOR BUS	6,857,755	41,403,784	40,469,468	45,739,483	88.5	112,268,492	112,271,074	36.0

% 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
NOVEMBER 2015**

% OF YEAR ELAPSED: **41.7%**

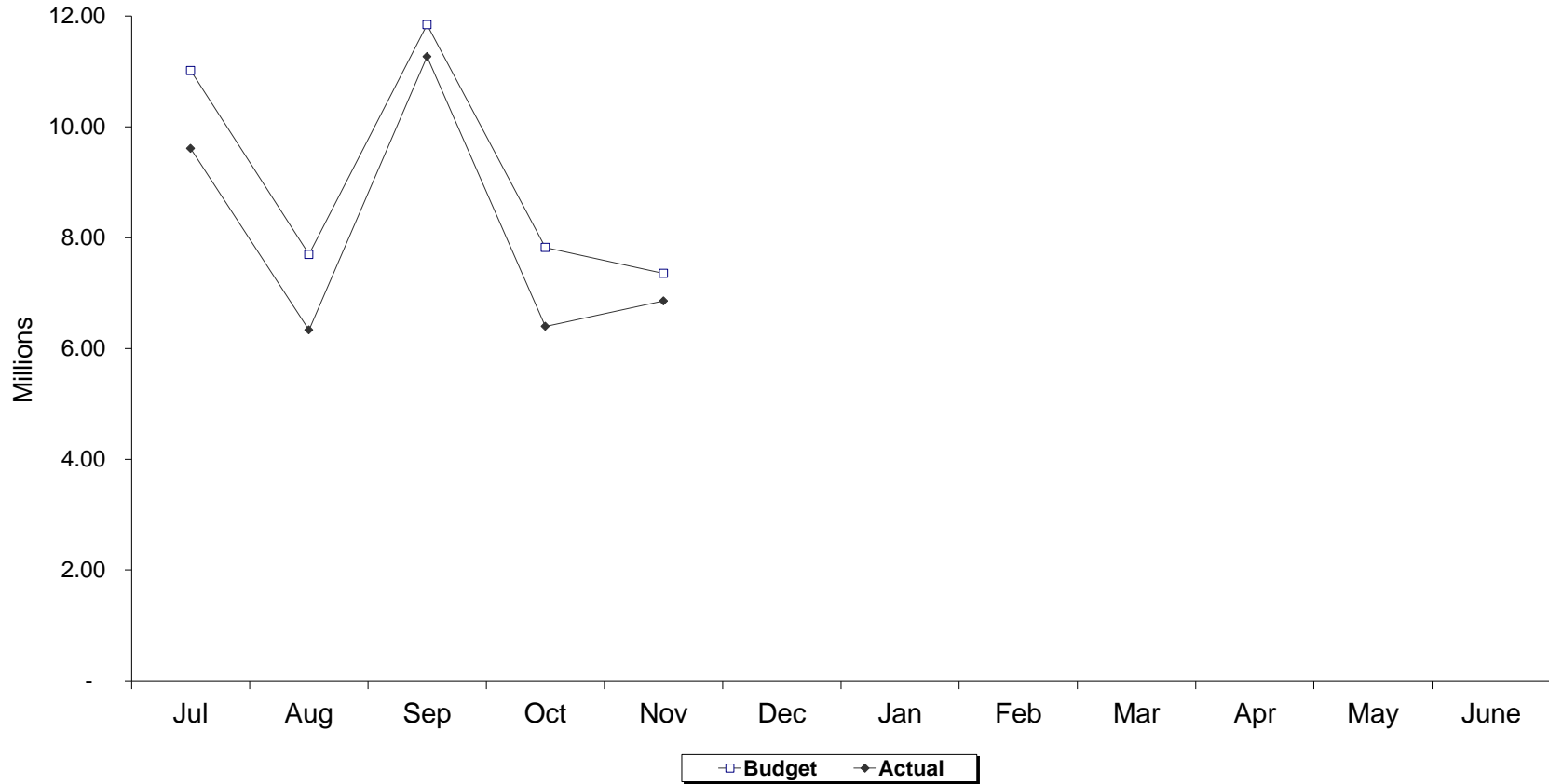
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS				16,256				
Elderly & Disabled/Redi-Wheels	420,133	2,554,598	2,235,597	2,836,333	78.8	6,807,200	6,807,200	32.8
Other Related Costs	248,704	1,052,342	1,535,522	1,342,674	114.4	3,222,406	3,222,406	47.7
ADA Sedan/Taxi Service	386,238	1,369,654	1,794,114	1,312,833	136.7	3,150,800	3,150,800	56.9
ADA Accessibility Support	134,334	362,604	437,517	629,942	69.5	1,518,044	1,515,462	28.9
Coastside ADA Support	125,688	596,693	646,402	630,146	102.6	1,512,350	1,512,350	42.7
Insurance Costs	25,480	106,061	188,404	205,840	91.5	515,000	515,000	36.6
TOTAL ADA PROGRAMS	1,340,576	6,041,951	6,837,554	6,957,769	98.3	16,725,800	16,723,218	40.9
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	359,919	2,608,333	3,560,573	3,560,573	100.0	6,080,000	6,080,000	58.6
Total Caltrain Service	359,919	2,608,333	3,560,573	3,560,573	100.0	6,080,000	6,080,000	58.6
OTHER SUPPORT						1,513,821		
SamTrans Shuttle Service	168,502	1,179,675	818,715	1,513,821	54.1	3,633,170	3,633,170	22.5
Bicycle Coordinating Activities	0	0	0	(0)	0.0	25,000	25,000	0.0
Maintenance Multimodal Facilities	9,318	59,135	59,425	59,425	100.0	172,000	172,000	34.5
Total Other Support	177,820	1,238,810	878,140	1,573,245	55.8	3,830,170	3,830,170	22.9
TOTAL MULTI-MODAL PROGRAMS	537,739	3,847,143	4,438,713	5,133,818	86.5	9,910,170	9,910,170	44.8
TOTAL EXPENSES	8,736,070	51,292,878	51,745,735	57,831,070	89.5	138,904,462	138,904,462	37.3

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

SAN MATEO COUNTY TRANSIT DISTRICT

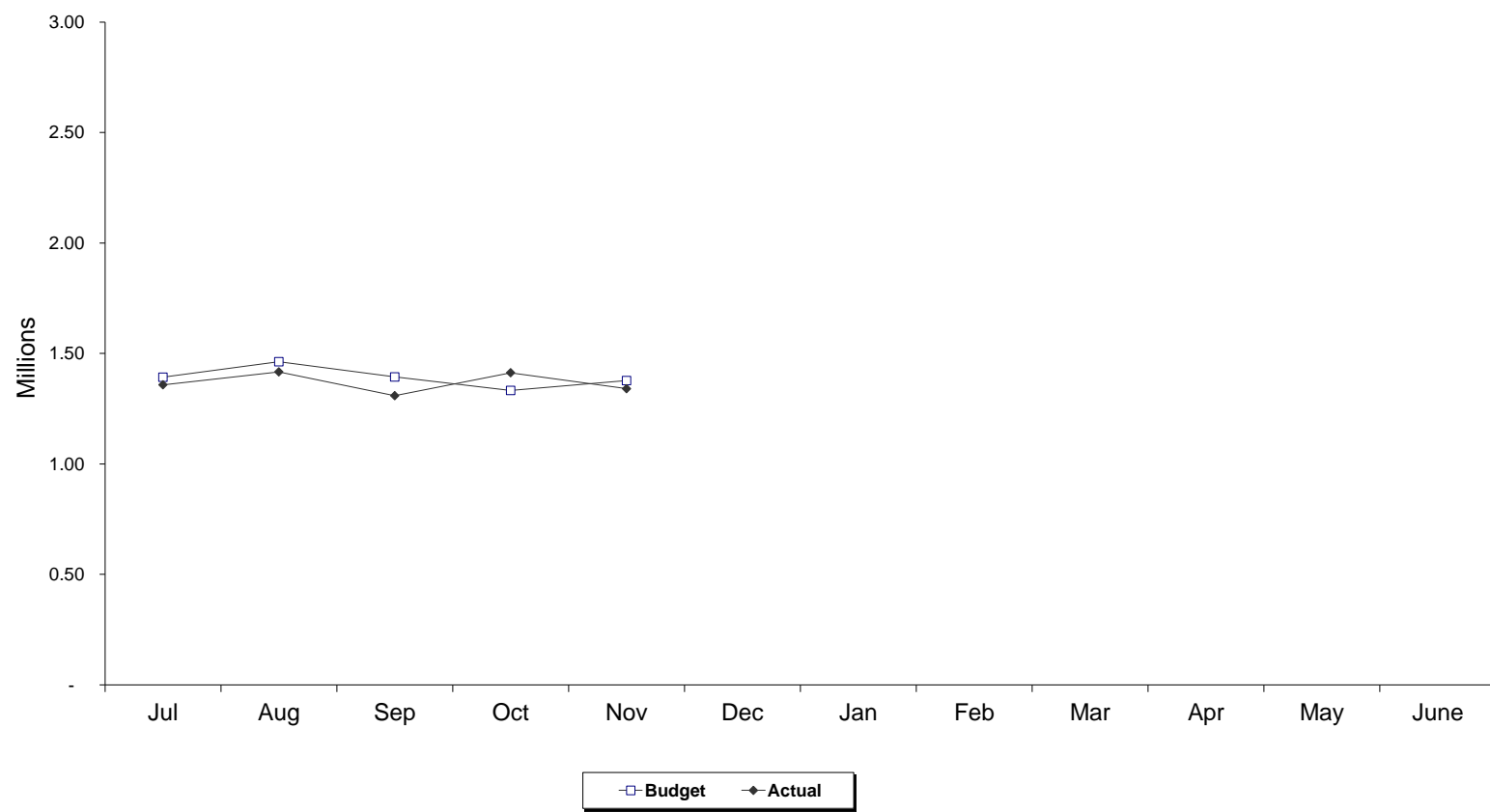
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2016



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	11,017,327	7,696,670	11,846,126	7,824,156	7,355,204								
Actual	9,610,508	6,333,213	11,269,159	6,398,834	6,857,755								
CUMULATIVE EXPENSES													
Budget	11,017,327	18,713,997	30,560,123	38,384,279	45,739,483								
Actual	9,610,508	15,943,720	27,212,879	33,611,713	40,469,468								
Variance - F(U)	1,406,820	2,770,276	3,347,243	4,772,566	5,270,015								
Variance %	12.77%	14.80%	10.95%	12.43%	11.52%								

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

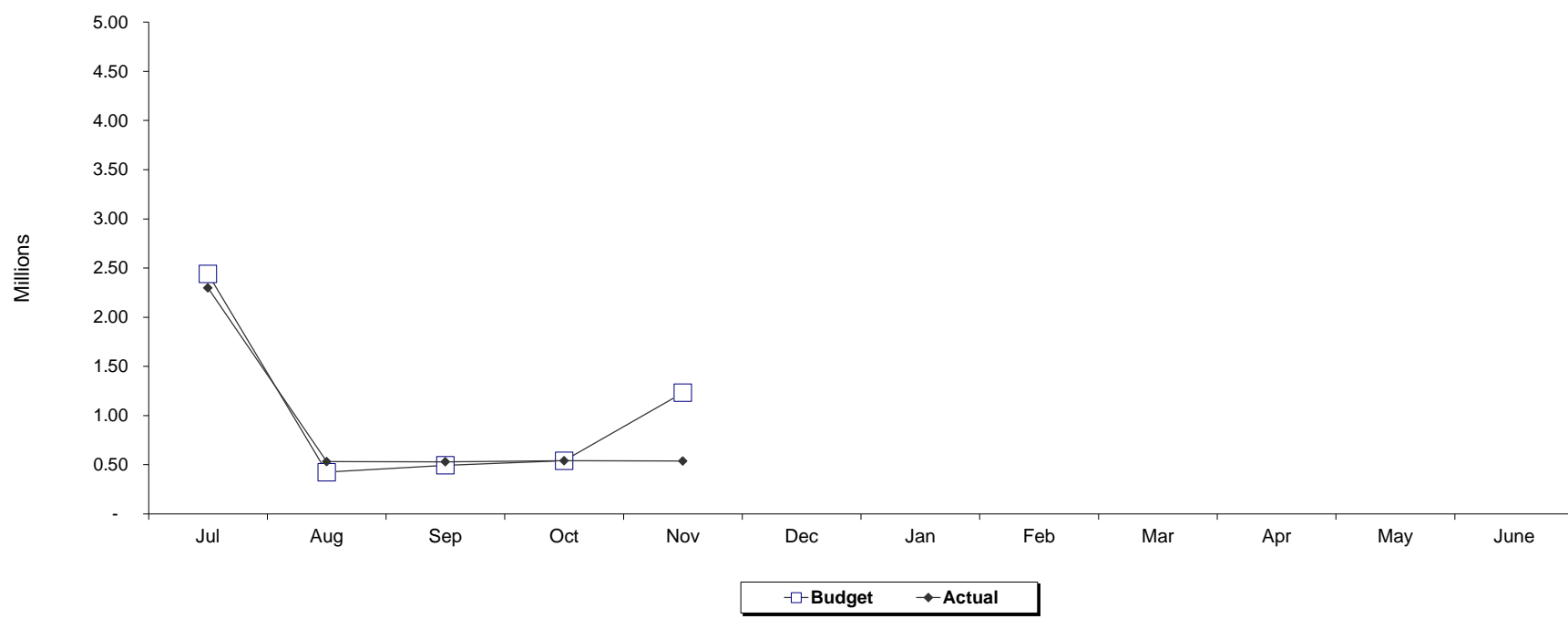


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,392,064	1,462,328	1,393,823	1,332,333	1,377,222							
Actual	1,358,433	1,416,915	1,309,048	1,412,582	1,340,576							
CUMULATIVE EXPENSES												
Budget	1,392,064	2,854,392	4,248,214	5,580,547	6,957,769							
Actual	1,358,433	2,775,348	4,084,396	5,496,978	6,837,554							
Variance - F(U)	33,631	79,043	163,819	83,569	120,215							
Variance %	2.42%	2.77%	3.86%	1.50%	1.73%							

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2016



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,440,078	424,821	495,316	540,760	1,232,844							
Actual	2,298,095	531,510	530,609	540,760	537,739							
CUMULATIVE EXPENSES												
Budget	2,440,078	2,864,899	3,360,214	3,900,974	5,133,818							
Actual	2,298,095	2,829,605	3,360,214	3,900,974	4,438,713							
Variance - F(U)	141,983	35,294	0	0	695,105							
Variance %	5.82%	1.23%	0.00%	0.00%	13.54%							

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

November 30, 2015

DESCRIPTION	TOTAL INVESTMENT 11-30-15	INTEREST RECEIVABLE 10-31-15	PREPAID INT RECEIVABLE 11-30-15	INTEREST EARNED 11-30-15	INTEREST RECEIVED 11-30-15	ADJ.	INTEREST RECEIVABLE 11-30-15
RESERVE FOR CAPITAL PROJ	7,971,286.40	16,426.37	0.00	3,752.97	0.00	(45.10)	20,134.24
LAIF -- CAPITAL PROJ	76,679.99	28.98	0.00	24.36	0.00	0.00	53.34
REIMB SECURITIES -- L76R	88,185,973.39	97,718.73	10,576.92	64,021.70	40,128.45	(652.96)	131,535.94
LAIF -- REIMB FUNDS L76R	28,835,978.87	19,015.46	0.00	10,025.41	0.00	0.00	29,040.87
PARATRANSIT FUNDS	24,936,003.38	32,032.39	3,004.81	17,053.11	17,326.50	(261.45)	34,502.36
LAIF -- PARATRANSIT	5,077,604.89	1,918.86	0.00	1,612.87	0.00	0.00	3,531.73
BANK OF AMERICA	18,591,628.53	0.00	0.00	1,298.57	1,298.57	0.00	0.00
WELLS FARGO	2,007,625.29	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	240,013.08	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	10,822,890.00	60.29	0.00	0.00	60.29	0.00	0.00
	<u>186,745,683.82</u>	<u>167,201.08</u>	<u>13,581.73</u>	<u>97,788.99</u>	<u>58,813.81</u>	<u>(959.51)</u>	<u>218,798.48</u>

NOVEMBER 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 11/30/15	96,829.48
Add:	
CEO Interest	0.00
Less:	
Trust Fees	(513.84)
Capital Gain(Loss)	<u>2,425.29</u>
Total Interest & Capital Gain(Loss)	<u><u>98,740.93</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	446,931.88
Add:	
CEO Interest	
Less:	
Trust Fees	(2,575.67)
Capital Gain(Loss)	<u>3,189.28</u>
Total Interest & Capital Gain(Loss)	<u><u>447,545.49</u></u>
 Balance Per Ledger as of 11/30/15	
Deferred Int Acct. 210852/3	6,626.89
Interest Acct. 409101	440,304.99
Less Trust Fees 530045	(2,575.67)
Gain(Loss) Acct. 405210	<u>3,189.28</u>
	<u><u>447,545.49</u></u>

**SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R
November 30, 2015**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-15	MARKET VALUE 11-30-15	MATURITY/CALL DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 10-31-15	PREPAID INT REC'VBLE 11-30-15	INTEREST EARNED 11-30-15	INTEREST RECEIVED 11-30-15	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 11-30-15	INT REC'VBLE LESS PREPAID 11-30-15	PAR VALUE
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,005,468.00	2,002,500.00	11-9-15	0.625%	34.7222	8	3,702.45		277.78	3,974.18		(6.05)	(0.00)	(0.00)	2,000,000
US TREASURY NOTE	912828WX4	08-27-14	3,799,703.12	3,785,609.52	3,798,662.40	07-31-16	0.500%	52.7778	30	4,776.36		1,583.33			(9.15)	6,350.54	6,350.54	3,800,000
US TREASURY NOTE	912828WX4	08-27-14	2,199,828.13	2,223,294.48	2,200,859.38	11-9-15	0.500%	30.5556	8	2,805.16		244.44	3,019.02		(30.58)	0.00	0.00	2,200,000
US TREASURY NOTE	912828VR8	12-11-14	8,018,125.00	8,022,496.00	8,001,560.00	08-15-16	0.625%	138.8889	30	10,597.83		4,166.67			(90.59)	14,673.91	14,673.91	8,000,000
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,522,576.00	8,496,345.00	10-15-16	0.625%	147.5694	30	2,467.55		4,427.08			(72.57)	6,822.06	6,822.06	8,500,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	10,025,780.00	9,990,230.00	11-15-16	0.625%	173.6111	30	28,872.28		5,208.33	31,250.00		(83.36)	2,747.25	2,747.25	10,000,000
US TREASURY NOTE	912828SM3	03-23-15	4,569,898.24	4,569,720.00	4,547,221.83	3-31-17	1.000%	125.9722	30	3,965.03		3,779.17			(61.96)	7,682.24	7,682.24	4,535,000
US TREASURY NOTE	912828WD8	10-13-15	7,761,960.94	7,761,960.94	7,708,724.10	10-31-18	1.250%	267.3611	30	264.42		8,020.83			(88.13)	8,197.12	8,197.12	7,700,000
US TREASURY NOTE	912828ST8	03-25-15	7,848,466.80	7,832,211.90	7,822,093.25	4-30-19	1.250%	272.5694	30	269.57		8,177.08			(89.85)	8,356.80	8,356.80	7,850,000
US TREASURY NOTE	912828F62	09-08-15	6,124,542.97	6,167,276.90	6,105,721.80	10-31-19	1.500%	254.1667	30	251.37		7,625.00			(83.79)	7,792.58	7,792.58	6,100,000
US TREASURY NOTE	912828UQ1	1109-15	4,342,078.13	4,343,279.60	4,343,279.60	02-29-20	1.250%	152.7778	22	0.00	10,576.92	3,361.11			(36.93)	13,901.10	3,324.18	4,400,000.00 70.40%
GOVERNMENT BONDS																		
FFCB	31331H5L7	5-11-07	1,020,404.50	977,352.40	954,477.35	12-29-15	6.125%	161.6319	30	19,719.10		4,848.96				24,568.06	24,568.06	950,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	15,020,805.00	15,008,880.00	03-30-16	0.500%	208.3333	30	6,458.33		6,250.00				12,708.33	12,708.33	15,000,000
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,998,765.00	4,995,105.00	07-05-16	0.375%	52.0833	30	6,041.67		1,562.50				7,604.17	7,604.17	5,000,000
FNMA	3135G0YE7	03-07-14	5,009,800.00	5,012,055.00	4,999,400.00	08-26-16	0.625%	86.8056	30	5,642.36		2,604.17				8,246.53	8,246.53	5,000,000 28.07%
FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION																		
FNMA	3136ANJY4	4-30-15	616,097.80	614,551.21	612,097.06	04-01-18	1.550%	26.2639	30	787.92		787.92	787.92			787.92	787.92	610,000
FANNIE MEA	3136AQDQ0	10-30-15	808,011.12	808,011.12	802,176.00	09-01-19	1.646%	36.5778	30	1,097.33		1,097.33	1,097.33			1,097.33	1,097.33	800,000 1.53%
CASH AND CASH EQUIVALENTS																		
			86,540.27		86,540.27					0.00						0.00	0.00	0
LAIF			28,835,978.87	28,835,978.87	28,835,978.87					19,015.46		10,025.41				29,040.87	29,040.87	28,835,978.87
MATURED/CALLED																		
US TREASURY NOTE	912828WX4	08-27-14	(2,199,828.13)	(2,199,828.13)	(2,200,859.38)	11-9-15												(2,200,000.00)
US TREASURY NOTE	912828VL1	12-19-13	(2,005,781.25)	(2,005,468.00)	(2,002,500.00)	11-9-15												(2,000,000.00)
TOTAL LAIF			<u>28,835,978.87</u>	<u>28,835,978.87</u>	<u>28,835,978.87</u>													
TOTAL A/C 121100 & 112010			88,376,637.53	88,485,916.94	88,185,973.39													88,245,000.98
TOTAL			<u>88,376,637.53</u>	<u>88,485,916.94</u>	<u>88,185,973.39</u>					<u>97,718.73</u>	<u>10,576.92</u>	<u>64,021.70</u>	<u>40,128.45</u>		<u>(652.96)</u>	<u>131,535.94</u>	<u>120,959.01</u>	<u>88,245,000</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-15	MARKET VALUE 11-30-15	MATURITY DATE	INT RATE	RATE/ DAY	APPL DAYS	INTEREST REC'VBLE 10-31-15	PREPAID INT REC'VBLE 11-30-15	INTEREST EARNED 11-30-15	INTEREST RECEIVED 11-30-15	ADJ.	INTEREST REC'VBLE 11-30-15	INT REC'VBLE LESS PREPAID 11-30-15	PAR VALUE
<u>U.S. TREASURY NOTES AND BONDS</u>																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,914,852.00	7,901,264.00	06-15-16	0.500%	109.7222	30	15,042.47		3,291.67		(45.10)	18,289.04	18,289.04	7,900,000
<u>GOVERNMENT BONDS</u>																	
HOUSING URBAN DEVEL	911759EB0	12-23-08	72,572.73	70,007.00	70,022.40	08-01-17	7.908%	15.3767	30	1,383.90		461.30			1,845.20	1,845.20	70,000
<u>CASH AND CASH EQUIVALENTS</u>																	
FIRST AMER US TREASURY MM	31846V534		105,681.00	105,681.00	105,681.00											0.00	0.00
LAIF			76,679.99	76,679.99	76,679.99					28.98		24.36			53.34	53.34	76,680
TOTAL LAIF			76,679.99	76,679.99	76,679.99												
TOTAL A/C 121100 & 112010			7,962,389.08	7,984,859.00	7,971,286.40												
TOTAL			<u>7,962,389.08</u>	<u>7,984,859.00</u>	<u>7,971,286.40</u>					<u>16,426.37</u>	<u>0.00</u>	<u>3,752.97</u>	<u>0.00</u>	<u>(45.10)</u>	<u>20,134.24</u>	<u>20,134.24</u>	<u>7,970,000</u>

15-Dec-15

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
November 30, 2015**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL DAYS	INTEREST	PP INTEREST	INTEREST	INTEREST	PP INTEREST	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED	VALUE					REC'VBLE	REC'VBLE	EARNED	RECEIVED	RECEIVED		REC'VBLE	LESS PREPAID	
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828WX4	08-27-14	3,899,695.32	3,905,537.23	3,898,627.20	07-31-16	0.500%	54.1667	30	4,927.67		1,625.00			(35.01)	6,517.66	6,517.66	3,900,000
US TREASURY NOTE	912828WX4	08-27-14	849,933.59	851,511.77	850,332.03	07-31-16	0.500%	11.8056	8	1,074.37		94.44	1,166.44		(2.37)	(0.00)	(0.00)	850,000
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,514,608.00	5,497,635.00	10-15-16	0.625%	95.4861	30	1,596.65		2,864.58			(46.95)	4,414.28	4,414.28	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	5,012,890.00	4,995,115.00	11-15-16	0.625%	86.8056	30	14,436.14		2,604.17	15,625.00		(41.68)	1,373.63	1,373.63	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,218,225.00	4,223,297.40	4,204,594.80	01-31-17	0.875%	102.0833	30	9,287.36		3,062.50			(66.57)	12,283.29	12,283.29	4,200,000
US TREASURY NOTE	912828WD8	10-13-15	2,721,726.56	2,721,726.56	2,703,059.10	10-31-18	1.250%	93.7500	30	92.72		2,812.50			(30.91)	2,874.31	2,874.31	2,700,000
US TREASURY NOTE	912828F62	09-09-15	2,008,046.88	2,022,058.00	2,001,876.00	10-31-19	1.500%	83.3333	30	82.42		2,500.00			(27.47)	2,554.95	2,554.95	2,000,000
US TREASURY NOTE	912828UQ1	11-09-15	1,233,544.92	1,233,886.25	1,233,886.25	02-29-20	1.250%	43.4028	22	0.00	3,004.81	954.86			(10.49)	3,949.18	944.37	1,250,000
FEDERAL AGENCY COLLETERIALIZED MORTGAGE OBLIGATION																		
FNMA	3136ANJY4	4-30-15	171,699.39	171,268.37	170,584.43	04-01-18	1.550%	7.3194	30	219.58		219.58	219.58			219.58	219.58	170,000
FANIE MAE	3136AQDQ0	10-30-15	232,303.20	232,303.20	230,625.60	09-01-19	1.646%	10.5161	30	315.48		315.48	315.48			315.48	315.48	230,000 1.63%
CASH AND CASH EQUIVALENTS																		
			47,791.81	0.00	47,791.81					0.00					0.00	0.00	0.00	0
CASH INVESTMENT																		
LAIF			5,077,604.89	5,077,604.89	5,077,604.89					1,918.86	0.00	1,612.87				3,531.73	3,531.73	5,077,605
MATURED/CALLED																		
US TREASURY NOTE	912828WX4	08-27-14	(849,933.59)	(851,511.77)	(850,332.03)	10-30-15												(850,000.00)
TOTAL LAIF			5,077,604.89	5,077,604.89	5,077,604.89													
TOTAL A/C 122010			24,958,112.37	25,037,575.00	24,936,003.38													
TOTAL			<u>26,657,979.55</u>	<u>26,740,598.55</u>	<u>26,636,667.44</u>					<u>32,032.39</u>	<u>3,004.81</u>	<u>17,053.11</u>	<u>17,326.50</u>	<u>0.00</u>	<u>(261.45)</u>	<u>34,502.36</u>	<u>31,497.55</u>	<u>24,950,000.00</u>

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

8/24/15 4:42 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2015:						
1st Quarter	17,150,000	18,235,600		19,885,600	1,650,000	19,885,600
2nd Quarter	18,405,000	20,319,400		22,628,025	2,308,625	22,628,025
3rd Quarter	17,500,000	17,500,000		18,198,785	698,785	18,198,785
4th Quarter	18,945,000	18,945,000	4th Quarter	20,262,315	1,317,315	20,262,315
FY2015 Total	72,000,000	75,000,000	FY2015 Total	80,974,725	5,974,725	80,974,725
FY2016						
Jul. 15	5,390,000		Sep. 15	5,856,200	466,200	5,390,000
Aug. 15	5,390,000		Oct. 15	5,856,200	466,200	5,390,000
Sep. 15	6,827,333		Nov. 15	7,808,200	980,867	6,827,333
3 Months Total	17,607,333	0		19,520,600	1,913,267	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		19,520,600	1,913,267	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		19,520,600	1,913,267	55,669,974
Apr. 16	6,884,826		Jun. 16			6,884,826
May 16	6,997,760		Jul. 16			6,997,760
Jun. 16	7,447,440		Aug. 16			7,447,440
FY2016 Total	77,000,000	0	FY2016 Total	19,520,600	1,913,267	77,000,000
	18,073,533		1st Quarter			
	13,202,401		2nd Quarter			
			3rd Quarter			
			4th Quarter			
	<u>31,275,934</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: April Chan
Chief Officer, Planning, Grants and the Transportation Authority

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

ACTION

Staff proposes the Finance Committee recommend the Board authorize the General Manager/CEO, or his designee, to submit grant applications, with concurrent Letter of No Prejudice (LONP) requests, to the California Governor's Office of Emergency Services (Cal OES) and to file and execute certifications, assurances and other documentation as required to receive \$1,106,406 in Fiscal Year (FY) 2015/2016 Proposition 1B California Transit Security Grant Program (CTSGBP) funds from the State for transportation security projects.

SIGNIFICANCE

Cal OES requires eligible recipients of Proposition 1B CTSGBP funds to submit resolutions approved by their governing bodies that authorize the designated agency officer(s) to execute any action necessary for the processing of applications associated with the programming and receipt of funds. Approval of this item will meet Cal OES's CTSGBP funding requirement. The FY2015/2016 program is the last year SamTrans can apply for funds as the Proposition 1B program is coming to an end.

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

BUDGET IMPACT

There is no budget impact related to this action. Projects proposed to be funded with Proposition 1B CTSGBP funds may include fencing, emergency communications equipment, and the installation of closed circuit television cameras. These projects will be vetted through the upcoming FY2017 Capital Budget development cycle.

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

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, otherwise known as Proposition 1B, was approved by California voters on November 7, 2006. Proposition 1B includes a funding program specifically for transit safety and security projects, known as the CTSGP. The State Controller develops a list of eligible transit operators and the amount of funds that each operator is eligible to receive on an annual basis. Funding allocations are contingent on bond sales and it has historically taken over one year to receive funds once an allocation request has been submitted to the State.

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

Prepared by: Peter Skinner, Manager, Grants and Fund Programming 650-622-7818

RESOLUTION NO. 2016 –

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

*** * ***

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

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

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

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

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

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

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

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

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board provide the General Manager/CEO, or his designee, the authorization to submit applications for Fiscal Year (FY) 2016 CTSGP funds, with concurrent LONP and to file and execute certifications and assurances and any other documentation required by Cal OES.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the District, hereby:

1. Authorizes the General Manager/CEO, or his designee, to file applications and concurrent LONPs with Cal OES for FY2016 Proposition 1B CTSGP funds; and
2. Authorizes the General Manager/CEO, or his designee, to take such other actions as may be necessary to give effect to this resolution, including executing any agreements, certifications and assurances or other documentation that may be required to receive the funds.

Regularly passed and adopted this 6th day of January, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: April Chan
Chief Officer, Planning, Grants and the Transportation Authority

SUBJECT: **AUTHORIZE A FUNDING AGREEMENT WITH FACEBOOK, INC. TO PROVIDE RESOURCES FOR COMPLETION OF A DUMBARTON TRANSPORTATION CORRIDOR STUDY AND AMEND TO INCREASE THE FISCAL YEAR (FY) 2016 CAPITAL BUDGET BY A CORRESPONDING \$1 MILLION**

ACTION

Staff proposes the Committee recommend the Board :

1. Authorize the General Manager/CEO, or his designee, to execute a funding agreement with Facebook, Inc. to receive \$1 million to complete a Dumbarton Transportation Corridor Plan (Plan) to study various mobility options and develop a phased program of proposed infrastructure and operational improvements to enhance mobility between the fast-growing Alameda and San Mateo counties along the Dumbarton Corridor; and
2. Increase the FY2016 Capital Budget by \$1 million to accept the funds and provide the budget authority to complete the Plan.

SIGNIFICANCE

The purpose of the Plan is to study and develop a phased program of infrastructure and operational improvements to enhance multi-modal mobility between the fast-growing Alameda and San Mateo counties. The improvements would be phased over time as funding becomes available. As such, the Plan will identify short- and long-term objectives that focus on the ultimate vision for an enhanced multi-modal corridor.

The Plan's Project Area is the Dumbarton corridor, connecting Alameda and San Mateo counties and touching communities in cities including Redwood City, Menlo Park, and East Palo Alto on the west side of the corridor, and Newark, Union City, and Fremont on the east. The study will also look at transportation connections to Palo Alto and other jurisdictions in Santa Clara County. The study will focus on mainline improvements to State Route 84/Dumbarton Bridge and the Dumbarton rail corridor, as well as the arterial and highway networks that serve

these facilities on both sides of the Bay.

The San Mateo County Transit District (District) will be the primary lead for development of the Plan, working collaboratively with project partners including Facebook, San Mateo County Transportation Authority (TA), Alameda County Transportation Commission (ACTC), and Alameda-Contra Costa Transit District. The District will engage with the cities in the corridor as major stakeholders in the project.

BUDGET IMPACT

The cost of completing the Plan is estimated at \$1 million. The FY2016 Capital Budget will need to be increased by \$1 million to accept the funds from Facebook and provide the budget authority to complete the Plan, as shown in Attachment A.

BACKGROUND

Though the TA financed the purchase of the Dumbarton rail corridor in 1994, the District is the owner of record of the asset. The TA, along with the Metropolitan Transportation Commission, ACTC, and the Santa Clara Valley Transportation Authority funded an effort to complete an environmental review process to develop passenger rail service on the Dumbarton rail bridge. However, due to the cost of the project alternatives, and insufficient resources to fund them, the environmental review process was put on hold in 2014.

In light of the traffic congestion and continued growth in the corridor, there have been efforts to push for studying transportation alternatives and options to connect Alameda and San Mateo Counties in the near or long term. The District and ACTC have embarked on an effort to secure transportation grant funds, and Facebook has offered to provide funding to help expedite the planning process.

Prepared By: April Chan, Chief Officer, Planning, Grants and
the Transportation Authority

650-508-6228

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

San Mateo County Transit District											
Amended Fiscal Year 2016 Capital Budget											
#	PROJECT TITLE	PROJECT DESCRIPTION	Original Estimated Project Cost in FY15	Revised Estimated Project Cost	Previously Budgeted	FY2016 Budget Request	Remaining	FUNDING SOURCES			
								FEDERAL	STATE	OTHER	DIS. SALES TAX
4.3	Capital Program Management	Capitalized funds for program and project controls support, including monitoring project performance and delivery		\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
4.4	Dumbarton Transportation Corridor Study	A study on various mobility options between Alameda and San Mateo counties in the Dumbarton Corridor		\$ 1,000,000		\$ 1,000,000				\$ 1,000,000	A
4.5	Bike and Pedestrian Environmental Review Along the Dumbarton Rail Corridor	Complete the environmental review process for a bike and pedestrian trail along the Dumbarton Rail Corridor		\$ 700,000		\$ 700,000				\$ 700,000	A
	Subtotal					\$ 2,350,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 650,000
5 FACILITIES/CONSTRUCTION											
5.1	Maintenance & Operating Facility Pavement Rehab: NB & SB Concrete Rehab	Rehab pavement at North and South Bases to bring the pavement to a state of good repair		\$ 23,000		\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ 23,000
5.2	Facilities Smaller Projects	Facility maintenance/Improvement Account		\$ 282,000		\$ 282,000	\$ -	\$ -	\$ -	\$ -	\$ 282,000
5.3	Lighting Upgrade at North Base and South Base	Replace lighting fixtures for more energy efficient and environmental friendlier LED lights at North Base and South Base		\$ 1,428,000		\$ 843,500	\$ 584,500	\$ -	\$ -	\$ -	\$ 843,500
5.4	Central Heating, Ventilation & Air Conditioning (HVAC) Maintenance at Central	Conduct basic repair and maintenance of existing HVAC system that has reached the end of its useful life		\$ 41,000		\$ 41,000	\$ -	\$ -	\$ -	\$ -	\$ 41,000
	Subtotal					\$ 1,189,500	\$ 584,500	\$ -	\$ -	\$ -	\$ 1,189,500
6 SAFETY AND SECURITY											
6.1	CCTV Improvements, Central Office and Bus Bases	Project would install cameras at Central, South Base and North Base to enhance the safety and security of our customers and employees	\$ 1,000,000	\$ 1,325,000	\$ 1,000,000	\$ 325,000	\$ -	\$ -	\$ 176,049	\$ -	\$ 148,951
6.2	Dumbarton Corridor Right of Way Fencing	Project will install vandal resistant fencing at key locations along the Dumbarton Rail Corridor to deter trespassing, illegal dumping and homeless encampments		\$ 4,500,000	\$ 680,000	\$ 1,430,000	\$ 2,390,000	\$ -	\$ 1,430,000	\$ -	\$ -
6.3	Central Office Access Control Improvements	Project will improve the security at Central with significant upgrades to the card controlled door systems	\$ 1,010,000	\$ 2,183,000	\$ 1,125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6.4	Industrial Waste Line Assessment	Project will assess the condition of an industrial waste line that is found to have a leak in the drainage pipe		\$ 75,000		\$ 75,000		\$ -	\$ -	\$ -	\$ 75,000
	Subtotal					\$ 1,830,000	\$ 2,390,000	\$ -	\$ 1,606,049	\$ -	\$ 223,951
7 OTHER											
7.1	Contingency	Annual set-aside for unforeseen and emergency capital expenditures		\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	Subtotal					\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
GRAND TOTAL FOR SAMTRANS						\$ 44,178,029	\$ 3,172,800	\$ 28,770,490	\$ 8,136,379	\$ 1,000,000	\$ 5,571,160

San Mateo County Transit District											
Amended Fiscal Year 2016 Capital Budget											
#	PROJECT TITLE	PROJECT DESCRIPTION	Original Estimated Project Cost in FY15	Revised Estimated Project Cost	Previously Budgeted	FY2016 Budget Request	Remaining	FUNDING SOURCES			
								FEDERAL	STATE	OTHER	DIS. SALES TAX
NOTES:											
* The proposed FY2016 budget includes, distributed across the program of projects, \$965K in administrative overhead funds to help support the capital program											
A) Recollectible project funded by Facebook											

RESOLUTION NO. 2016 –

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

**AUTHORIZING A FUNDING AGREEMENT WITH FACEBOOK, INC. TO ALLOW COMPLETION
OF A DUMBARTON TRANSPORTATION CORRIDOR STUDY AND AMENDING
THE FISCAL YEAR (FY) 2016 CAPITAL BUDGET TO INCREASE BY \$1,000,000**

WHEREAS, the San Mateo County Transit District (District) is the owner of record of the Dumbarton Rail Corridor, which connects the San Mateo County cities of Redwood City, Menlo Park and East Palo Alto to the west, with the Alameda County cities of Newark, Fremont and Union City to the east, across the Dumbarton Rail Bridge; and

WHEREAS, there have been efforts to push for studying transportation alternatives and options that can be implemented in the near or long term to alleviate the congestion in the Dumbarton transportation corridor due to existing traffic congestion and continued growth in the area; and

WHEREAS, the District and Alameda County Transportation Commission have embarked on an effort to secure transportation grant funds to study transportation alternatives and options, and Facebook has offered to provide \$1 million to help expedite the planning process; and

WHEREAS, the \$1 million in funding from Facebook is proposed to be included in the FY2016 Capital Budget to fund District costs related to the efforts described above.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the District hereby authorizes the General Manager/CEO, or his designee, to execute a funding agreement with Facebook under which Facebook will provide, and the District will receive, \$1 million to be used to complete a Dumbarton Transportation Corridor Plan to

study various mobility options and develop a phased program of proposed infrastructure and operational improvements that enhance mobility between the fast-growing Alameda and San Mateo Counties along the Dumbarton transportation corridor; and

BE IT FURTHER RESOLVED that the FY2016 Capital Budget is increased by \$1 million to provide the District with budget authority to accept the funds and complete the proposed study.

Regularly passed and adopted this 6th day of January, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: April Chan
Chief Officer, Planning, Grants and the Transportation Authority

SUBJECT: **AUTHORIZE A FUNDING AGREEMENT WITH FACEBOOK, INC. TO PROVIDE RESOURCES FOR THE DISTRICT TO SERVE AS THE ENVIRONMENTAL LEAD FOR A BICYCLE AND PEDESTRIAN TRAIL PROJECT ALONG THE DUMBARTON RAIL CORRIDOR WEST ALIGNMENT AND AMEND TO INCREASE THE FISCAL YEAR (FY) 2016 CAPITAL BUDGET BY A CORRESPONDING \$700,000**

ACTION

Staff proposes the Committee recommend the Board:

1. Authorize the General Manager/CEO, or his designee, to execute a funding agreement with Facebook, Inc. to receive up to \$700,000 to serve as the lead agency to complete the environmental review process for a bicycle and pedestrian trail along the west alignment of the Dumbarton rail corridor; and
2. Increase the FY2016 Capital Budget by \$700,000 to accept the funds and provide the budget authority to complete the proposed work.

SIGNIFICANCE

Facebook is exploring the possibility of constructing of a bicycle and pedestrian trail (Dumbarton Trail) within portions of the Dumbarton Rail Corridor right of way owned by the San Mateo County Transit District (District). The Dumbarton Trail would be located in the cities of Redwood City, Menlo Park and East Palo Alto in San Mateo County. This project would be subject to the requirements of the California Environmental Quality Act (CEQA).

Under CEQA, either an Initial Study/Mitigated Negative Declaration (IS/MND) or a more intensive Environmental Impact Report (EIR) will need to be completed to address any potential environmental impacts of a new Dumbarton Trail. An IS/MND is a concise document that can be used when a project clearly has no significant environmental effect; however, a more extensive EIR must be prepared when there is substantial evidence in the record that supports a fair argument that significant effects may arise from the project.

Staff will work with Facebook and environmental consultants to determine the level of environmental review required for the proposed project. If an EIR is required, then cost of such an effort is estimated at \$700,000, whereas cost for an IS/MND would be lower.

Because the District is the owner of record of the right of way where the Dumbarton Trail is potentially to be constructed, the District must serve as the environmental lead.

The current effort to be undertaken by the District is limited only to environmental review. Should the project move beyond this phase, the District and Facebook will determine the appropriate party to complete the design and construction, and any ongoing maintenance of the trail. Any work beyond the environmental review will be subject to additional Board approval.

BUDGET IMPACT

The cost of environmental study of a potential Dumbarton Trail is estimated at up to \$700,000, depending on the level of review required, as described above. The FY2016 Capital Budget will be increased \$700,000 to accept the funds from Facebook and provide the budget authority to complete the environmental study, as shown in Attachment A.

BACKGROUND

Though the San Mateo County Transportation Authority (TA) financed the purchase of the Dumbarton rail corridor in 1994, the District is the owner of record of the asset. The TA, along with the Metropolitan Transportation Commission, the Alameda County Transportation Commission, and the Santa Clara Valley Transportation Authority funded an effort to complete an environmental review process to develop passenger rail service on the Dumbarton rail bridge. However, due to the cost of the project alternatives, and insufficient resources to fund them, the environmental review process was put on hold in 2014.

Facebook is exploring options for increasing mobility within the vicinity of its Menlo Park campus. Facebook reached out to the District about the possibility of utilizing a portion of the Dumbarton rail right of way to construct a facility for this purpose, and requested the District, as the owner of the right of way, to conduct environmental review of a bike a pedestrian trail along the right of way before the project proceeds further.

The District can lead the environmental effort on behalf of Facebook, which would fully reimburse the District for any consultant and staff costs. Furthermore, in conducting this work, the District would ensure that any potential rail service along the District-owned right of way would not be compromised by construction and use of a new Dumbarton Trail.

Prepared By: April Chan, Chief Officer, Planning, Grants and the
Transportation Authority

650-508-6228

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

San Mateo County Transit District											
Amended Fiscal Year 2016 Capital Budget											
#	PROJECT TITLE	PROJECT DESCRIPTION	Original Estimated Project Cost in FY15	Revised Estimated Project Cost	Previously Budgeted	FY2016 Budget Request	Remaining	FUNDING SOURCES			
								FEDERAL	STATE	OTHER	DIS. SALES TAX
4.3	Capital Program Management	Capitalized funds for program and project controls support, including monitoring project performance and delivery		\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
4.4	Dumbarton Transportation Corridor Study	A study on various mobility options between Alameda and San Mateo counties in the Dumbarton Corridor		\$ 1,000,000		\$ 1,000,000	\$ -	\$ -	\$ 1,000,000	A	\$ -
4.5	Bike and Pedestrian Environmental Review Along the Dumbarton Rail Corridor	Complete the environmental review process for a bike and pedestrian trail along the Dumbarton Rail Corridor		\$ 700,000		\$ 700,000			\$ 700,000	A	
	Subtotal					\$ 2,350,000	\$ -	\$ -	\$ 1,000,000		\$ 650,000
5 FACILITIES/CONSTRUCTION											
5.1	Maintenance & Operating Facility Pavement Rehab: NB & SB Concrete Rehab	Rehab pavement at North and South Bases to bring the pavement to a state of good repair		\$ 23,000		\$ 23,000	\$ -	\$ -	\$ -	\$ -	\$ 23,000
5.2	Facilities Smaller Projects	Facility maintenance/Improvement Account		\$ 282,000		\$ 282,000	\$ -	\$ -	\$ -	\$ -	\$ 282,000
5.3	Lighting Upgrade at North Base and South Base	Replace lighting fixtures for more energy efficient and environmental friendlier LED lights at North Base and South Base		\$ 1,428,000		\$ 843,500	\$ 584,500	\$ -	\$ -	\$ -	\$ 843,500
5.4	Central Heating, Ventilation & Air Conditioning (HVAC) Maintenance at Central	Conduct basic repair and maintenance of existing HVAC system that has reached the end of its useful life		\$ 41,000		\$ 41,000	\$ -	\$ -	\$ -	\$ -	\$ 41,000
	Subtotal					\$ 1,189,500	\$ 584,500	\$ -	\$ -	\$ -	\$ 1,189,500
6 SAFETY AND SECURITY											
6.1	CCTV Improvements, Central Office and Bus Bases	Project would install cameras at Central, South Base and North Base to enhance the safety and security of our customers and employees	\$ 1,000,000	\$ 1,325,000	\$ 1,000,000	\$ 325,000	\$ -	\$ -	\$ 176,049	\$ -	\$ 148,951
6.2	Dumbarton Corridor Right of Way Fencing	Project will install vandal resistant fencing at key locations along the Dumbarton Rail Corridor to deter trespassing, illegal dumping and homeless encampments		\$ 4,500,000	\$ 680,000	\$ 1,430,000	\$ 2,390,000	\$ -	\$ 1,430,000	\$ -	\$ -
6.3	Central Office Access Control Improvements	Project will improve the security at Central with significant upgrades to the card controlled door systems	\$ 1,010,000	\$ 2,183,000	\$ 1,125,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6.4	Industrial Waste Line Assessment	Project will assess the condition of an industrial waste line that is found to have a leak in the drainage pipe		\$ 75,000		\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000
	Subtotal					\$ 1,830,000	\$ 2,390,000	\$ -	\$ 1,606,049	\$ -	\$ 223,951
7 OTHER											
7.1	Contingency	Annual set-aside for unforeseen and emergency capital expenditures		\$ 250,000		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	Subtotal					\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
GRAND TOTAL FOR SAMTRANS						\$ 44,178,029	\$ 3,172,800	\$ 28,770,490	\$ 8,136,379	\$ 1,000,000	\$ 5,571,160

**San Mateo County Transit District
Amended Fiscal Year 2016 Capital Budget**

#	PROJECT TITLE	PROJECT DESCRIPTION	Original Estimated Project Cost in FY15	Revised Estimated Project Cost	Previously Budgeted	FY2016 Budget Request	Remaining	FUNDING SOURCES			
								FEDERAL	STATE	OTHER	DIS. SALES TAX
NOTES:											
* The proposed FY2016 budget includes, distributed across the program of projects, \$965K in administrative overhead funds to help support the capital program											
A) Recollectible project funded by Facebook											

RESOLUTION NO. 2016 –

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

AUTHORIZING A FUNDING AGREEMENT WITH FACEBOOK, INC. TO ALLOW THE DISTRICT TO SERVE AS ENVIRONMENTAL LEAD FOR A BICYCLE AND PEDESTRIAN TRAIL PROJECT ALONG THE DUMBARTON RAIL CORRIDOR WEST ALIGNMENT AND AMENDING THE FISCAL YEAR (FY) 2016 CAPITAL BUDGET TO INCREASE BY \$700,000

WHEREAS, the San Mateo County Transit District (District) is the owner of record of the Dumbarton Rail Corridor, which connects the San Mateo County cities of Redwood City, Menlo Park and East Palo Alto to the west, with the Alameda County cities of Newark, Fremont and Union City to the east, across the Dumbarton Rail Bridge; and

WHEREAS, Facebook, Inc. is exploring possibilities for increasing mobility options within the vicinity of its Menlo Park campus and reached out to the District about the possibility of utilizing a portion of the Dumbarton rail right of way in San Mateo County to construct a pedestrian and bicycle facility (Dumbarton Trail); and

WHEREAS, Facebook requested the District, as the owner of the right of way, to conduct environmental review before a potential Dumbarton Trail project proceeds further; and

WHEREAS, the District can lead the environmental effort of the Dumbarton Trail on behalf of Facebook, ensuring compliance with the requirements of the California Environmental Quality Act and that the project would not preclude use of the right of way for passenger rail transport in the future; and

WHEREAS, Facebook would fully reimburse the District for all consultant and staff costs associated with environmental review efforts, and the District would conduct this

work to ensure any potential rail service along the District-owned Dumbarton right of way would not be compromised in the future; and

WHEREAS, the cost of the environmental effort, including District project management costs, is estimated at \$700,000 or less; and

WHEREAS, the \$700,000 in funding from Facebook is proposed to be included in the FY2016 Capital Budget to reimburse District costs related to the efforts described above.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the District hereby authorizes the General Manager/CEO, or his designee, to execute a funding agreement with Facebook under which Facebook will provide, and the District will receive, up to \$700,000 to fund the District serving as the lead agency to complete the environmental review process for a bicycle and pedestrian trail along the west alignment of the Dumbarton rail corridor; and

BE IT FURTHER RESOLVED that the FY2016 Capital Budget is increased by \$700,000 to provide the District with budget authority to accept the funds and complete the proposed environmental effort.

Regularly passed and adopted this 6th day of January, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington David Olmeda
Deputy CEO Chief Operating Officer, Bus

SUBJECT: **AWARD OF CONTRACT FOR PLUMBING MAINTENANCE SERVICES**

ACTION

Staff proposes the Finance Committee recommend the Board:

1. Award an open-market, negotiated contract to City Mechanical, Inc. (City) of Hercules, CA, to provide plumbing maintenance services.
2. Authorize the General Manager/CEO or his designee to execute a contract with City in full conformity with the terms and conditions of the bid specification documents at the not to exceed total cost of \$294,765 for a three-year base term.
3. Authorize the General Manager/CEO, or his designee, to exercise up to two, one-year option terms with City for an aggregate estimated cost of \$202,985, if deemed in the best interest of the San Mateo County Transit District (District).

SIGNIFICANCE

Approval of the above actions will provide the District with a qualified and experienced contractor to provide plumbing maintenance services.

BUDGET IMPACT

Funding for these services will come from District sales tax revenue and will be available under approved and projected operating budgets.

BACKGROUND

An Invitation for Bids (IFB) was issued on January 31, 2014 to obtain bids for plumbing maintenance services. Staff advertised the IFB in a local newspaper of general circulation and on the District's procurement web site. Solicitation notifications also were sent to interested bidders. The District received one bid from Burr Plumbing and Pumping, Inc. (Burr).

On May 7, 2014, the Board rejected the bid received from Burr, which staff determined was not fair and reasonable. Per Resolution No. 2014-26, the Board authorized staff to

solicit the open market for qualified firms that provide plumbing maintenance services and negotiate a contract. Several firms were contacted regarding the solicitation, which produced the result below:

Company	Bid Amount
1. City Mechanical, Inc. (Hercules, CA)	\$294,765*

*Corrected Mathematical Error

The bid received from City contained minor mathematical errors which were corrected and did not significantly alter the overall proposed price. Staff conducted a price analysis of the bid prices submitted by City and determined that the prices quoted were comparable to industry pricing, and thereby deemed the bid fair and reasonable.

Staff is familiar with City as City has provided services to the District on small projects in the recent past. Staff considers City to be a responsible contractor.

Staff contacted the other potential bidders to determine why they did not submit a bid. One indicated they could not comply with the requirement to guarantee three-year fixed pricing, nor would they agree to the Liquidated Damages provision. Several others were simply "not interested".

The District's most recent contractor was Burr Plumbing and Pumping, Inc., at a three-year contract value of \$370,985.

Associate Contract Officer: Robert Isom

650-508-7933

Project Manager: Theresa Ostello, Assoc. Contract Administrator (Facilities) 650-508-6351

RESOLUTION NO. 2016 –

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

*** * ***

**AWARD A CONTRACT TO CITY MECHANICAL, INC. FOR
PLUMBING MAINTENANCE SERVICES
AT A TOTAL ESTIMATED COST OF \$294,765.20 FOR A THREE-YEAR BASE TERM**

WHEREAS, in January, 2014, the San Mateo County Transit District (District) solicited competitive bids for plumbing maintenance services, and received one bid that was found not to be fair and reasonable; and

WHEREAS, at the regular Board of Directors (Board) meeting on May 7, 2014, the Board rejected the bid and authorized staff, per Resolution No. 2014-26, to negotiate contract pricing, and terms and conditions on the open market for plumbing services; and

WHEREAS, staff obtained a bid from one firm, City Mechanical, Inc. (City) of Hercules, CA; and

WHEREAS, staff conducted a price analysis and finds City's 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, City, whose bid meets the requirements of the solicitation documents.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the District hereby awards a contract to City Mechanical, Inc. for plumbing maintenance services for a three-year term at a total estimated cost of \$294,765; and

BE IT FURTHER RESOLVED the General Manager/CEO or designee is authorized to execute a contract on behalf of the District with City in full conformity with the terms and conditions of the bid specification documents; and

BE IT FURTHER RESOLVED that the General Manager/CEO or designee is authorized to execute up to two additional one-year option terms, at a total estimated cost of \$202,985.20 for two years, provided that such options are in the best interest of the District.

Regularly passed and adopted this 6th day of January, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AMEND THE AMOUNT OF AWARD OF CONTRACTS TO PROVIDE ON-CALL
REAL ESTATE SUPPORT SERVICES**

ACTION

Staff proposes the Committee recommend the Board:

1. Amend the award of contracts to provide on-call real estate support services by increasing aggregate not-to-exceed amount for the base six-year term from \$600,000 to \$1,340,000 to be shared as a pool among 10 firms for authorized tasks in the four categories of services.
2. Amend the award of contracts to provide on-call real estate support services by increasing the aggregate not-to-exceed amount for the two 2-year option terms from \$200,000 to \$400,000 to be shared as a pool among the 10 firms for authorized tasks, if it is in the best interest of the San Mateo County Transit (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 proposed amended award amounts listed above were stated correctly in the solicitation and sample contract documents, but incorrectly stated in the resolution and staff report presented to the Board in November, 2015. This staff report recommends, and the companion resolution would enact, amendments to correct the previously-authorized contract award amounts.

BUDGET IMPACT

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

BACKGROUND

On November 4, 2015, the Board awarded on-call contracts to the firms listed below for the provision of real estate support services for six-year terms, in 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 \$400,000, 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

Subsequent to Board approval, staff discovered the contract award amounts were incorrectly stated in the resolution and staff report. The correct amounts, which were accurately stated in the subject solicitation and sample contract documents, are as set forth in the "Action" section above.

Senior Contract Officer:	Alicia Fraumeni	650-508-6442
Project Manager:	Brian W. Fitzpatrick, Manager, Real Estate and Property Development	650-508-7781

RESOLUTION NO. 2016 –

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

* * *

**AUTHORIZE AMENDING THE AMOUNT OF THE AWARD OF CONTRACTS TO PROVIDE
ON-CALL REAL ESTATE SUPPORT SERVICES FOR A NEW ESTIMATED AGGREGATE,
NOT-TO-EXCEED AMOUNT OF \$1,340,000 FOR A SIX-YEAR TERM**

WHEREAS, on November 4, 2015, the San Mateo County Transit District (District), along with the Peninsula Corridor Joint Powers Board, awarded on-call contracts to the firms listed below for the provision of real estate support services for a six-year term, in an aggregate not-to-exceed amount of \$600,000 to be shared as a pool among the 10 firms, for authorized tasks in four categories of services, as follows; and

Real Estate Appraisal Services	Real Estate Appraisal Review Services	<u>Title, Escrow Services and Title Insurance Services</u>	<u>Real Estate Acquisition/Relocation, Project Management & Coordination Services</u>
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 District Board of Directors (Board) also authorized the General Manager/CEO, or his designee, to exercise up to two 2-year option terms for an aggregate not-to-exceed amount of \$400,000 to be shared as a pool among the 10 firms for authorized tasks; and

WHEREAS, subsequent to Board approval, staff discovered the contract award amounts were incorrectly stated in the November 4 resolution and staff report; and

WHEREAS, the award amounts listed in the solicitation and sample contract documents stated the correct not-to-exceed aggregate contract amounts of \$1,340,000 for the six-year term and \$400,000 for the option terms, also in the aggregate; and

WHEREAS, adoption of this resolution will amend and correct the contract award amounts previously brought to Board; and

WHEREAS, the General Manager/CEO recommends that the Board:

1. Amend the award of contracts to provide on-call real estate support services by increasing the amount from \$600,000 to an aggregate, not-to-exceed amended amount of \$1,340,000 for the six-year base term, to be shared as a pool among the 10 firms for authorized tasks in the four categories of services; and

2. Amend the award of contracts to provide on-call real estate support services by increasing the aggregate, not-to-exceed amount of \$200,000 to \$400,000 for two 2-year option terms, to be shared as a pool among the firms for authorized tasks, if it is in the best interest of the District; and

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

1. Amends the award of contracts to provide on-call real estate support services by increasing the aggregate, not-to-exceed contract amount from \$600,000 to \$1,340,000 for the six-year base term, to be shared as a pool among the 10 firms for authorized tasks in the four categories of services, with the understanding that the District is under no obligation to purchase any specific level of effort from the firms 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

2. Amends the award of contracts to provide on-call real estate support services by increasing the two 2-year option terms from an aggregate, not-to-exceed

amount of \$200,000 to \$400,000, to be shared as a pool among the 10 firms for authorized tasks, if it is in the best interest of the District, with the understanding that the District is under no obligation to purchase any specific level of effort from the firms 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 that the General Manager/CEO, or his designee, is authorized to execute the contracts and exercise the contemplated options on behalf of the District with the firms listed above, in full conformity with all the terms and conditions of the Request for Proposals and negotiated agreements.

Regularly passed and adopted this 6th day of January, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2016

SHIRLEY HARRIS, CHAIR
ZOE KERSTEEN-TUCKER, VICE CHAIR
JEFF GEE
CAROLE GROOM
ROSE GUILBAULT
KARYL MATSUMOTO
PETER RATO
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, JANUARY 6, 2016 – 2:30 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of December 2, 2015

INFORMATIONAL

2. 2016 Legislative Program
3. State and Federal Legislative Update

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

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
DECEMBER 2, 2015**

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

Committee Members, Absent: C. Stone

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

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

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

Committee Chair Adrienne Tissier called the meeting to order at 3:15 p.m.

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

Motion/Second: Ratto/Guilbault

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

Absent: Groom, Stone

Update on the State and Federal Legislative Program

Shweta Bhatnagar, Government Affairs Officer, said the State Legislature is still out on recess and will reconvene on January 4.

Ms. Bhatnagar said at the Federal level Congress passed another short-term Surface Transportation Extension bill providing lawmakers another two weeks to resolve critical difference between the House and Senate's multi-year transportation spending plans. The extension will continue Federal funding of surface transportation programs through December 4.

The House and Senate Conference Committee members reached an agreement on a five-year \$281 billion transportation bill that staff hopes will put an end to additional temporary extensions. The Fixing America's Surface Transportation Act will increase funding to States by 5 percent in Fiscal Year (FY) 2016, rising to 15 percent in FY2020. The measure calls for spending approximately \$205 billion on highways and \$48 billion on transit over the next five years. The bill also includes nearly \$200 million for railroad positive train control projects and an increase on liability claims faced by railroads from \$200 million to \$295 million. Some of the funding of the bill is derived from the gas tax, selling oil from the nation's emergency stockpile and taking money from a Federal Reserve account that helps pay for potential losses. The House and Senate must still vote on the final bill. Passage is expected by Friday when the extension currently in place is set to expire.

Adjourned: 3:18 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: **2016 LEGISLATIVE PROGRAM**

ACTION

This report is for information only. No Board action is required. At the February 3, 2016, meeting, staff will present the final 2016 Legislative Program for Committee review and Board adoption.

SIGNIFICANCE

The 2016 Legislative Program (Program) establishes the principles that will guide the San Mateo County Transit District's (District) legislative and regulatory advocacy efforts through the 2016 calendar year, including the second half of the State Legislative session and the second session of the 114th Congress. The Program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the District to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of the District's priorities.

The 2016 Program is organized to guide the District's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support the District's programs, projects, and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the District's ability to meet public transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership.

The Program is structured to apply these core objectives to a series of issues detailed in the 2016 Legislative Program.

Should other issues surface that require the District's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the District's Board of Directors for consideration.

The District and its legislative consultants will employ a variety of engagement tools to support the 2016 Legislative Program, including:

1. Direct Engagement

Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the District's legislative priorities and positions.

2. Coalition-based Engagement

Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2016 Program.

3. Media Engagement

Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further the District's legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Shweta Bhatnagar, Government Affairs Officer

650-508-6385

San Mateo County Transit District 2016 Legislative Program

Purpose

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transit District (District) programs and services. They also have potential to present serious challenges that threaten the District's ability to meet San Mateo County's most critical transportation demands.

The 2016 Legislative Program establishes the principles that will guide the District's legislative and regulatory advocacy efforts through the 2016 calendar year, including the second half of the 2015-16 State legislative session and 114th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the District to respond swiftly and effectively to unanticipated developments.

Objectives

The 2016 Legislative Program is organized to guide the District's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support the District's programs and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the District's ability to meet transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership, bike and pedestrian improvements, and transit-oriented developments.

Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

1. Budget and Transportation Funding Opportunities
2. Transportation Projects - Funding Requests and Needs
3. Regulatory and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the District's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the District's Board of Directors for consideration.

Public Engagement Strategies

District staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2016 Legislative Program, including:

1. Direct Engagement
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the District's legislative priorities and positions.
2. Coalition-based Engagement
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2016 Legislative Program.
3. Media Engagement
Build public awareness and communicate the District's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

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STATE AND REGIONAL ISSUES

1. Budget and Transportation Funding Opportunities (State/Regional)

Issues and Background	Strategies
<p><u>General</u> State investment in transportation operations and infrastructure continues to be underfunded despite a rebounding economy and the stabilization of the State budget. While some existing revenues have been protected from diversion, other funds remain vulnerable, and although some State bond revenues are still available to fund specified transportation projects, over \$200 billion in new revenue will be required to meet the State's infrastructure needs over the next six years. Since the gas tax has not been increased or adjusted for inflation since 1994, its buying power has been diminished, further depleting resources available to maintain, let alone expand or improve the State highway system or transit needs.</p> <p>A statewide advisory committee has been established to assess the implementation of pilot program for a mileage-based user fee as an alternative to the gas tax.</p> <p>In addition, Governor Brown has called for a Special Session on Transportation, which will last through the end of the Legislative Session, to find revenues for local streets and roads maintenance and rehabilitation, the State highway system, and funding for public transportation.</p> <p><u>Existing Revenues</u> <i>Formula</i> After years of diversion to support the State's General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed</p>	<p><u>General</u></p> <ul style="list-style-type: none"> • Protect against the elimination or diversion of any State or regional funds that support San Mateo County transportation needs • Support State funding allocation requests for investments that benefit San Mateo County transportation programs and services • Work with statewide transit coalitions to identify and advance opportunities for funding that would support San Mateo County transportation priorities • Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency (CalSTA) • Monitor and support efforts to study Vehicle Miles Traveled tax as a potential revenue source • Support a funding package that will help address maintenance, rehabilitation, and congestion management needs in San Mateo County for programs that allow locals flexibility in leveraging funding for priority projects, such as congestion management and safety improvements on Highway 101, transit capital and operations, grade separations, bicycle and pedestrian programs, and local streets and roads <p><u>Existing Revenues</u> <i>Formula</i></p> <ul style="list-style-type: none"> • Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation • Advocate for the regularly scheduled issuance of State infrastructure bonds that support San Mateo County's

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in order to meet the demand of increased ridership, reduce highway congestion – especially on Highway 101 – and adhere to the State's mandate of reducing greenhouse gas emissions, and create livable communities.

Cap-and-Trade Revenues

In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). The State estimates that the system may yield billions of dollars per year in revenues that will be allocated to various emissions-reducing projects and programs. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent (approximately \$500 million) is subject to annual appropriation through the State budget process.

SamTrans is eligible for funding through the Low Carbon Transit Operations Program, the Transit and Intercity Rail Capital Program, and the Affordable Housing Sustainable Communities Program. Each programs requirements, oversight, and competitiveness vary. The programs require a certain percentage of funds be expended in State defined "disadvantaged communities" (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.

Ballot Measures and Voter Threshold

With over \$200 billion in unfunded transportation needs and funding from existing infrastructure bond measures waning, proposals for new local, regional and statewide

transportation services and programs

- Support legislation to maintain exemption for STA efficiency criteria
- Support legislation seeking to increase the sales tax on diesel, which serves as the primary source of funding for the STA program
- Advocate for the restoration of over \$1 billion in annual truck weight fee revenue and \$900 million in General Fund loan repayments, which can be used to support Measure A program priorities

Cap-and-Trade Revenues

- Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support San Mateo County transportation needs
- Support legislation and regional action that makes a broad array of San Mateo County emissions-reducing transportation projects, programs and services eligible for investment
- Protect existing cap-and-trade appropriations for transit operations and capital projects and sustainable communities strategy implementation
- Work to direct additional revenues to transit-eligible programs, including efforts to secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project
- Support efforts to revise the State's definition on "disadvantaged communities" to encompass a larger proportion of disadvantaged communities on the Peninsula

Ballot Measures and Voter Threshold

- Engage in efforts to generate new local, regional or statewide transportation funding and support proposals that adequately benefit San Mateo County transportation needs

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transportation revenues are being discussed.

Despite broad-based majority support for dedicating additional revenue to transportation services and programs, efforts to generate new revenues are often unsuccessful due to the requirement that certain measures receive two-thirds supermajority support from the Legislature and/or voters.

In 2016, legislation may be considered that provides a framework for lowering the thresholds for the State or a city, county, special district or regional public agency to impose a special tax.

Other State or Local Funding Options

With the State's recent dissolution of redevelopment agencies, local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods.

Various local jurisdictions around the State are looking to expand managed lane programs as a way of generating additional funding for highway maintenance and operations, and, possibly to support public transit in managed lane corridors.

- Oppose efforts to add burdensome restrictions on the expenditure of these revenues, such as requiring payment for maintenance costs on the State highway system
- Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs

Other State or Local Funding Options

- Advocate for legislation that would create new local funding tools to support transportation infrastructure and services
- Support legislation that works to ensure revenues generated through managed lane projects remain in the County of origin
- Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions
- Support MTC's efforts to seeking authority for Bay Area voters to consider raising tolls on State- owned bridges to fund transportation improvements in bridge corridors (Regional Measure 3)

2. Transportation Projects – Funding Requests and Needs (State/Regional)

Issues and Background	Strategies
<p><u>General</u> As the Bay Area's population continues to grow, the region's transportation infrastructure is being negatively impacted. Highways, local streets and roads are becoming heavily congested, Caltrain is nearing its</p>	<p><u>General</u></p> <ul style="list-style-type: none"> • Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area

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capacity limits, and the demand for housing with easy access to public transit is increasing.

Caltrain Modernization Program (CalMod)

In 2012, the State Legislature appropriated \$705 million in Proposition 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment will be used to match a variety of local, regional, State and Federal funding sources to electrify the corridor, install an advanced signaling system and replace Caltrain's aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose.

In order to progress on the Peninsula Corridor Electrification Project, supplemental funding MOUs with State and local partners needs to be pursued and finalized.

First and Last Mile Connections

Often times a barrier to taking public transit involves the difficulty in getting commuters on a transit system to their final destination that is not within walking distance. Transit agencies have supported various first and last mile transit options including bike share programs, vanpools, car share, shuttles, transportation network companies (such as Uber and Lyft), and new technology like e-bikes and e-scooters.

Grand Boulevard Initiative

The Grand Boulevard Initiative (GBI) is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Starting at the northern Daly City city limit and ending near the Diridon Caltrain Station in central San Jose, the initiative brings together for the first time all of the agencies having responsibility for the condition, use and performance of the street.

Caltrain Modernization Program (CalMod)

- Advocate for the sale and allocation of Proposition 1A funding to meet the commitments specified in SB 1029 with respect to the Caltrain corridor
- Support the allocation of cap-and-trade funding to advance implementation of the Caltrain Modernization Program
- Work with State, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local and regional commitments to the Caltrain Modernization Program
- Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits

First and Last Mile Connections

- Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination
- Support the development of new and innovative first and last mile options
- Support increased funding opportunities for first and last mile projects

Grand Boulevard Initiative

- Support funding for GBI projects like complete streets, bike and pedestrian projects, parking improvements, signal improvements, sustainability features, and transportation demand management features.

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Transit-Oriented Developments (TOD)

TODs create benefits to individuals, communities, and the region by providing mobility options, increasing public safety, increasing transit ridership and reducing roadway congestion, reducing vehicle miles traveled, decreasing GHGs, conserving resource lands and open space, and providing much needed housing on the Peninsula.

Other Projects

Beyond the CalMod Program, Caltrain has identified capital projects such as a fully electrified 8-car EMU fleet with longer platforms that will provide additional capacity and service benefits to Caltrain commuters. The capital needs also include but are not limited to grade separations and station upgrades.

In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work will kick-off in the corridor. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will "blended" with Caltrain service.

Transit-Oriented Developments (TOD)

- Advocate for policies that promote transit-oriented developments near major transit centers
- Support the State's GHG reduction goals by supporting TOD developments
- Support streamlining the process for TOD development
- Support State funding incentives for TOD development

Other Projects

- Support the allocation of cap-and-trade or other State / regional funding to advance implementation of Caltrain projects
- Work to address regulatory actions or policies that negatively impact future capacity or service improvements
- Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor

3. Regulatory and Administrative Issues (State/Regional)

Issues and Background

General

Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.

Strategies

General

- Support opportunities to remove barriers to, and improve the ability to conduct, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the District
- Oppose efforts to impose unjustified and burdensome regulations or restrictions on the District's ability to conduct efficient transportation operations, administration, planning and project delivery efforts

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Zero Emission Bus Purchase Requirement

Implementation of the State's zero emission bus purchase requirement has been delayed repeatedly, but will eventually be required to achieve the State's mandated greenhouse gas reduction goals and the Air Resources Board could set minimum purchase requirements as early as 2016.

California Environmental Quality Act (CEQA)

Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process.

Sustainable Communities Strategies Implementation

In conjunction with AB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2013, regional authorities in the Bay Area approved Plan Bay Area, which includes the region's SCS.

Commuter Benefits Program Pilot

In 2012, SB 1339 authorized the Bay Area Air Quality Management District, and Metropolitan Transportation Commission to adopt a regional commute benefit program, applicable to employers with 50 or more employees, to promote alternative commute modes such as transit, ridesharing, bicycling and walking. As of June 2015, approximately 3,800 employers had registered with the program, of which 53 percent reported they were offering commuter benefits for the first time.

Zero Emission Bus Purchase Requirement

- Monitor Air Resources Board action on the implementation of the State's zero emission bus purchase requirement and support strategies that recognize and address the financial challenges associated with mandating the procurement of zero emission buses and other strategies supported by transit agencies to reduce fleet emissions

California Environmental Quality Act (CEQA)

- Closely monitor efforts to modernize CEQA and support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects, without compromising CEQA's effectiveness as an environmental protection policy
- Support efforts to streamline project delivery including expedited reviews and approvals for large transportation projects such as HWY 101 HOV/HOT lane conversion and projects within the Dumbarton Rail Corridor

Sustainable Communities Strategies Implementation

- Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on San Mateo County's transportation services associated with the implementation of SB 375 and Plan Bay Area

Commuter Benefits Program Pilot

- Support legislation that extends the Commuter Benefit Program beyond December 31, 2016 when the pilot program is scheduled to end

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FEDERAL ISSUES

1. Budget and Transportation Funding Opportunities (Federal)

Issues and Background	Strategies
<p><u>Federal Appropriations and Tax Extenders</u> Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for Federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p> <p>Congress also considers legislation that governs tax issues including benefits provided to transit commuters. In recent years, provisions that grant transit users with commute benefits equal to the benefit that drivers receive have been allowed to expire.</p> <p><u>Surface Transportation and Rail Authorization</u> In 2015, Congress passed Fixing America's Surface Transportation (FAST) Act, a five year bill that establishes funding levels and Federal policy for the nation's highways and public transit systems through Fiscal Year 2020. While the FAST Act included significant benefits for transportation agencies, it did not address several critical issues including the long-term solvency of the Highway Trust Fund.</p>	<p><u>Federal Appropriations and Tax Extenders</u></p> <ul style="list-style-type: none"> • Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit San Mateo County's transportation services and needs • Work with local and regional coalitions to support requests for funding from discretionary programs • Advocate for the permanent extension of pre-tax transit commute benefits at a level equal to benefits that drivers receive <p><u>Surface Transportation and Rail Authorization</u></p> <ul style="list-style-type: none"> • Advocate for a dedicated source of revenue that ensures long-term solvency of the Highway Trust fund; allows for the expansion of Federal transportation funding to cover transit State-of-good-repair and other transportation expansion needs

2. Transportation Projects – Funding Requests and Needs (Federal)

Issues and Background	Strategies
<p><u>General</u> Support the efforts of partnering agencies to obtain Federal funding for transit projects in San Mateo County.</p>	<p><u>General</u> Work with Federal delegation members, as well as local, regional, and State coalitions to support the Federal funding requests for our partner transit agencies</p>

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<p><u>Bus and Bus Facilities</u> Currently SamTrans has roughly 135 buses that were purchased in 2002-2003 that are near the end of their useful life. Federal grant funding must be pursued to replace the existing fleet.</p> <p>In addition, the United States Department of Labor is releasing previously awarded grant funding until the State resolves the pending PEPR/ 13(c) conflict. Procurement of new buses is on hold until the issue is resolved.</p>	<p><u>Bus and Bus Facilities</u></p> <ul style="list-style-type: none"> • Advocate for additional funding for bus and bus facilities • Pursue a fix to the PEPR/13(c) issue that prohibits the United States Department of Labor from withholding grant funding for transportation projects, capital and operations
<p><u>Caltrain Modernization Program</u> The current Peninsula Corridor Electrification Project funding plan includes funding from several Federal funding sources including the Federal Transit Administration (FTA) Core Capacity Program. In October 2015, the JPB submitted the PCEP for consideration in the President's FY17 budget under the FTA Core Capacity Program. To receive the funds, the JPB will need a Full Funding Grant Agreement (FFGA) with the FTA. The Core Capacity funding is an important part of the PCEP funding plan that will keep the project on track to award contracts in 2016.</p> <p><u>Other Projects</u> Beyond the CalMod Program, the JPB has identified capital projects such as a fully electrified 8-car EMU fleet with longer platforms that will provide additional capacity and service benefits to Caltrain commuters. The capital needs also include but are not limited to grade separations, station upgrades, and supporting regional projects that will increase Caltrain ridership.</p>	<p><u>Caltrain Modernization Program</u></p> <ul style="list-style-type: none"> • Advocate for the PCEP to be included in the FY17 Core Capacity Program Presidential Budget and for a swift FFGA process with the FTA • Work with Federal delegation members, as well as local, regional, and State coalitions to support the PCEP requests for funding <p><u>Other Projects</u></p> <ul style="list-style-type: none"> • Support the allocation of Federal funding to advance implementation of Caltrain projects • Work with Federal delegation members, as well as local, regional, and State coalitions to support requests for Federal funding that will benefit transit service and ridership projects
3. Regulatory and Administrative Issues (Federal)	
Issues and Background	Strategies
<p><u>FAST Act and other Regulations</u> Under FAST Act, the United States Department of Transportation (USDOT) will issue guidance and conduct</p>	<p><u>FAST Act and other Regulations</u></p> <ul style="list-style-type: none"> • Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation

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rulemaking to implement various regulatory changes.

USDOT will also issue guidance, new rulemaking, and take action in response to executive orders on a variety of issues outside the scope of the FAST Act.

issues

- Collaborate with local, regional, State and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximizes benefits for transportation programs, services and users

DRAFT

**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. At the February 3, 2016, meeting, staff will present the final 2016 Legislative Program for Committee review and Board adoption.

SIGNIFICANCE

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

STATE ISSUES

Nothing to report.

FEDERAL ISSUES

Authorization Bill

On December 4, 2015, President Obama signed H.R. 22, the Fixing America's Surface Transportation (FAST) Act. The FAST Act is a five year bill that establishes funding levels and Federal policy for the nation's highways and public transit systems through Fiscal Year (FY) 2020. The bill authorizes \$305 billion in spending over five years (\$281 billion from the Highway Trust Fund and \$24 billion from the General Fund).

The FAST Act increases transit funding by 10 percent in FY2016, then increases funding by an annual growth rate of 2 percent. The Metropolitan Transportation Commission estimates that the Bay Area will receive approximately \$30 million more in transit formula funding in FY2016 and will reach \$64 million by FY2020. The FAST Act provides \$3.7 billion over 5 years for bus and bus facilities and sets aside \$1.5 billion for a competitive Bus Grant Program.

The FAST Act includes new programs like the Innovative Funding Alternatives Grant Program that allows states to experiment with alternative transportation user fees such as vehicle miles traveled taxes, and establishes a Pilot Project for Innovative Coordinated Access and Mobility to finance innovative programs for disadvantaged populations. The Act also creates a pilot program to allow a state to substitute one or

more state environmental laws for the National Environmental Policy Act.

The FAST Act was not paid for by raising the gas tax which has been flat since 1993. To close the gap between annual expenditures and annual revenue in the Highway Trust Fund, the bill secures funding from other sources such as a transfer from the General Fund.

Omnibus Package

Congressional leaders are working on a large omnibus package that could include tax extenders such as the commuter tax credit, in addition to the normal spending appropriations for FY2016.

Prepared By: Shweta Bhatnagar, Government Affairs Officer

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San Mateo County Transit District State Legislative Matrix 11/16/15

Bill ID/Topic	Location	Summary	Position
<p>AB 2 Alejo D</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 11/16/15

Bill ID/Topic	Location	Summary	Position
<p>AB 194 Frazier 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</p>	

**San Mateo County Transit District
State Legislative Matrix 11/16/15**

Bill ID/Topic	Location	Summary	Position
		<p>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>	
<p>AB 318 Chau D</p> <p>Lost money and goods: bicycles: restoration to owner.</p>	<p>7/17/2015-S. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 6/11/2015)</p>	<p>Existing law requires a person who finds and takes possession of property that is lost to try and return it to the rightful owner. If the owner of the lost property cannot be determined and the item is worth \$100 or more, the finder is required to turn the item over to the police or sheriff, as specified. Existing law provides 90 days for the owner to return and claim the property and to pay any reasonable fee for its bailment. Existing law requires, if the reported value of the property is \$250 or more and the owner does not return and claim the property, the police or the sheriff to cause notice of the property to be published, as provided.</p> <p>This bill, until December 31, 2020, would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under the circumstances described above. The bill, until January 1, 2021, would authorize a transit agency to utilize alternate unclaimed property procedures with respect to lost or unclaimed bicycles turned in to or held by that public transit agency. This bill contains other related provisions and other existing laws.</p>	<p>Oppose</p>

San Mateo County Transit District State Legislative Matrix 11/16/15

Bill ID/Topic	Location	Summary	Position
<p>AB 378 Mullin 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>AB 464 Mullin 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>

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Bill ID/Topic	Location	Summary	Position
<p>AB 516 Mullin D</p> <p>Vehicles: temporary license plates.</p>	<p>9/11/2015-S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/10/2015)</p>	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires vehicle dealers and lessor-retailers to attach a numbered report-of-sale form issued by the DMV to a vehicle at the time of sale, and to submit to the DMV an application for registration of the vehicle, and the applicable fees, within a specified period after the date of sale. Existing law authorizes a dealer, as specified, to assess a specified document processing charge on the purchaser or lessee of a vehicle for the preparation and processing of documents, disclosures, and titling, registration, and information security obligations imposed by state and federal law. Existing law generally makes a violation of the Vehicle Code an infraction, but makes counterfeiting a license plate a felony.</p> <p>This bill would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. The bill would also, commencing January 1, 2018, increase the document processing charge, as specified, that a dealer may impose on the purchaser or lessee of a vehicle, and would authorize the imposition of a specified electronic filing charge for reporting vehicle sales and producing temporary license plates. The bill would authorize the DMV to establish contracts with qualified industry partners to provide these vehicle sale reporting and temporary license plate services . This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 726 Nazarian 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>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1171 Linder R</p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>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>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1250 Bloom 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>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1347 Chiu 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>
<p>ABX1 1 Alejo D</p> <p>Transportation funding.</p>	<p>6/23/2015-A. PRINT 6/24/2015-From printer.</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 2 Perea D</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>6/25/2015-A. PRINT 6/26/2015-From printer.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	
<p>ABX1 3 Frazier D</p> <p>Transportation funding.</p>	<p>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>ABX1 6 Hernández, Roger D</p> <p>Affordable Housing and Sustainable Communities Program.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives.</p> <p>This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	
<p>ABX1 7 Nazarian D</p> <p>Public transit: funding.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 8 Chiu D</p> <p>Diesel sales and use tax.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, effective July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.</p>	<p>Support</p>
<p>ABX1 10 Levine D</p> <p>Public works: contracts: extra compensation.</p>	<p>8/19/2015-A. PRINT 8/20/2015-From printer.</p>	<p>Existing law sets forth requirements for provisions in public works contracts awarded by a state entity. Under existing law, the state or any other public entity in any competitively bid public works contract may provide for the payment of extra compensation to the contractor for cost reduction changes.</p> <p>This bill would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 13 Grove R</p> <p>Greenhouse Gas Reduction Fund: streets and highways.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided.</p> <p>This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.</p>	
<p>ABX1 14 Waldron R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for apportionment of specified portions of revenues in the Highway Users Tax Account derived from gasoline and diesel excise taxes to cities and counties by formula, with the remaining revenues to be deposited in the State Highway Account for expenditure on various state transportation programs, including maintenance of state highways and transportation capital improvement projects.</p> <p>This bill would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 15 Patterson R</p> <p>State Highway Operation and Protection Program: local streets and roads: appropriation.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law appropriates the sum of \$663,287,000 for the 2015-16 fiscal year from the State Highway Account to the Department of Transportation for Capital Outlay Support.</p> <p>This bill would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.</p>	
<p>ABX1 17 Achadjian R</p> <p>Greenhouse Gas Reduction Fund: state highway operation and protection program.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes.</p> <p>This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 18 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Account to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006.</p> <p>This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	
<p>ABX1 19 Linder R</p> <p>California Transportation Commission.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.</p>	

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

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 24 Levine 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>	

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Bill ID/Topic	Location	Summary	Position
<p>ACA 4 Frazier D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>8/19/2015-A. APPR. SUSPENSE FILE</p> <p>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>SB 9 Beall 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>SB 32 Pavley D</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>9/11/2015-A. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 9/10/2015)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions.</p> <p>This bill would require the state board to approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>SB 64 Liu D</p> <p>California Transportation Plan.</p>	<p>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>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 231 Gaines R</p> <p>Transportation programs.</p>	<p>9/9/2015-S. CHAPTERED 9/9/2015-Chaptered by Secretary of State - Chapter 286, Statutes of 2015.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would include water-borne transit as an eligible project that may be funded under these 2 programs. Because the bill would expand the allowable purposes for which the continuously appropriated funds allocated to the program may be expended, it would thereby make an appropriation. This bill contains other existing laws.</p>	
<p>SB 321 Beall D</p> <p>Motor vehicle fuel taxes: rates: adjustments.</p>	<p>9/11/2015-S. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2015)</p>	<p>Existing law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided.</p> <p>This bill for the 2016- 17 fiscal year and each fiscal year thereafter would, instead require the board on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 348 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>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>SB 350 De León 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>(1) Under existing law, the Public Utilities Commission (PUC) has regulatory jurisdiction over public utilities, including electrical corporations, community choice aggregators, and electric service providers, while local publicly owned electric utilities are under the direction of their governing boards. Existing law imposes various regulations on public utilities and local publicly owned electric utilities. Existing law establishes the California Renewables Portfolio Standards (RPS) Program, which is codified in the Public Utilities Act, with the target to increase the amount of electricity generated per year from eligible renewable energy resources to an amount that equals at least 33% of the total electricity sold to retail customers per year by December 31, 2020. Under existing law, a violation of the Public Utilities Act is a crime.</p> <p>This bill would require that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50% by December 31, 2030, as provided. The bill would make other revisions to the RPS Program and to certain other requirements on public utilities and publicly owned electric utilities. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 358 Jackson D</p> <p>Conditions of employment: gender wage differential.</p>	<p>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><u>SB 413</u> <u>Wieckowski</u> 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><u>SB 461</u> <u>Hernandez</u> 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>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 481 Hueso D</p> <p>Local government: auditors: independence.</p>	<p>9/4/2015-S. VETOED 9/4/2015-Vetoed by the Governor</p>	<p>Existing law requires, with certain exceptions, that all city, county, city and county, and district employees who conduct audits or that conduct audit activities of those respective agencies, conduct their work under the general and specified standards prescribed by the Institute of Internal Auditors or the Government Auditing Standards issued by the Comptroller General of the United States, as appropriate. Those standards generally provide, among other things, that auditors should be independent of the activities they audit. Existing law makes every willful omission to perform any duty enjoined by law upon any public officer, or person holding any public trust or employment, where no special provision is made for the punishment of that delinquency, a crime.</p> <p>This bill would prohibit the general counsel of the city, county, city and county, or district, or the employees of the general counsel from having direct oversight over the city, county, city and county, and district employees that conduct audits or that conduct audit activities of those respective agencies. This bill contains other related provisions and other existing laws.</p>	
<p>SB 491 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>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 508 Beall D</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>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 579 Jackson 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>SB 599 Mendoza 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>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 767 De León D</p> <p>Los Angeles County Metropolitan Transportation Authority: transactions and use tax.</p>	<p>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>	

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 1 Beall D</p> <p>Transportation funding.</p>	<p>9/1/2015-S. APPR. 9/1/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.</p> <p>This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and \$0.10 of a \$0.22 per gallon increase in the diesel fuel excise tax imposed by the bill, including an inflation adjustment, as provided, an increase of \$35 in the annual vehicle registration fee, a new \$100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, a new annual road access charge on each vehicle, as defined, of \$35, and repayment, over a 3-year period, of outstanding loans made in previous years from certain transportation funds to the General Fund. This bill contains other related provisions and other existing laws.</p>	
<p>SBX1 2 Huff R</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>6/30/2015-S. T. & I.D. 9/1/2015-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>

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 3 Vidak R</p> <p>Transportation bonds: highway, street, and road projects.</p>	<p>9/14/2015-S. SENATE 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters.</p> <p>This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the Department of Transportation for repair and new construction projects on state highways and freeways, and for repair and new construction projects on local streets and roads, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 7, 2016, statewide primary election.</p>	<p>Oppose</p>

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 4 Beall 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>SBX1 5 Beall D</p> <p>Transportation funding.</p>	<p>9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.</p>	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
<p>SBX1 6 Runner R</p> <p>Greenhouse Gas Reduction Fund: transportation expenditures.</p>	<p>9/14/2015-S. SENATE 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would delete the continuous appropriations from the fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects. This bill contains other related provisions and other existing laws.</p>	<p>Oppose</p>

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 7 Allen D</p> <p>Diesel sales and use tax.</p>	<p>9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, as of July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>SBX1 8 Hill D</p> <p>Public transit: funding.</p>	<p>9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. 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>
<p>SBX1 9 Moorlach R</p> <p>Department of Transportation.</p>	<p>9/14/2015-S. SENATE 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs.</p> <p>This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 10 Bates R</p> <p>Regional transportation capital improvement funds.</p>	<p>7/16/2015-S. T. & I.D. 9/9/2015-September 8 hearing: Testimony taken. Hearing postponed by committee.</p>	<p>Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available state and federal funds for transportation capital improvement projects, other than state highway rehabilitation and repair projects, over a multiyear period based on estimates of funds expected to be available. Existing law provides funding for these interregional and regional transportation capital improvement projects through the state transportation improvement program process, with 25% of funds available for interregional projects selected by the Department of Transportation through preparation of an interregional transportation improvement program and 75% for regional projects selected by transportation planning agencies through preparation of a regional transportation improvement program. Existing law requires funds available for regional projects to be programmed by the commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Existing law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others.</p> <p>This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects. The bill would require the department to annually apportion, by the existing formula, the county share for each county to the applicable metropolitan planning organization, transportation planning agency, or county transportation commission, as a block grant. These transportation capital improvement funds, along with an appropriate amount of capital outlay support funds, would be appropriated annually through the annual Budget Act to regional transportation agencies. The bill would require the regional transportation agencies, in their regional transportation improvement programs, to identify the transportation capital improvement projects to be funded with these moneys, and would require the California Transportation Commission to incorporate the regional transportation improvement programs into the state transportation improvement program. The bill would eliminate the role of the California Transportation Commission in programming and allocating funds to these regional projects, but would retain certain oversight roles of the</p>	

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		<p>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>	
<p>SBX1 11 Berryhill R</p> <p>Environmental quality: transportation infrastructure.</p>	<p>9/4/2015-S. T. & I.D. 9/4/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA.</p> <p>This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions, including providing notice to an affected public agency of the project's exemption. Because a lead agency would be required to determine if a project qualifies for this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>SBX1 12 Runner R</p> <p>California Transportation Commission.</p>	<p>8/20/2015-S. APPR. 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SBX1 13 Vidak R</p> <p>Office of the Transportation Inspector General.</p>	<p>9/3/2015-S. APPR. 9/3/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law creates various state transportation agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes.</p> <p>This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General, would require an annual report to the Legislature and Governor, and would provide that funding for the office shall, to the extent possible, be from federal transportation funds, with other necessary funding to be made available from the State Highway Account and an account from which high-speed rail activities may be funded.</p>	
<p>SBX1 14 Cannella R</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>7/16/2015-S. T. & I.D. 8/17/2015-August 19 set for first hearing canceled at the request of author.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	

San Mateo County Transit District State Legislative Matrix 11/16/15

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



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, JANUARY 6, 2016 – 3:00 p.m.
or immediately following Committee meetings

- 1. ROLL CALL**
- 2. REPORT OF THE NOMINATING COMMITTEE (GEE, MATSUMOTO, STONE)**
 - a. Election of Officers for 2016
- 3. CONSENT CALENDAR**

MOTION

 - a. Approval of Minutes of Board of Directors Meeting of December 2, 2015
 - b. Approval of Minutes of Board Retreat on November 6, 2015
 - c. Acceptance of Statement of Revenues and Expenses for November 2015
- 4. PUBLIC COMMENT**

Public comment by each individual speaker shall be limited to one minute
- 5. UPDATE ON SAN MATEO COUNTY TRANSIT DISTRICT'S STRATEGIC PLAN - YEAR ONE**
- 6. REPORT OF THE CHAIR**
 - a. Board Retreat Ad-hoc Committee Update (Kersteen-Tucker, Matsumoto, Tissier)
- 7. REPORT OF THE GENERAL MANAGER/CEO**
 - a. Update on Super Bowl 50 Transportation Planning
- 8. COMMUNITY RELATIONS COMMITTEE – Z. KERSTEEN-TUCKER**

RESOLUTIONS

 - a. Authorize Revision of the Lost and Found Policy

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council Update
- c. Citizens Advisory Committee Liaison Report
- d. Mobility Management Report – Fixed-Route Bus Service
- e. Multimodal Ridership Report – November 2015

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

9. FINANCE COMMITTEE – R. GUILBAULT

RESOLUTIONS

- a. Authorize Filing of Applications to the California Governor's Office of Emergency Services to Receive \$1,106,406 in State Proposition 1B Transit Security Grant Program Funds for Transportation Security Projects
- b. Authorize Executing a Funding Agreement with Facebook to Receive \$1 Million to Complete a Dumbarton Transportation Corridor Study and Increasing the Fiscal Year 2016 Capital Budget by \$1 Million
- c. Authorize Executing a Funding Agreement with Facebook to Receive \$700,000 to Serve as the Environmental Lead for a Bicycle and Pedestrian Trail Environmental Review Process Along the West Alignment of the Dumbarton Rail Corridor and Increasing the Fiscal Year 2016 Capital Budget by \$700,000
- d. Authorize Award of an Open-Market, Negotiated Contract to City Mechanical, Inc. to Provide Plumbing Maintenance Services for a Total Cost of \$294,765 for a Three-Year Base Term
- e. Authorize Amendment of the Contract to Provide On-Call Real Estate Support Services by Increasing the Aggregate Not-to-Exceed Amount for the Base Six-Year Term from \$600,000 to \$1,340,000 and Increasing the Aggregate Not-to-Exceed Amount for the Two Two-Year Options Terms from \$200,000 to \$400,000

10. LEGISLATIVE COMMITTEE – A. TISSIER

SUBJECTS DISCUSSED

- a. 2016 Legislative Program
- b. State and Federal Legislative Update

11. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

12. BOARD MEMBER REQUESTS/COMMENTS

13. DATE, TIME AND PLACE OF NEXT REGULAR MEETING – February 3, 2016 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

14. GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Todd v. San Mateo County, et al., Case No. 4:15-cv-05823-JSW

15. ADJOURNMENT

INFORMATION FOR THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

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

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

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

Board Members Absent: C. Groom. C. Stone

Staff Present: 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 3:20 p.m.

CONSENT CALENDAR

- a. Approval of Minutes of Board of Directors Meeting of November 4, 2015
- b. Acceptance of Statement of Revenues and Expenses for June 2015 (Unaudited)
- c. Acceptance of Statement of Revenues and Expenses for October 2015

Director Karyl Matsumoto said in the minutes under Board member comments she didn't mean to say there are no Walgreens or CVS stores to load Clipper cards but that there are no Walgreens or CVS stores in South San Francisco that are accessible to the ridership in the Old Town area who are dependent on SamTrans buses to load a Clipper Card.

Motion/Second: Gee/Kersteen-Tucker

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

Absent: Groom, Stone

PUBLIC COMMENT

None

REPORT OF CHAIR

Appointment of Nominating Committee for 2016 Chair and Vice Chair

Chair Harris appointed Directors Jeff Gee, Karyl Matsumoto, and Charles Stone to the Nominating Committee for the election of 2016 officers.

Chair Harris wished everyone Happy Holidays and thanked staff for all their support.

REPORT OF THE GENERAL MANAGER/CEO – Jim Hartnett

- Staff felt the Board workshop was very productive. The top five topics that staff took away from the workshop and are starting to have discussion on are:
 - Engagement of private sector companies
 - Ease of use of system or access to system

- Flexible approach to how service is provided
- Filling workforce vacancies and employee development
- Workforce housing

- In January there will be a report on staff's progress and the goals on the adopted Strategic Plan.
- SamTrans will be providing a bus bridge on December 19 to support Caltrain during the construction of replacing the Monte Diablo Avenue Bridge in San Mateo.
- Miles between service calls continues to exceed the monthly goal.
- Investment in human capital continued with over 600 hours of training in November.
- The current class of 14 bus operators will graduate in January.
- 10 part-time bus operators will be promoted to full time in January.
- Operations Planning staff has completed the January 2016 runbook changes, which includes additional weekend service on Route 294.
- The Holiday Train will operate the weekend of December 5 and 6. Since the inception in 2001 more than 50,000 toys have been collected.
- SamTrans will participate in the Redwood City Hometown Holidays parade with a decorated SamTrans bus.

Director Adrienne Tissier left at 3:34 p.m.

- The District partnered with radio station 96.5 KOIT for a "Stuff the Bus" food campaign at Tanforan Mall. Over 15 boxes of food were collected along with monetary donations.
- As directed by the Board at their last meeting, Contracts and Procurement staff and legal counsel conducted a thorough review of the bids received for the San Carlos Parking Lot Project. It was determined that Interstate Grading and Paving is a responsive and responsible bidder. He signed the contract on December 1. The process has been updated to provide additional due diligence.

COMMUNITY RELATIONS COMMITTEE – Z. Kersteen-Tucker

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council Update
- c. Paratransit Customer Survey Results
- d. Citizens Advisory Committee Update
- e. Mobility Management Report - Caltrain
- f. Multimodal Ridership Report - October 2015
- g. Overview of Social Media Properties and Program Growth

FINANCE COMMITTEE – R. Guilbault

RESOLUTIONS

- a. Authorize the Filing of an Application for Federal Transit Administration Formula Program Funding in the Amount of \$30,238,196 and commit to Providing \$7,299,984 in Local Matching Funds for Bus Replacement Projects and Americans with Disabilities Act Operating Subsidy
- b. Authorize the Purchase and Delivery of Five Non-Revenue Support6 Vehicles Through the State of California's Competitive Bid Contract for a Total Cost of \$142,038

Motion/Second: Guilbault/Kersteen-Tucker

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

Absent: Groom, Stone, Tissier

LEGISLATIVE COMMITTEE – A. TISSIER

SUBJECT DISCUSSED

State and Federal Legislative Update

PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE – K. MATSUMOTO

SUBJECT DISCUSSED

- a. Capital Projects Quarterly Status Report – 1st Quarter Fiscal Year 2016

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

None

GENERAL COUNSEL PROPOSAL

No report.

DATE AND TIME OF NEXT REGULAR MEETING – January 6, 2016, at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

The meeting adjourned at 3:42 p.m.

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

**MINUTES OF BOARD OF DIRECTORS SPECIAL MEETING/WORKSHOP
Mavericks Event Center
107 Broadway Avenue, Half Moon Bay**

NOVEMBER 6, 2015

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

Board Members Absent: C. Groom

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

Others Present: B. Chiat (Facilitator)

Chair Shirley Harris called the meeting to order at 9:10 a.m.

Public Comment

None

Director Zoe Kersteen-Tucker thanked Directors Karyl Matsumoto and Adrienne Tissier for being on the ad-hoc committee for the retreat. She said she hoped today will be very productive with lots of good dialogue and brainstorming.

Bill Chiat, Facilitator, introduced himself and provided his background and what he hoped to accomplish with the Board and staff today. He said he is looking forward to lots of dialogue and exchange of ideas to ensure the retreat is a productive one.

Mr. Chiat began the retreat by having everyone introduce themselves, tell the group what their first job was and what they learned from that first job that helped them in their career.

The first question Mr. Chiat proposed to the group was: What has the Board or District accomplished over the past 12 months that the Board is most proud of and any issues on the horizon? The following are the key items of discussion that the Board provided:

- Service Plan
- Replacement of GM
- Ridership has increased
- Increase in transparency
- Being nimble
- Reorganization
- Partnership with Facebook

- Communications from top down and bottom up and more emphasize with providing staff with timely communications
- How staff handled communication crisis with NBC11 investigation
- Commitment to training and development for staff
- The Roadeo was brought back
- Continued cultural of excellence
- Senior Mobility/Ambassador Program
- How well the Board works together
- Redi-Wheels program
- The comfort level and trust working with staff
- Staff truly listens to customers and looks for alternatives and solutions
- Responsiveness of staff to the Board and public
- Respect
- Way the board and staff reacted to new GM and legal counsel
- Forced to look at the service more closely
- Would like to be more nimble in responding to the congestion issue

Trends in community that need attention:

- Housing costs
- Growing diversity of ridership – age, seniors, race
- Fragmentation
- New transportation options
- Bikes
- Explosion of growth and development
- School enrollment growth
- Demand more options
- Increase travel times causing more stress
- Private-public partnerships
- Premium and affordable pricing options
- Congestion affects quality of life
- Recruitment and retention of employees
- Be more nimble
- Technology incorporating next bus
- Greying population
- Infrastructure
- Success of disruption – innovative company
- Seniors – isolation
- Move away from fossil fuels
- Less reliance on federal funds
- Conservation of resources – sustainability
- Less tolerance to compromise
- Distrust of public agencies
- Increasing transparent agencies
- Expectation for transparency
- Increase lack of privacy
- Take responsibility

How do you want the agency known as?

- Reliable – dependable clean and safe transportation
- “My Ride of Choice”
- Responsive to comments and social media posts
- An agency that embraces innovation
- Good value – affordable
- Transparent, responsible and accountable
- Great place to work
- Be the solution and not part of the problem
- Welcoming; friendly service
- On-time transportation provider
- Forward looking and strategic
- Collaborative partnerships
- Nimble – quick responsive
- Alternative choice for seniors
- Getting boomers out of cars
- A part of the fabric of the community
- Proactive transportation planner
- Not taken for granted
- A desirable way to get where you are going
- The mobility manager and mobility solutions
- Coordination and regional resources
- Connectivity

By November 2018 what will have been accomplished?

- Express buses on El Camino and 101 and paid for by private sector
- Pilot program to get people downtown on weekends – the “Virgin America” approach of the user experience
- Expansion of private public partnerships for transit
- Connect workforce on bayside with resources on the Oceanside
- More service from south county to SFO
- Transportation of choice for 65 and older
- Caltrain to be more sufficient and SamTrans can keep its dollars
- Financial flexibility to provide more services
- Not making decisions on scarcity mentality
- Board has evolved to a place where they feel more effective as a governing board
- Choice of travel for middle and high school students
- Successful in feeling openings and workforce has been met
- High employee engagement scores
- Workforce housing for employees either done or under construction
- Thorough review of real estate assets
- Greater east/west connectivity to El Camino, Caltrain, BART, Coastside
- Engagement of private sector companies in transportation
- Go after more regional dollars
- Develop partnerships with cities and engage them and increase their awareness
- SamTrans role in transit management associations
- Mobile device access to SamTrans – ease of use

- WiFi on the buses
- Bus service as vibrant as train service and dollar allocation
- Strengthen connection with voices missing who aren't on the board – youth, senior, business
- Redi-Wheels – providing service versus economics – move seniors efficiently
- Televising or streaming to make meetings available electronically

Each Board member was given five dots to place next to their top items they would like to see accomplished.

The top topics from the suggestions were:

- Mobile applications and ease of use
- Engagement of private sector
- Financial flexibility
- Filling workforce vacancies
- Look at workforce housing

Engagement in private sector companies in transportation

- Private sector help in study of issues – what do their employees want for both work and recreation
- Start with one
- Expand “one mile” service
- Address east-west connectivity
- Express bus on El Camino
- Financial support
- Caltrain support
- Private sector as service provider

Financial flexibility

- Dedicated Caltrain source of funding
- Options for board to choose from
- Consider different ways to raise rates
- Other options for rates
- Broaden customer base
- Increase advertising revenue
- Naming rights
- Role in advocacy

Workforce – is ongoing and continues to be discussed internally

Appropriate role of Board

- Policymakers and not micro managers with ends
- Fiduciary responsibility
- Manage GM and Legal Counsel
- Set vision for organization
- Advocates

Mr. Chiat asked the Board members if they had any additional comments they wanted to share before turning it over to Mr. Harnett for comments.

Director Charles Stone said he likes the idea of the Board being presented options and letting the Board decide.

Director Karyl Matsumoto said the TA gets receives an item as informational first and the next month approves it.

Director Rose Guilbault said the Board is dependent on staff to understand an item and maybe the Board needs a study session on the workings of Contracts and Procurement.

Director Zoe Kersteen-Tucker said there should have been a study session for the full Board to review the Strategic Plan and not just by the ad-hoc committee that reviewed it, and made changes and then presented to the full Board for review/approval.

Jim Hartnett said the Board needs to set vision and policy and the Strategic Plan was a product of 100 hours of employee groups that talked about the vision as they know the data and the different departments of the organizations. There has to be an employee driven work product for the employees to buy in and believe in, but there needs policies set by the Board.

Director Guilbault said the Board should have yearly discussions and retreats.

Mr. Harnett thanked the Board for coming together for this retreat. It is a wonderful tool to sit together and listen and share ideas. As he looked at reorganizing he looked at how to realign to the needs of the District. He merged Public Affairs and Communications as they were already working on some of the things discussed today, such as mobile applications. Mr. Hartnett said the Operations Division was reorganized with a Chief Officer, Rail overseeing rail operations and engineering and construction and a Chief Officer, Bus for increased focus on bus operations.

Mr. Hartnett said he has created a CFO position and currently recruiting for the position. Gigi Harrington now has responsibility for real estate as Chief Administrative Officer and Deputy CEO. He said part of the reorganization relates to the financial stability of SamTrans and Caltrain.

Mr. Hartnett said Mark Simon's new position is to develop ideas and find a source of dedicated funding for Caltrain and the fiscal integrity of SamTrans.

Mr. Hartnett said staff needs to digest what was heard today and come back to the Board with costs and proposals of what can be accomplished with limited resources.

Next steps:

- Come back to board with priorities and reaffirm what was heard
- Initiate Strategic Plan update
- Consider annual retreat

- Utilize the Board members more at critical junctures, i.e. Sacramento, legislative issues.

Mr. Hartnett said staff can start providing the Board monthly with a list of future agenda items so the Board is aware of upcoming items and voice concerns prior to the meeting.

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

The meeting/workshop adjourned at 3:30 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: April Chan
Chief Officer, Planning, Grants and Transportation Authority

SUBJECT: **UPDATE ON SAN MATEO COUNTY TRANSIT DISTRICT'S STRATEGIC PLAN –
YEAR ONE**

ACTION

This is an information item on the status of the San Mateo County Transit District's (District) 2014-2019 Strategic Plan.

SIGNIFICANCE

The District's Strategic Plan refreshes the policy framework that guides the agency's policy, service, and investment decisions from 2014 through 2019. The plan sets performance goals that center on three priorities: increasing mobility options for our customers, strengthening the agency's fiscal health, and building a more effective organization that delivers optimal service to the SamTrans, Caltrain, and Transportation Authority programs. Staff will make a presentation on the progress in implementing the Plan.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

On December 3, 2014, the District adopted the five-year Strategic Plan which currently serves as the policy blueprint for the agency. The Plan is a living document that is revisited every year for potential refinements and helps guide the development of the annual budget and work plans for the District. Ultimately, the Plan is designed to advance several critical priorities that will help improve the agency's internal and external performance for its customers.

Prepared By: Douglas Kim, Director, Planning

650-508-6278

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

FROM: Zoe Kersteen-Tucker
Chair, Board Retreat Ad-hoc Committee

SUBJECT: **UPDATE ON THE SAMTRANS BOARD RETREAT**

The SamTrans Board participated in a publicly-noticed retreat on November 6, 2015. All board members were present with the exception of Carole Groom. The all-day retreat was held at the Mavericks Event Center in Half Moon Bay and was facilitated by Bill Chiat of Alta Mesa Group. Jim Hartnett, General Manager/CEO, Martha Martinez, Executive Officer/District Secretary, and Joan Cassman, Legal Counsel also participated. Key staff was also in attendance.

The areas of discussion included the following:

- o SamTrans accomplishments in the last twelve months
- o Opportunities and trends that the Board needs to pay attention to
- o How the Board wants SamTrans to be known in the community
- o What SamTrans will have accomplished by 2018
- o What is the ideal role the Board should be playing
- o Effective board governance

Each Board Member was given five "dots" to choose from the various items discussed under what SamTrans will have accomplished by 2018 that they felt were important to them. These were the top five priorities:

- 7 dots – The ease and use of mobile devices
- 7 dots – Engagement of private sector companies in transportation
- 6 dots – Financial flexibility to provide more services
- 3 dots – Filling workforce vacancies
- 3 dots – Look at workforce housing for employees

Next steps include:

- o Come back to the Board with priorities and reaffirm what was heard
- o Initiate the Strategic Plan update
- o Consider annual retreat
- o Identify ways to best utilize the Board Members

BACKGROUND

At the April 2, 2015 meeting, Director Karyl Matsumoto inquired about the timing of having a Board retreat due to a new General Manager/CEO and two new Board members.

At the May 6 meeting, Chair Shirley Harris appointed Directors Zoe Kersteen Tucker, Adrienne Tissier and Karyl Matsumoto to the Retreat Ad-Hoc Committee to create the agenda for the retreat.

At the August 5 meeting, the ad-hoc committee reported that two facilitators were interviewed and a proposed facilitator was determined.

At the September 2 meeting, the ad-hoc committee announced the selection of Bill Chiat of Alta Mesa Group to facilitate the Board retreat. Also announced was the date, time and location of retreat. Mr. Chiat will be conducting interviews with each Board member to receive feedback to develop the agenda.

On October 21, the ad-hoc committee met with Bill Chiat to review and finalize the agenda and program that was publicly noticed and distributed.

Prepared By: Martha Martinez

650-508-6242