

APRIL 6, 2016

SAMTRANS BOARD MEETING

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- FINANCE COMMITTEE LINK
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BOARD OF DIRECTORS 2016

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ROSE GUILBAULT, VICE CHAIR
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CAROLE GROOM
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KARYL MATSUMOTO
PETER RAITO
CHARLES STONE
ADRIENNE TISSIER

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

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

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

WEDNESDAY, APRIL 6, 2016 – 2:00 P.M.

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

ACTION

3. Approval of Minutes of Community Relations Committee Meeting of March 2, 2016
4. Recommend Appointment of Citizens Advisory Committee Members:
 - Zachary Fucini, Representing Bus Riders
 - David Nelson, Representing Bus Riders
 - Geraldine Wilson, Representing Bus Riders
 - Angel Barrios, Representing Community Riders
 - Alicia Marie Jones, Representing Community Riders
 - Frank Liu, Representing Community Riders
 - Juslyn Manalo, Representing Community Riders (Incumbent)
 - Joyce Gamber, Representing Multimodal Riders
 - Julia Lee, Representing Multimodal Riders

INFORMATIONAL

5. Accessibility Update – Tina Dubost
6. Paratransit Coordinating Council Update – Mike Levinson
7. Citizens Advisory Committee Liaison Report
8. Multimodal Ridership Report – February 2016

Committee Members: Jeff Gee, Carole Groom, Adrienne Tissier

NOTE:

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

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

Draft

**MINUTES OF COMMUNITY RELATIONS COMMITTEE (CRC) MEETING
COMMITTEE OF THE WHOLE
MARCH 2, 2016**

Committee Members Present: J. Gee (Committee Chair), C. Groom, A. Tissier

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

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

Committee Chair Jeff Gee called the meeting to order at 3:00 p.m.

Approval of Minutes of February 3, 2016

Motion/Second: Tissier/Ratto

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

Accessibility Update

Tina Dubost, Manager, Accessible Transit Services, said Redi-Wheels ridership continues to increase and preliminary February ridership is up 12 percent from last year.

Paratransit Coordinating Council (PCC) Update – Mike Levinson

Mike Levinson, Chair, PCC, said the PCC is going to expand their education presentations by taking a table approach. They will have a table at San Bruno and Belmont senior centers in the coming weeks. The MV Transportation driver appreciation party is April 12 at 6 p.m. in the 4th floor dining room of this building.

Citizens Advisory Committee (CAC) Liaison Report – Bill Lock

Bill Lock, Chair, CAC, said at the February 24 meeting the CAC received a presentation on the Last Mile Program.

Mobility Management Report – Paratransit

David Olmeda, Chief Operating Officer, Bus, reported:

- Average weekday ridership reached a high of 1,300 in October.
- On-time performance is above the goal of 90 percent.
- Complaints are very low.
- Fleet reliability exceeds the goal of 20,000 miles.
- The highest ridership demographic is for customers between the ages of 75 and 84.
- In Fiscal Year (FY) 1988 paratransit had 74,000 trips with farebox revenue of \$45,000. Year-to-date FY2016 there have been 335,000 trips and farebox revenue is \$815,000.
- Revenue sources for FY2016 total \$16.7 million.

- Limited State and Federal assistance requires multiple local funding sources to balance annual Americans with Disabilities Act (ADA) expenses.

Director Karyl Matsumoto asked if ridership could be broken out by pick-up cities. Ms. Dubost said that is possible.

Director Rose Guilbault asked if the paratransit fare is restricted to how much can be charged. Ms. Dubost said ADA limits the District to charge twice the base fare of fixed-route. The District is below that and also offers a low-income fare. Mr. Olmeda said a large number of lifeline fares are being offered and the Board wanted to make sure these fares were retained.

Director Guilbault asked if staff is thinking of strategies for future ridership. Mr. Olmeda said staff is looking at larger vehicles.

Jim Harnett, General Manager/CEO, said staff looks for opportunities for people to ride the fixed routes and provides training for those who use Redi-Wheels and are interested in learning how to ride fixed-route service.

Director Guilbault asked if there are any partnerships with adult day care agencies. Ms. Dubost said the District has an arrangement with several adult day care programs where the District provides a specialized service and the adult day care pays the District directly for the customers. Some organizations purchase Redi-Wheels tickets for their customers.

Director Matumoto said she is reaching out to the senior centers to promote the free South San Francisco shuttle instead of Redi-Wheels.

Multimodal Ridership Report – January 2016

Mr. Olmeda reported:

- January 2016 Compared to January 2015
 - Average Weekday Ridership
 - Bus ridership was 40,050, a decrease of 4.7 percent.
 - Paratransit ridership was 1,180, an increase of 13.5 percent.
 - Caltrain ridership was 56,010, an increase of 3.3 percent.
 - Shuttle ridership was 12,620, an increase of 7.6 percent.
 - Total weekday ridership was 109,860, an increase of 0.8 percent.
 - Total Monthly Ridership
 - Bus ridership was 997,420, a decrease of 7.3 percent.
 - Paratransit ridership was 27,710, an increase of 7.1 percent.
 - Caltrain ridership was 1,476,200, an increase of 1.3 percent.
 - Shuttle ridership was 262,120, an increase of 3.7 percent.
 - Total weekday ridership was 2,763,450, a decrease of 1.7 percent.
 - Total Year-to-Date Monthly Ridership
 - Bus ridership was 7,551,180, a decrease of 1.8 percent.

Adjourned: 3:17 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **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 and the PAL (PCC AL-Com) meet monthly (except for August). The SamTrans Accessibility Advisory Committee (SAAC) meets every two months.

The minutes of the January 13, 2016 SAAC meeting and the February 9, 2016 PCC and PAL meetings 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

**SAMTRANS ACCESSIBILITY ADVISORY COMMITTEE
MEETING SUMMARY
January 13th, 2016**

PRESENT: Fernanda Castelo, Jim Engvall, Donald Jacobberger, Alec Karp (Chair), Judy McKie, Vincent Merola

ABSENT: Karen Vanderwoert

GUEST: Garrett Krueger of Bus Stuf Inc.

SAMTRANS STAFF: Tina Dubost, Roi Kingon, Manager, Operations Technology, Richard Lesser, John Sanderson

I. Introductions

Committee Chair Alec Karp, in his last meeting before retirement, thanked Richard Lesser and Tina Dubost for their work and cooperation over the years, and welcomed John Sanderson, the newest member of the Accessible Services department. Mr. Karp encouraged the Committee to continue the good work of making transit better for people with disabilities.

II. Agenda

The Agenda was read and approved.

III. Approval of Minutes

Minutes approved for the two previous meetings – 11/18/15 and 9/16/15.

IV. Paratransit Update – John Sanderson

On-time performance continues to hold steady, just above the 90% baseline goal, which is acceptable.

Results came in from a survey of Redi-Wheels users taken over the summer. Paratransit customers in San Mateo County tend to be older, less wealthy and more female than the general population.

There is a knowledge gap among customers as regards the nature and limits of paratransit service. Better outreach is needed to inform people about such things as the 20 minute on-time window, so that customers have a better idea what to expect.

The recent paratransit fare increase went from \$3.75 to \$4.25 per ride. The low income fare will continue to stay at \$1.75 per ride until 2019.

Vincent Merola stated that the paratransit survey reports can be viewed online, and it paints a more positive picture than one gets from hearing complaints. He noted that over half the respondents did not know the specific on-time window, 50% of riders earn less than \$35,000/year, and 8% of rides were used for social or recreational purposes.

Donald Jacobberger asked for the number of Redi-Wheels paratransit customers. John Sanderson and Tina Dubost responded that the number is about 8,400 consumers, of whom 2,200 ride in a given month.

John Sanderson added that Redi-Wheels has experienced a recent surge in ridership. The increase has been much greater than in previous years. Riders may be taking more trips, and/or many new riders are traveling. More boomers are aging in place, remaining more active. We have to get creative about how to meet this challenge.

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

Route 294 is now running hourly service between Hillsdale Mall and Half Moon Bay on the weekends.

VI. Fixed Route Bus and Caltrain

i. Fare Changes Effective – Richard Lesser

Fare changes became effective January 10th. February will be the first month for the new monthly passes. Some highlights include: the reduction of the Youth fares to match Eligible Discount fares; KX Express fares to match Local fares; Eligible Discount passengers do not have to pay “Out of San Francisco” additional fares that will still apply to regular fare customers. There is a discount for customers who use the Clipper Card.

ii. Solar-Powered Bus Stop Real-Time Arrival Signs – Garrett Krueger, Bus Stuf Inc.

The Committee watched a video of a news report from Hawaii, where a pilot program using the Waysine solar-powered digital bus arrival signs received very positive reactions. The manufacturer is based in Hawaii.

The signs use solar power, which eliminates the costs of wiring and connecting to a city power source. They are made with unibody construction which also keeps the cost low. The use of LCD (Liquid Crystal Display) on the signs allows them to run on less power than LED (Light-Emitting Diode) signs require – though they are working on producing an LED version. The LCD signs are less visible at night, so they are illuminated by a back-light.

The signs work best in sunny environments like California, but they will work on overcast days, and battery storage is available to keep it running for days.

The characters on the sign are two inches high, which matches ADA signage size requirements. Auditory output is available, to accommodate visually impaired passengers. The Committee agreed that a button on the pole to hear the audio would be better than having the sign speak constantly. Richard Lesser pointed out that Muni Nextbus signs in their bus stop shelters have such a button. The Committee discussed high visibility buttons that will not be confused with street crossing buttons.

It is possible for a dispatcher to send a message through to the sign, such as “delayed”.

The sign is placed seven to eight feet high on the bus stop pole, tilting downward to be legible from below.

The sign is easily replaceable, and a mylar sheet can be overlaid to protect the display from vandalism.

Alec Karp commented that black on grey lettering, such as on this LCD display, is just about the worst color combination for visually impaired viewers. Orange or yellow lettering would be best. Garrett Krueger replied that an LED sign with color lettering is in the works, but it demands more power. One area they might save power to allow this is by operating the cell phone connection to the real-time information in "burst mode". Roi Kingon added that the cell connection is an ongoing expense of running these signs, but that it is potentially cost-effective, at \$3,000 to \$6,000 per sign. This cost is much lower than the cost BART spent to put their arrival prediction signs in four or five stations.

Fernanda Castelo asked about signs for bus stops with multiple routes. Garrett Krueger said that they currently make a 2-line and a 4-line version to show up to 4 routes at a time.

In response to a question from Donald Jacobberger, Roi Kingon explained that the signs use a cell-phone connection to pull predictions from the existing prediction arrival system. This is the same system that calculates arrival times using GPS bus locations, and is loaded by Google and 511 to give real-time estimates.

Fernanda Castelo said the sign has an institutional look, not sexy, not cool. It needs to "pop". Roi Kingon agreed that if the box had a brighter color, and perhaps reflective stickers, it would be more visible.

Roi suggested it might be a good idea to try out these signs in a few locations and get feedback on how they are working for people.

VII. Announcements and Other Business

Fernanda Castelo said that it's easy for bus drivers to bypass people at stops with no lights at night. Can we add reflectors?

Richard Lesser noted that bus stop signs are reflective, and encouraged any passenger that is not picked up to call in a report to Customer Service for investigation and follow-up with the driver. Drivers are expected to know the stops on their route and to be vigilant at each stop to pick up any waiting passenger.

Alec Karp, who works with blind and visually impaired riders, advises his clients to wear contrasting, reflective clothing, and perhaps bring a flashlight as well, to help make themselves visible to drivers.

Tina Dubost said that SamTrans is currently working with Redwood City on improvements on Middlefield Road, and will ask them to pay attention to the visibility of waiting passengers at redesigned stops.

Vincent Merola floated the idea of having illuminated bus stops, and a discussion followed of budgetary and technological ways that this could be achieved, such as with solar-powered lights, if means could be found.

Alec Karp said that visually impaired bus riders often cannot read the bus stop number on the signs to get time estimates and information from 511. He suggested that if the signs were lower they might be easier to read, and also that the stop number could be put on Braille medallions on the bus pole. Medallions should be added to the bus stop change standard procedures.

Staff and Committee members thanked Chair Alec Karp for over eight years of excellent service and abundant help for SamTrans' consumers with disabilities.

The Committee needs to elect a new Chair and Vice-Chair, as both positions will now be vacant.

Fernanda Castelo expressed satisfaction that the bus bridges for the Caltrain bridge project saw a huge improvement over her previous unsatisfactory experience.

Tina Dubost reported that the delay time for the bus bridge was cut from an hour to 30 minutes, thanks to better crowd control, coordination, and signage. Passengers were better directed, and wait time minimized.

John Sanderson added that two of the four bridges in the Caltrain San Mateo Bridge Project have been completed, replacing bridges that were over 100 years old.

VIII. Set Date for Next Meeting

The next meeting was set for Wednesday, March 9th.

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

**MEETING MINUTES
February 9, 2016**

ATTENDANCE: Members Present: Mike Levinson, Chair; Vincent Merola, Vice-Chair; Michal Settles, Coastside; Sammi (Wilhelmina) Riley, Consumer; Tina Dubost, SamTrans; Dinae Cruise, Consumer; Maria Kozak, Consumer; Maureen Dunn, Senior Focus; Sandra Lang, COA; Aki Eejima, Consumer; Marie Violet, Sequoia Hospital; Barbara Kalt, Rosener House; Patty Clement-Cihak, Catholic Charities; Ka'ili Crabbe, DOR; and Dale Edwards, Consumer.

GUESTS: Richard Weiner, Nelson-Nygaard Consulting Associates; Erin Swartz, PCC Staff; John Sanderson, SamTrans; Dave Daley, First Transit; Mark Weinstein, First Transit; Talib Salamin, Serra Taxicab; Henry Silvas, SamTrans; Elly Colwell, SamTrans; Jenna French, SMCCD; Janice Carter, San Mateo County Office of Emergency Services – Sustainable Programs.

ABSENTEES: Judy Garcia, Consumer.

(Member Attendance: 15; Quorum—YES.)

WELCOME/INTRODUCTION

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

APPROVAL OF THE JANUARY PCC MINUTES

Vincent motioned and Mike seconded the motion to approve the January PCC minutes. Barbara abstained from voting to approve the minutes and no corrections to the January PCC meeting minutes were noted.

COMMITTEE REPORTS

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

Vincent reported that the PAL Committee met prior to today's PCC meeting from 11:30 a.m. to 12:30 p.m. Vincent encouraged individuals interested in policy, advocacy, and legislative issues related to paratransit to attend next month's PAL meeting. The PAL Committee discussed exploring a partnership with another agency to advocate for a non-paratransit-based hospital discharge program. The PAL Committee also discussed the calculation method guidelines for Telephone Wait Times addressed in the 2015 ADA Circular. Richard said that other agencies calculate telephone hold times with a variety of methods, but most medium-to-large agencies calculate the hold time on an hourly basis and not based on averages.

B. GRANT/BUDGET REVIEW

Barbara reported that no grant and budget updates are available.

C. EDUCATION COMMITTEE

Mike reported that the next Education Committee meeting is scheduled as a conference call for next Wednesday, February 17, 2016. Agenda items include recruiting new members for the PCC. The Education Committee will also be reviewing the Frequently Asked Questions handout from SamTrans that is distributed during the PCC's outreach activities. The Committee further plans to discuss paratransit outreach opportunities in the community that may be in partnership with SamTrans.

D. EXECUTIVE COMMITTEE

Mike reported that the Executive Committee last held a conference call on Monday, February 8, 2016. He said that the PCC is seeking members to work on a sub-committee to review and update the PCC By-Laws. Some short reading work would need to be completed by the volunteers before the first meeting. Mike estimated that there would be a few meetings in order to complete the project.

Mike announced that the First Transit Appreciation Party is tentatively scheduled for Tuesday, April 12, 2016. The PAL meeting will be held that day from 2:30-3:30 p.m. and the PCC meeting will be scheduled to take place from 4:00-5:30 p.m. The dinner and raffle will begin at 6:00 p.m. Mike added that First Transit was asked to contribute. Cash donations can be given to Erin for the purchase of food and prizes.

The Executive Committee discussed changes to the No Show/Late Cancel Policy changes that the SamTrans Executive Board is working on. John and Tina will present that topic for discussion by the PCC at the March meeting.

SAMTRANS/REDI-WHEELS REPORT

E. Operational Report

Tina announced that she just finished speaking to a representative of the SamTrans Executive Team. She will be able to present a draft copy of the updated No Show/Late Cancel Policy for the PCC members to discuss and comment on at the March 8, 2016 meeting.

The 2nd floor SamTrans reception desk is expected to be moved down to the first floor by the end of March 2016. The window will face the street, with a shelter to protect customers from the rain. Patrons will be able to buy tickets and conduct other business without having to enter the SamTrans building and check in with the security staff.

Safety Briefing

In the event of an emergency, Tina reminded people that they should leave the 2nd floor auditorium through either the left or right-hand stairwell exit. Everyone will evacuate to the parking lot next to CVS.

A. Performance Summary

Tina reported that there was a small typo on the reports included in this month's PCC meeting packet. She passed out updated copies of the monthly performance reports. Comparing data for December 2015 to December 2014, Total Trips Served have increased, along with Taxi Trips. On-Time Performance is very good and Productivity is trending upward.

Aki asked Tina about the increase in Redi-Wheels/RediCoast ridership. Tina said that she is currently exploring the purchase of new vehicles to provide increased capacity. Dinae confirmed with Dave that more staff would be added, once new vehicles have been put into service. Richard, Tina, John and Aki discussed some of the capacity constraints that guide the purchase of new paratransit vehicles by transit agencies.

Barbara asked Talib about the areas currently serviced by Serra Taxicab in San Mateo County. Talib confirmed that Serra serves all of the cities on the Coastsides, as well as all of the cities on the Bayside. Serra taxicab will also do pick-ups and drop-offs for Redi-Wheels customers entering and leaving San Francisco. In response to a question from Vincent Talib stated that Serra taxicab is the only ADA accessible on-demand taxi service provider in San Mateo County.

Tina and Sammi discussed the life span for a variety of paratransit vehicles.

John gave the Monthly Comments Statistics Report. The top 5 categories of complaints are: Late Trips, Driver Conduct, Driving Proficiency, Missed Trips, and Dispatch Complaints. John said that all Driver Conduct comments, like all other complaints, are fully investigated and customers are contacted to follow-up. Drivers who receive compliments are also recognized for their excellent service.

Michal asked Tina and John about how Coastsides riders should file complaints about other passengers whose behavior is disruptive on fixed-route service. Tina suggested that riders can make complaints directly by using the 1-800 number for SamTrans Customer Service.

Safety Report

Dave reported that in January 2016, there was one minor, preventable taxi incident and no incidents on Redi-Wheels vehicles.

LIAISON REPORTS

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal reported that the next quarterly meeting is scheduled for Tuesday, March 15, 2016.

B. AGENCY

Patty said that Carmen Santoni is the New Adult Day Program Manager at the San Carlos Catholic Charities site and she will begin working with the PCC soon.

C. EFFICIENCY REVIEW COMMITTEE (ERC)

Aki reported that the ERC met last week and spent a significant amount of time discussing Redi-Wheels service to the UCSF Parnassus Campus. The new Redi-Wheels ID cards that have magnetic strips on the back were also discussed by the ERC. The new cards will make trip data collection easier and also help to prevent the use of fraudulent ID cards. Dave confirmed that IVR imminent arrival calls are not yet being made to Redi-Wheels customers. He told Aki that a few people have a note in their file, requesting a ride-arrival call, in order to accommodate a customer's disability. John and Mike discussed the Redi-Wheels service area that extends into San Francisco.

D. COMMISSION ON AGING (COA)

Sandra reported that the COA met yesterday from 9:00-10:30 a.m. John Sanderson gave a presentation to the COA Transportation Committee about performance measures and the 2015 SamTrans Paratransit Customer Survey Report. John also answered questions from the Committee about paratransit service in San Mateo County. A public hearing of the San Mateo County Area Plan will be given at the next COA meeting on March 14, 2016. The March meeting will be held in Room 100 at 225-37th Avenue in San Mateo. Sammi asked Sandra if housing is a topic that will be discussed at the March meeting. Sandra agreed that affordable housing is a highly important issue in our communities.

Mike added that the New Beginnings Coalition meets at the same location as the COA on the fourth Tuesday of each quarter to explore issues with affordable housing and transportation in San Mateo County.

E. COMMISSION ON DISABILITIES (COD) Vincent reported that the COD will meet on February 23, 2016 from 2:30-4:30 p.m. to plan the next Transition to Independence Fair event for October 2016. Vincent thanked Provident Credit Union for being the 2016 platinum event sponsor. More event information will be released at <http://www.transitionfair.org/>. A SamTrans Board member will be giving a presentation at the next general COD meeting to discuss Measure A funding as it relates to paratransit services.

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

Vincent said that CiD is holding an event tomorrow in Half Moon Bay from 1:30-4:30 p.m.

Mike announced that the Voting Accessibility Commission just participated in the Democracy Live event. More information about the vote-from-home and online voting project are available at <http://www.democracylive.com/>.

G. DEPARTMENT OF REHABILITATION (DOR)

Ka'ili Crabbe reported that there were no updates to report.

OTHER BUSINESS

Maria asked Tina for an update on having the day of the week included in the Night Before Call. Tina said that the IT Department is unable to make that addition to the Night Before Call format.

Michal asked about impacts on paratransit service requests from the Super Bowl events last weekend. Dave reported that paratransit ridership was low last weekend. Tina said that Caltrain ridership, in partnership with VTA, was very high and staffing for the event was well-coordinated. John commented that some peripheral service impacts from the Super Bowl events might be reported from fixed-route bus riders.

Tina asked Maureen about expansions to the Peninsula Health Care District that was in the newspaper recently. Maureen clarified that Mills-Peninsula Hospital is not directly connected to the Peninsula Health Care District action, but that the development Tina asked about is located directly behind the hospital.

Aki asked Tina about the release date for an updated version of the San Mateo County Paratransit Rider's Guide. Tina said that when a draft copy is ready for review, she will present it to the ERC for discussion.

Mike encouraged guests from local community organizations who attended today's meeting to contact Barbara or Erin for an application to the PCC.

Mike reminded everyone that the next PCC meeting is scheduled for Tuesday, March 8, 2016 from 1:30-3:30 p.m.

MEETING ADJOURNED 3:05 p.m.

**SAN MATEO COUNTY
PCC POLICY-ADVOCACY-LEGISLATIVE (PAL)**

**MEETING NOTES
11:30 a.m. - 12:30 p.m.
February 9, 2016**

MEMBERS PRESENT: Marie Violet, Sequoia Hospital; Sammi Riley, Consumer; Maria Kozak, Consumer; Vincent Merola, Pal Co-Chair; Dinae Cruise, Consumer; Dale Edwards, Consumer; Dr. Aki Eejima, Consumer; Mike Levinson, PAL Co-Chair; Tina Dubost, SamTrans; and Sandra Lang, COA.

GUESTS: Richard Weiner, Nelson-Nygaard Consulting Associates; Erin Swartz, PCC Staff; John Sanderson, SamTrans; Dave Daley, First Transit; Henry Silvas, Sam Trans.

APPROVAL OF JANUARY PAL MINUTES

Mike motioned and Sandra seconded to approve the PAL meeting minutes for January. No abstentions or corrections were noted.

LEGISLATIVE UPDATES

Tina provided a Safety Briefing. Exits on the right and left of the auditorium are available in the case of an evacuation. Visitors and staff will be asked to move to the parking lot adjacent to CVS.

POLICY ISSUES – OPEN DISCUSSION

Update from SamTrans on Redi-Wheels No Show/Late Cancel Policy

The PAL Committee tabled this topic until updates from SamTrans are available.

Alameda County Same-Day Service

Vincent discussed the program in Alameda County, which is funded outside of paratransit services. Vincent asked Richard to talk about how this program was formed. The hospital discharge program was coordinated with a staff person and consultation by Nelson-Nygaard. Richard said that a significant amount of work was done to reach out to hospitals in Alameda County. The Wheelchair Breakdown Program was identified during a study as an area of need for people who use mobility devices. John said that Measure BB in Alameda County has provided funding through sales tax revenues that exist outside of general budget items in transit. Vincent noted that advocating for some type of same-day paratransit service in San Mateo County is an important issue and may need a similar funding source.

Mike and John discussed the eligibility criteria and appropriate agency to advocate for a hospital discharge program in San Mateo County. Richard clarified that the Alameda County Hospital Discharge Program is for individuals who are not registered paratransit customers. Patients being discharged from the hospital are encouraged by the Discharge Coordinator to apply for paratransit service.

Richard and Tina discussed the purpose of the Alameda County Hospital Discharge Program to be for individuals who are unable to use fixed-route bus service, but have not yet registered for paratransit services. Tina asked Richard about the provider for the services. Richard confirmed that MV Transportation provides the service, not an emergency medical transport service. Marie Violet commented that Sequoia Hospital provided a "Tuck-In Service" for people over 50 years old who are being discharged from the hospital and need transport home and possibly additional services. Sequoia Hospital funds this program. Marie pointed out that some patients extend their hospital stays due to a lack of transportation home. Mike and Marie discussed transportation needs for patients having outpatient procedures.

Vincent asked the PAL Committee members how they would like to proceed on this issue. Sandra suggested that exploring a partnership with another organization to advocate for this service would be beneficial. Vincent suggested contacting the Commission on Aging and Commission on Disabilities.

Marie suggested a survey of local hospitals to determine what policies are in place for patients, including those who use wheelchairs. Marie offered to contact local hospitals to get more information. Vincent asked the Committee members to consider if contacting Seton, Kaiser (all San Mateo County locations), Sequoia, Mills-Peninsula, and San Mateo General Hospitals is sufficient. Richard and Marie agreed to talk after today's meeting to formulate a list of questions to ask each hospital about their individual discharge policies for the type of patients discussed today. Maria Kozak shared her experience in a similar situation.

Vincent and Richard noted that the participating hospitals in the Alameda County program pay a nominal fee for the service.

2015 ADA Circular – Review and identification of top priority issues from Chapters 8 & 9

Richard said that in the Executive Committee meeting held yesterday, the Committee members agreed to review the list of topics and respond with the highest priority items to pursue. Richard discussed a current issue in reference to poor telephone performance. Richard said that in the past, there were best practices used in the industry, but the 2015 ADA Circular specifically states that poor telephone hold times are non-compliant. Richard pointed out that Average Phone Hold Times are not considered the best measure anymore. Without giving an exact percentage, the Circular outlines that hold times should be calculated on an hourly basis, with the percent of hold time at specific numbers of minutes reported (e.g. one minute, three minutes, five minutes, etc.).

Richard confirmed with Dave and Tina that Global Hold Times for the Month are currently the measure used by SamTrans for telephone hold times. Tina confirmed that the data for alternate reporting is already being collected, but will require developing a complex database query to provide a functional report. Dave discussed his experience with ACD (Automatic Call Distribution) systems and how extracting the needed information requires a significant amount of capital to

manage the large data set. John, Dave, and Tina said that the implementation and development of a reporting system would require a significant amount of time by an IT consultant, which is costly. Richard read from the 2015 ADA Circular to provide more information about the Average Hold Time guidelines and compliance. Dave described the work done with Tina and John to review and understand the information in the 2015 ADA Circular. Tina commented that SamTrans is financially responsible for the phone system hardware and software. Tina agreed to contact the IT Department to ask for more information about a new report and follow up at the PAL meeting next month.

LOCAL ADVOCACY ISSUES—OPEN DISCUSSION

Time was not available in today's meeting for a discussion of Local Advocacy Issues.

OTHER BUSINESS

The next PAL meeting is scheduled for Tuesday, March 8, 2016 from 11:30 a.m. to 12:30 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – FEBRUARY 2016**

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 – FEBRUARY 2016 COMPARED TO FEBRUARY 2015

Total District Modes – 169,590, an increase of 5.9 percent.

Bus – 42,360, a decrease of 3 percent.

Paratransit – 1,200, an increase of 12.1 percent.

Caltrain – 61,400, an increase of 9.4 percent.

Shuttles – 12,880, an increase of 9.1 percent.

February 2016 Average Weekday Ridership				Percent Change FY2015/2016
Mode	FY2014	FY2015	FY2016	
Bus	41,370	43,660	42,360	-3.0%
Paratransit	1,070	1,070	1,200	12.1%
Caltrain	51,260	56,140	61,400	9.4%
Shuttles	12,410	11,810**	12,880	9.1%
Total	106,100	112,690	117,840	4.6%
BART Extension (No Daly City)	41,830	47,480	51,750	9.0%
Grand Total	147,930	160,170	169,590	5.9%
Weekdays	20	20	21	

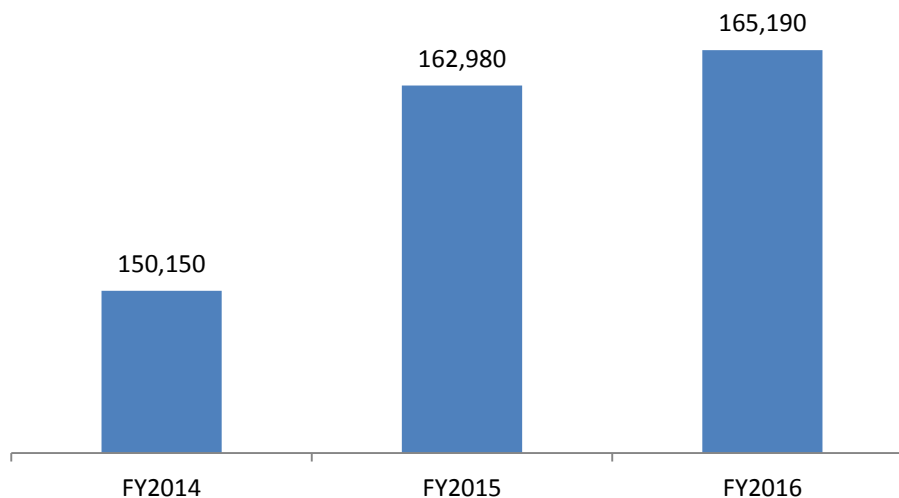
February 2016 Year-to-date				Percent Change FY2015/2016
Mode	FY2014	FY2015	FY2016	
Bus	41,560	43,020	42,140	-2.0%
Paratransit	1,060	1,100	1,220	10.9%
Caltrain	52,020	57,550	59,560	3.5%
Shuttles	10,880	11,660**	11,390***	-2.3%
Total	105,520	113,330	114,310	0.9%
BART Extension (No Daly City)	44,630*	49,650	50,880	2.5%
Grand Total	150,150	162,980	165,190	1.4%

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

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

***Shuttle year-to-date numbers were not reported for July due to inaccuracy with the month's ridership reporting. Year to date data for FY2016 contains July 2015 data that is an estimate based on the percentage delta change observed in August 2014 versus July 2014.

Chart 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 February for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – FEBRUARY 2016 COMPARED TO FEBRUARY 2015

All District Modes – 4,169,100, an increase of 11 percent.

Bus – 1,048,110, an increase of 1.8 percent.

Paratransit – 28,460, an increase of 15.3 percent.

Caltrain – 1,551,790, an increase of 13.9 percent.

Shuttles – 272,620, an increase of 11.8 percent.

**Table B
Total Monthly Ridership**

February 2016 Total Monthly Ridership				Percent Change FY2015/2016
Mode	FY2014	FY2015	FY2016	
Bus	969,530	1,029,710	1,048,110	1.8%
Paratransit	24,010	24,690	28,460	15.3%
Caltrain	1,247,350	1,362,580	1,551,790	13.9%
Shuttles	255,370	243,880**	272,620	11.8%
Total	2,496,270	2,660,860	2,900,980	9.0%
BART Extension (No Daly City)	1,032,470	1,095,830	1,268,120	15.7%
Grand Total	3,528,740	3,756,700	4,169,100	11.0%
Weekdays	20	20	21	

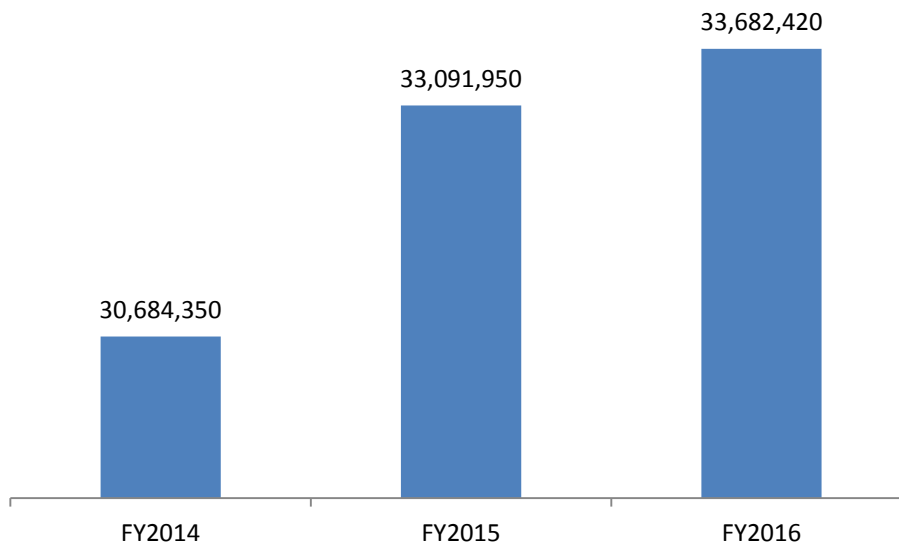
February 2016 Year-to-date				Percent Change FY2015/2016
Mode	FY2014	FY2015	FY2016	
Bus	8,447,520	8,720,390	8,599,290	-1.4%
Paratransit	206,310	214,210	236,240	10.3%
Caltrain	11,024,790	12,137,910	12,623,450	4.0%
Shuttles	1,880,970	1,999,850**	1,954,040***	-2.3%
Total	21,559,590	23,072,350	23,413,020	1.5%
BART Extension (No Daly City)	9,124,750*	10,019,590	10,269,400	2.5%
Grand Total	30,684,350	33,091,950	33,682,420	1.8%

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

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

***Shuttle year-to-date numbers were not reported for July due to inaccuracy with the month's ridership reporting. Year to date data for FY2016 contains July 2015 data that is an estimate based on the percentage delta change observed in August 2014 versus July 2014.

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – February 2016

Santa Inez Bus Bridge – While most staff was busy preparing for Super Bowl 50, SamTrans was also gearing up to assist in transporting Caltrain customers during the Santa Inez bus bridge project. On the weekend of February 27, SamTrans transported thousands of customers between the Hayward Park and Burlingame Caltrain stations. While an inconvenience for most, the bus bridge was a success with very little complaints by customers. Information regarding the construction project and timeline was abundant. Frequent messages regarding the construction and bus bridge include: notifications to 511.org, website button and ticker messaging, social media posts, fliers and maps posted at every Caltrain station, directional signage, E-blasts to vendor networks, recorded messages at the 800 call center number, VMS/Bus Ops messaging, direct mailers to residents and businesses in the area, and news releases. SamTrans ambassadors were present at all impacted areas to direct and help with information.

SamTrans Social Media Promotions and Analytics – SamTrans' monthly following continues to grow steadily, adding another 115 followers in the month of February. Growth in monthly impressions, including the number of times SamTrans content is viewed across social media sites, continues to outpace previous growth. This means that well-chosen content is helping the agency expand the reach of its social posts. Over the last quarter, impressions have grown by approximately 20,000 views representing a 30 percent increase.

SamTrans did not produce any paid social campaigns for the month of February.

Prepared by: James Namba, Acting Marketing Manager
Jayme Ackemann, Communications Manager
David Sorrell, Scheduler/Planner

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samTrans



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, APRIL 6, 2016 – 2:20 p.m.
or immediately following previous Committee meeting

BOARD OF DIRECTORS 2016

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

JIM HARTNETT
GENERAL MANAGER/CEO

ACTION

1. Approval of Minutes of Finance Committee Meeting of March 2, 2016
2. Acceptance of Statement of Revenues and Expenses for February 2016

INFORMATIONAL

3. Assessment of Fiscal Year 2016 Fuel Hedging Program

Committee Members: Charles Stone, Carole Groom, Peter Ratto

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
MARCH 2, 2016**

Committee Members Present: C. Stone (Committee Chair), C. Groom, P. Ratto

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

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

Committee Chair Charles Stone called the meeting to order at 3:17 p.m.

Approval of Minutes of February 3, 2016

Motion/Second: Gee/Kersteen-Tucker

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

Acceptance of Statement of Revenues and Expenses for January 2016

Gigi Harrington, Deputy CEO, said January revenue is better than budget by \$2 million. Expenses are \$7.3 million better than budget.

Director Karyl Matsumoto asked why there was a 7 percent downtick in the Americans with Disabilities Act budget versus actual number. Ms. Harrington said there was data clean-up and some transactions didn't get posted to the system.

Motion/Second: Gee/Guilbault

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

Authorize Amendment to the Fiscal Year 2016 Operating and Capital Budgets

Ms. Harrington said this is the mid-year budget amendment. Changes being proposed are: increase sales tax revenue to last year's levels, reduce State Transit Assistance funds. Staff is not recommending adjusting the fare revenue for the fare increase because it is currently under budget.

Director Carole Groom left at 3:21 p.m.

Ms. Harrington said wages and benefits are being adjusted to reflect the reorganization; professional services are being increased because the money room is now being contracted out; the fuel budget is being reduced by \$1 million to reflect what is going on with fuel prices; contracted bus service is being reduced by \$500,000 due to lower than expected fuel costs; and funding for the Business Optimization Program (BOP) is being increased by \$3.9 million.

Motion/Second: Harris/Tissier

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

Absent: Groom

Director Groom returned at 3:24 p.m.

Authorize Execution of Contract Amendment with Wipro, LLC to Provide PeopleSoft Systems Integration Services and Execution of Release of Claims Agreement in the Amount of \$2.176 Million

Ms. Harrington said this is to approve a one-sided release of claims for the BOP project. This is a transformational project in the way business is done. There is no paper being moved around the District as everything is being done in the system. It is not a perfect system implementation and has been challenging for many people. Staff is still closing out the work and needs to keep the BOP team onsite for another two months to finish update and cleanup activities. This item does three things: releases claims, allows staff to keep the team here for two additional months, and recognizes the cost to the District of the extended time of the project, which was cutover in July, but is still not finished nine months later.

Motion/Second: Tissier/Harris

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

Authorize Delegation of Authority to the General Manager/CEO to Execute Contracts with Values of Up to \$100,000

Peter Skinner, Manager, Grants and Fund Programming, said the General Manager/CEO does not have the authority to execute agreements and related amendments to provide funds or in-kind services valued at up to \$100,000. This delegation would apply to grant agreements, funding agreements, memoranda of understanding, interagency agreements and cooperative agreements. To streamline the process this action will provide delegated authority for these agreements and related amendments. To ensure transparency the Board will receive a quarterly report of agreements the District has entered into.

Committee Chair Stone said this makes great sense given the overall size of the District's operating budget.

Director Jeff Gee requested an update as an informational item on the agenda versus putting it in the Board reading file.

Motion/Second: Tissier/Guilbault

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

Authorize Supporting an Application and Executing a Funding Agreement with the San Mateo County Transportation Authority and San Mateo City/County Association of Governments for San Mateo County Shuttle Program Funds and Commit Up to \$883,360 in Matching Funds

David Olmeda, Chief Operating Officer, Bus, said these funds will help support three commuter shuttles and two community shuttles. The three commuter shuttles include the Seton, Sierra Point (Balboa Park) and the Bayhill San Bruno shuttles. The two

community shuttles include the San Carlos and San Mateo shuttles. Both community shuttles will offer fixed-route community service between their respective downtown areas and residential neighborhoods. The San Mateo shuttle will also provide on-demand service.

Director Gee asked how this will help with the needs of San Carlos and their request for service. Doug Kim, Director, Planning, said staff has been working with the city and school district to reinvent how to provide local service to San Carlos in light of the poor performance of the FLX San Carlos. After reviewing the different options for serving both commuters and the community there was general consensus to try and serve the foothills of San Carlos by coming up with a better model to link the foothills to El Camino Real, Laurel Street, as well as several schools in the area, while providing general service to the general public.

Committee Chair Stone asked how this will serve the schools of San Carlos. Mr. Kim said there are several hundred middle school and high school students in the foothills along Melendy Drive all the way up to the top of Club Drive. Staff is going to operate several runs in the morning and afternoon that will take students and adults from the top of the hill down to San Carlos Avenue and Alameda de las Pulgas. Mr. Kim said Carlmont High School, Tierra Linda Middle School and the Charter Learning Center are at the base of Alameda de las Pulgas heading towards Ralston Avenue that can be served.

Committee Chair Stone asked what kind of capacity the shuttles will have. Mr. Kim said 40-foot coaches will be used.

Director Peter Ratto asked if this replaces the FLX San Carlos. Mr. Kim said the FLX San Carlos will sunset.

Motion/Second: Ratto/Gee

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

Authorize Approving and Adopting the San Mateo County Transit District Money Purchase Plan and Trust in the Form of the ICMA Retirement Corporation Governmental Money Purchase Plan and Trust, and the San Mateo County Transit District Nonqualified Supplemental Defined Contribution Plan, Delegating Authority to the Chief Financial Officer to Take All Necessary Actions to Effectuate and Amend the Plans

Joan Cassman, Legal Counsel, said last March the Board entered into an employment agreement with Jim Hartnett appointing him as the District's General Manager/CEO. The agreement provides for deferred compensation under both a tax-qualified and a nonqualified defined contribution plans. Both forms of deferred compensation require the District to approve and adopt a written plan to comply with Federal tax requirements.

Motion/Second: Tissier/Harris

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

Authorize Award of Contract to Group 4 Architecture, Research + Planning, Inc. to Provide On-Call General Engineering Consultant Design Services for a Not-to-Exceed Amount of \$3 Million

Ms. Harrington said this was a standard competitive procurement.

Motion/Second: Ratto/Kersteen-Tucker

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

Authorize Award of Contract to BECI Electric, Inc. to Provide 14 Cameras and Ancillary Equipment for the San Mateo County Transit District's Central Office for a Total Amount of \$159,000 and Delegate Authority to the General Manager/CEO to Approve New Camera Design and Camera Locations

Ms. Harrington said this was a standard procurement and all bids were below the engineer's estimate. This is a local vendor.

Motion/Second: Tissier/Kersteen-Tucker

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

Authorize Rejection of All Bids for Bus Stop Benches and Trash Receptacles

Ms. Harrington said Lacor Streetscape submitted a letter stating the contract should be awarded to them. Staff stands by their recommendation to reject all bids and resolicit the contract.

Chair Zoe Kersteen-Tucker said bus stop benches and trash receptacles has been an ongoing issue on the Coastside and asked if any of these amenities are slated for the Coastside. Seamus Murphy, Chief Communications Officer, said it is premature to say.

Director Gee said the letter submitted stated their products were accepted as an approved equal, yet staff is saying it doesn't meet the quality. Nita Vigil, Acting Director, Contracts and Procurement, said staff executed an approved equals process but what was submitted during the process didn't address the composition of the benches. This vendor noted in their bid they were using recycled steel. This was unknown to staff even through the approved equals process. The project manager had concerns they were the apparent low bidder, but at the same time the actual composition of the benches may be problematic.

Director Adrienne Tissier asked if any of bidders have done work for the District before. Ms. Harrington said she didn't know, but will get an answer back to the Board.

Director Shirley Harris asked if recycled steel is currently used. Ms. Harrington said no.

Director Groom asked if there was not enough communication about not using recycled material and if this company will be able to bid again. Ms. Cassman said the composition was not addressed and an assumption was made by staff that it met the specifications and it didn't allow for recycled materials. The second low bidder questioned how the lowest bidder could be so low if they weren't using recycled steel. The idea is to be clearer on the requirements and go out to bid again.

Committee Chair Stone asked why recycled steel isn't accepted. Ms. Vigil said staff hasn't had a chance to see the product as it is an unknown type of composition.

Director Tissier asked if Lacor Streetscape is the low bidder and have a quality product why their letter and comments can't be accepted and be awarded the contract. Ms. Cassman said in a low-bid situation it needs to be very clear and all the rules applied equally to all bidders.

Committee Chair Stone asked if the concern is that the other bidders didn't know that recycled products could be used. Ms. Cassman said yes.

Committee Chair Stone asked the last time was that staff went out for bus stop procurement. Ms. Vigil said she will find out and provide the information to the Board.

Motion/Second: Ratto/Kersteen-Tucker

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

Adjourned: 3:49 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Eli Kay
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
FEBRUARY 29, 2016 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 February 2016 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 14) are \$2,697,165 or 2.5 percent **better** than revised budget. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$409,911 or 3.3 percent, *Local TDA & STA* (page 1, line 2) are **worse** than budget by \$528,734 or 2.1 percent and *Other Interest, Rent & Other Income* (page 1, line 12) are **worse** than budget by \$635,359 or 12.2 percent which are offset by *Operating Grant* (page 1, line 3) are **better** than budget by \$343,569 or 7.2 percent, *Sales Tax* (page 1, line 9) is **better** than budget by \$3,803,943 or 7.9 percent and *Investment Interest* (page 1, line 10) is **better** than budget by \$126,107 or 20.8 percent.

Expenses: *Total Expenses* (page 4, line 72) are \$7,520,216 or 8 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$5,412,189 or 7.1 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$838,228 or 7.5 percent and *Total Multi-Modal Programs* (page 4, line 70) are **better** than budget by \$1,269,799 or 17.7 percent.

BUDGET IMPACT

There are no budget revisions for the month of February 2016.

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
FEBRUARY 2016**

% OF YEAR ELAPSED: **66.7%**

	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	1,522,097	12,433,458	12,137,611	12,547,522	96.7	18,945,000	18,945,000	64.1
2	Local TDA and STA Funds	2,956,890	26,882,409	25,103,320	25,632,054	97.9	38,448,081	38,448,081	65.3
3	Operating Grants	770,939	5,313,828	5,082,501	4,738,932	107.2	6,131,812	6,131,812	82.9
4	SMCTA Measure A	640,929	5,780,527	6,717,573	6,717,573	100.0	9,240,000	9,240,000 ^(B)	72.7
5	SM County Measure A	416,667	3,375,872	3,333,333	3,333,334	100.0	5,000,000	5,000,000	66.7
6	AB434 Funds	50,083	368,098	398,217	400,667	99.4	601,000	601,000	66.3
7	Subtotal - Operating Revenues	6,357,605	54,154,194	52,772,556	53,370,082	98.9	78,365,893	78,365,893	67.3
Other Revenue Sources									
9	District 1/2 Cent Sales Tax	7,025,153	53,313,625	51,930,997	48,127,054	107.9	77,000,000	77,000,000	67.4
10	Investment Interest	94,326	603,594	733,012	606,905	120.8	910,357	910,357	80.5
11	Pass through to Other Agencies	9,699	240,390	73,918	73,918	100.0	121,000	121,000	61.1
12	Other Interest, Rent & Other Income	620,695	4,740,608	4,581,092	5,216,451	87.8	7,985,257	7,985,257	57.4
13	Subtotal - Other Revenues	7,749,873	58,898,217	57,319,019	54,024,327	106.1	86,016,614	86,016,614	66.6
14	Total Revenues	14,107,478	113,052,411	110,091,574	107,394,409	102.5	164,382,508	164,382,507	67.0
15	Capital Assistance	294,544	18,222,562	3,038,649	3,038,649	100.0	36,906,869	102,901,693^(A)	3.0
16	Reserves Programmed for Capital	188,768	16,559,698	2,403,268	2,403,268	100.0	0	5,403,959^(A)	44.5
17	Total Sources of Funds	14,590,790	147,834,671	115,533,491	112,836,326	102.4	201,289,377	272,688,159	42.4
USES OF FUNDS									
Operations									
21	Motor Bus	9,227,912	66,634,528	70,581,733	75,993,922	92.9	112,252,704	112,278,559	62.9
22	A. D. A. Programs	1,316,279	9,361,379	10,318,907	11,157,135	92.5	16,741,588	16,720,634	61.7
23	Caltrain	359,919	4,173,333	4,640,330	4,640,330	100.0	6,080,000	6,080,000	76.3
24	Other Multi-modal Programs	304,374	1,749,131	1,259,434	2,529,233	49.8	3,830,170	3,828,270	32.9
25	Subtotal - Operating Costs	11,208,484	81,918,371	86,800,404	94,320,620	92.0	138,904,462	138,907,463	62.5
Other Uses of Funds									
27	Pass through to Other Agencies	9,699	240,390	73,918	73,918	100.0	141,780	141,780	52.1
28	Debt Service	772,785	16,299,221	6,626,912	6,690,431	99.1	21,645,646	21,645,646	30.6
29	Fiscal Agent Fees	665	15,880	4,212	18,933	22.2	28,399	28,399	14.8
30	Land Transfer Interest Expense	0	0	0	0	0	45,716	45,716	0.0
31	Subtotal - Other Uses of Funds	783,149	16,555,491	6,705,041	6,783,281	98.8	21,861,541	21,861,541	30.7
32	Capital Programs	483,313	35,548,218	5,545,243	5,545,243	100.0	42,403,029	113,801,812^(A)	4.9
33	Total Uses of Funds	12,474,946	134,022,081	99,050,688	106,649,144	92.9	203,169,032	274,570,816	36.1
34	NET SURPLUS / (DEFICIT)	2,115,844	13,812,590	16,482,803	6,187,182	266.4	(1,879,656)	(1,882,656)	(875.5)

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

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

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

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

% OF YEAR ELAPSED: **66.7%**

	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	1,445,896	11,892,994	11,567,036	12,011,766	96.3	18,130,000	18,130,000	63.8
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,678,644	22,972,410	21,429,149	21,429,149	100.0	32,143,723	32,143,723	66.7
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	114,090	2,462,746	2,258,958	2,707,704	83.4	4,061,556	4,061,556	55.6
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	770,939	4,932,321	4,738,932	4,738,932	100.0	6,131,812	6,131,812	77.3
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Assistance	3,733,913	20,362,718	26,294,163	31,329,844	83.9	46,135,529	46,138,111	57.0
10 Accessibility Fixed Route	67,500	787,112	630,731	749,113	84.2	1,124,750	1,124,750	56.1
11 TOTAL 1/2 CENT SALES TAX	3,801,414	21,149,830	26,924,894	32,078,957	83.9	47,260,279	47,262,861	57.0
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	74,757	437,487	588,769	431,650	136.4	647,475	647,475	90.9
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	17	110	142	0	0.0	0	0	0.0
16 Rental Income	125,285	1,000,625	912,704	856,331	106.6	1,284,497	1,284,497	71.1
17 Advertising Income	95,241	648,864	681,365	766,000	89.0	1,149,000	1,149,000	59.3
18 Other Income	121,629	1,137,141	1,479,785	973,433	152.0	1,460,150	1,460,150	98.3
19 TOTAL OTHER REVENUES	342,173	2,786,739	3,073,996	2,595,764	118.4	3,893,647	3,893,647	78.9
20								
21 TOTAL MOTOR BUS	9,227,912	66,634,528	70,581,733	75,993,922	92.9	112,268,492	112,271,074	62.9
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	76,202	540,464	570,575	535,756	106.5	815,000	815,000	70.0
25 Local TDA 4.5 Redi-Wheels	141,880	1,155,743	1,135,036	1,181,036	96.1	1,771,554	1,771,554	64.1
26 Local STA - Paratransit	22,277	291,511	280,177	314,165	89.2	471,248	471,248	59.5
27 Operating Grants	0	381,507	343,569	0	0.0	0	0	0.0
28 Sales Tax - District ADA Programs	130,620	0	611,260	1,705,831	35.8	2,412,766	2,410,184	0.0
29 Sales Tax - Paratransit Suppl. Coastside	113,424	952,673	997,187	1,008,233	98.9	1,512,350	1,512,350	65.9
30 Interest Income - Paratransit Fund	19,568	166,107	144,243	175,255	82.3	262,882	262,882	54.9
31 SMCTA Measure A Redi-Wheels	281,010	1,607,194	2,077,243	2,077,243	100.0	3,080,000	3,080,000	67.4
32 SM County Measure A	416,667	3,375,872	3,333,333	3,333,334	100.0	5,000,000	5,000,000	66.7
33 Measure M Paratransit	114,631	890,308	826,281	826,281	100.0	1,400,000	1,400,000	59.0
34 TOTAL ADA PROGRAMS	1,316,279	9,361,379	10,318,907	11,157,135	92.5	16,725,800	16,723,218	61.7
35								
36 MULTI-MODAL TRANSIT PROGRAMS:								
37 Transfer from SMCTA for Caltrain	359,919	4,173,333	4,640,330	4,640,330	100.0	6,160,000	6,160,000	75.3
38 AB434 Funds - SamTrans Shuttle	50,083	368,098	398,217	400,667	99.4	601,000	601,000	66.3
39 Employer SamTrans Shuttle Funds	163,892	1,063,560	680,815	1,794,405	37.9	2,691,610	2,691,610	25.3
40 Sales Tax - SamTrans Shuttle Program	83,774	219,917	83,773	227,041	36.9	340,560	340,560	24.6
41 Sales Tax - Gen. Operating Asst.	6,626	97,556	96,630	107,120	90.2	117,000	117,000	82.6
42								
43 TOTAL MULTIMODAL	664,293	5,922,465	5,899,764	7,169,563	82.3	9,910,170	9,910,170	59.5
44								
45 TOTAL REVENUES	11,208,484	81,918,371	86,800,404	94,320,620	92.0	138,904,462	138,904,462	62.5

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

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2016
FEBRUARY 2016**

% OF YEAR ELAPSED: 66.7%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	4,742,020	34,718,840	37,649,143	38,019,613	99.0	55,439,968	55,285,474	68.1
2								
3 Services:								
4 Board of Directors	3,300	165,980	26,434	36,500	72.4	54,750	54,750	48.3
5 Contracted Vehicle Maintenance	104,707	745,378	718,085	980,895	73.2	1,476,960	1,458,235	49.2
6 Property Maintenance	134,911	624,134	900,484	992,571	90.7	1,242,000	1,487,696	60.5
7 Professional Services	419,969	1,681,277	2,538,894	3,147,824	80.7	4,366,600	5,106,766	49.7
8 Technical Services	339,686	3,830,351	3,682,870	4,192,048	87.9	6,001,765	6,003,434	61.3
9 Other Services	107,889	872,540	1,716,447	1,966,502	87.3	2,954,115	2,939,574	58.4
10								
11 Materials & Supply:								
12 Fuel & Lubricants	207,707	3,038,502	1,859,324	3,744,287	49.7	6,332,557	5,537,614	33.6
13 Bus Parts & Materials	272,365	1,285,551	1,363,916	1,262,765	108.0	1,898,250	1,884,573	72.4
14 Uniforms & Driver Expense	39,985	297,027	188,801	272,794	69.2	457,490	457,490	41.3
15 Timetables & Tickets	19,771	80,464	82,657	131,733	62.7	197,600	197,600	41.8
16 Office Supplies / Printing	16,527	211,845	138,418	239,496	57.8	357,497	366,321	37.8
17 Other Materials & Supply	13,462	81,782	77,237	106,306	72.7	159,500	159,363	48.5
18								
19 Utilities:								
20 Telecommunications	23,460	248,301	229,056	461,938	49.6	697,134	683,047	33.5
21 Other Utilities	94,944	736,805	733,706	760,000	96.5	1,140,000	1,140,000	64.4
22 Insurance Costs	574,058	1,631,866	2,341,737	1,784,167	131.3	2,676,250	2,676,250	87.5
23 Workers' Compensation	311,964	2,474,302	2,294,972	2,441,440	94.0	3,662,160	3,662,160	62.7
24 Taxes & License Fees	34,992	298,106	331,012	515,753	64.2	773,629	773,629	42.8
25 Fixed Route Accessibility	67,500	787,112	630,731	749,113	84.2	1,124,750	1,122,588	56.2
26 Leases & Rentals	15,895	87,458	106,191	92,731	114.5	139,096	139,096	76.3
27 Promotional & Legal Advertising	8,716	122,355	75,039	211,267	35.5	316,900	316,900	23.7
28 Training & Business Travel	20,010	232,100	140,066	247,873	56.5	363,145	371,811	37.7
29 Dues & Membership	8,549	57,818	63,613	59,526	106.9	89,289	89,289	71.2
30 Postage & Other	12,347	43,780	48,549	88,006	55.2	98,013	132,013	36.8
31								
32 Total District Operated Buses	7,594,734	54,353,672	57,937,382	62,505,146	92.7	92,019,419	92,045,674	62.9
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,198,296	10,116,117	9,888,419	11,047,933	89.5	16,571,900	16,571,900	59.7
36 Other Related Costs	32,679	253,466	310,987	273,340	113.8	410,130	409,730	75.9
37 Insurance Costs	199,519	448,267	889,480	436,667	203.7	655,000	655,000	135.8
38 Coastside Services	145,002	1,103,612	1,169,641	1,337,200	87.5	2,005,800	2,005,800	58.3
39 Redi Coast Non-ADA	34,151	152,113	170,822	160,467	106.5	240,700	240,700	71.0
40 Other Related Costs	4,062	47,775	56,318	81,780	68.9	122,670	122,670	45.9
41 La Honda - Pescadero	5,250	35,700	35,700	36,753	97.1	55,130	55,130	64.8
42 SamCoast - Pescadero	13,434	120,127	113,767	110,110	103.3	165,165	165,165	68.9
43 Other Related Cost - SamCoast	784	3,678	9,217	4,527	203.6	6,790	6,790	135.7
44 Total Contracted Bus Service	1,633,178	12,280,856	12,644,351	13,488,777	93.7	20,233,285	20,232,885	62.5
45								
46 TOTAL MOTOR BUS	9,227,912	66,634,528	70,581,733	75,993,922	92.9	112,252,704	112,278,559	62.9

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**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2016
FEBRUARY 2016**

% OF YEAR ELAPSED: **66.7%**

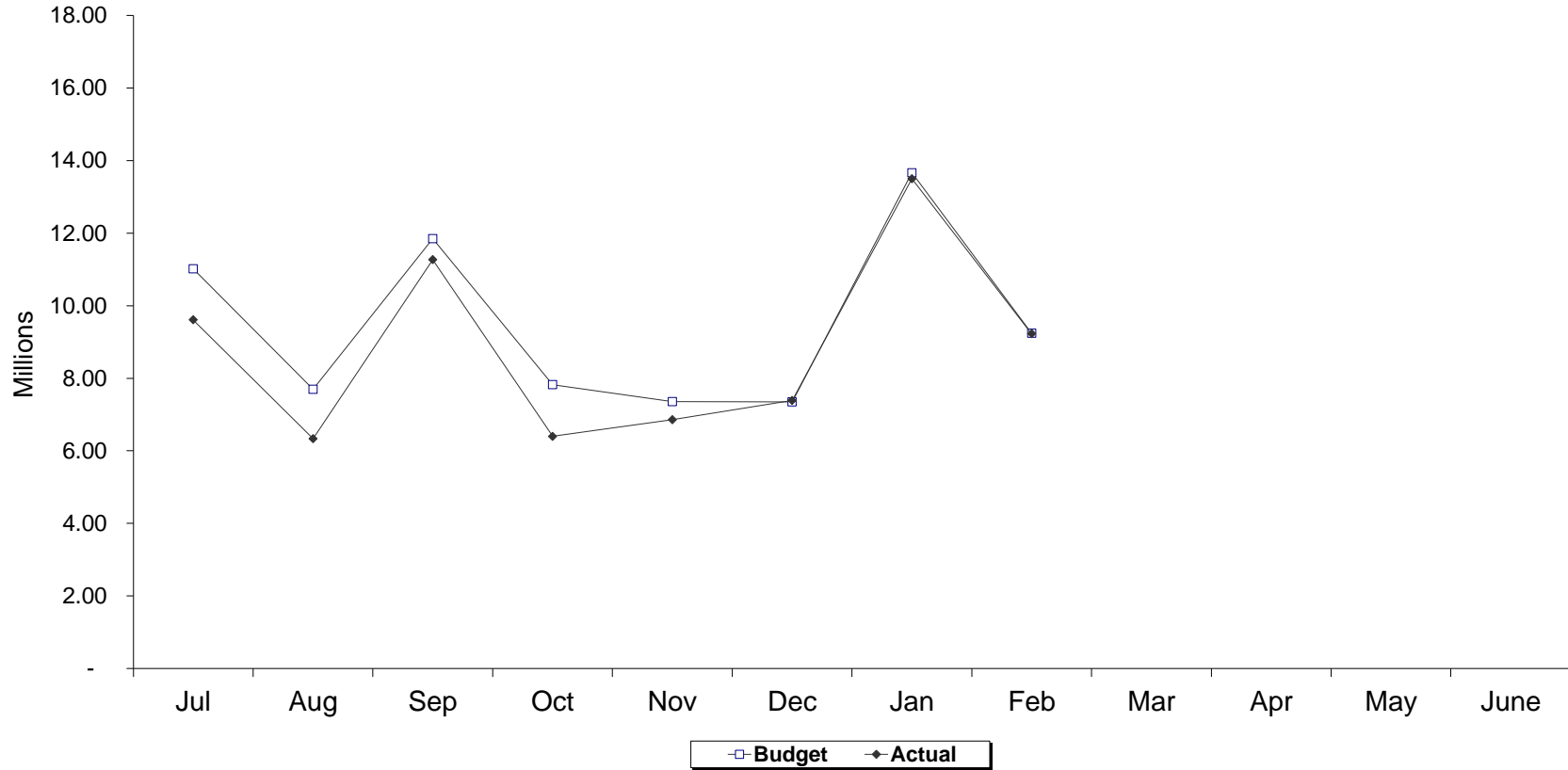
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	421,001	3,948,681	3,499,166	4,538,133	77.1	6,807,200	6,807,200	51.4
Other Related Costs	204,035	1,602,748	1,816,342	2,153,948	84.3	3,238,194	3,221,128	56.4
ADA Sedan/Taxi Service	413,954	2,067,127	2,954,556	2,100,533	140.7	3,150,800	3,150,800	93.8
ADA Accessibility Support	138,575	595,223	780,799	1,012,954	77.1	1,518,044	1,514,156	51.6
Coastside ADA Support	113,424	952,673	997,187	1,008,233	98.9	1,512,350	1,512,350	65.9
Insurance Costs	25,289	194,928	270,857	343,333	78.9	515,000	515,000	52.6
TOTAL ADA PROGRAMS	1,316,279	9,361,379	10,318,907	11,157,135	92.5	16,741,588	16,720,634	61.7
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	359,919	4,173,333	4,640,330	4,640,330	100.0	6,080,000	6,080,000	76.3
Total Caltrain Service	359,919	4,173,333	4,640,330	4,640,330	100.0	6,080,000	6,080,000	76.3
OTHER SUPPORT								
SamTrans Shuttle Service	297,749	1,651,575	1,162,805	2,422,113	48.0	3,633,170	3,633,170	32.0
Bicycle Coordinating Activities	0	0	0	0	0.0	25,000	25,000	0.0
Maintenance Multimodal Facilities	6,625	97,557	96,629	107,119	90.2	172,000	170,100	56.8
Total Other Support	304,374	1,749,131	1,259,434	2,529,233	49.8	3,830,170	3,828,270	32.9
TOTAL MULTI-MODAL PROGRAMS	664,293	5,922,465	5,899,764	7,169,563	82.3	9,910,170	9,908,270	59.5
TOTAL EXPENSES	11,208,484	81,918,371	86,800,404	94,320,620	92.0	138,904,462	138,907,463	62.5

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SAN MATEO COUNTY TRANSIT DISTRICT

MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

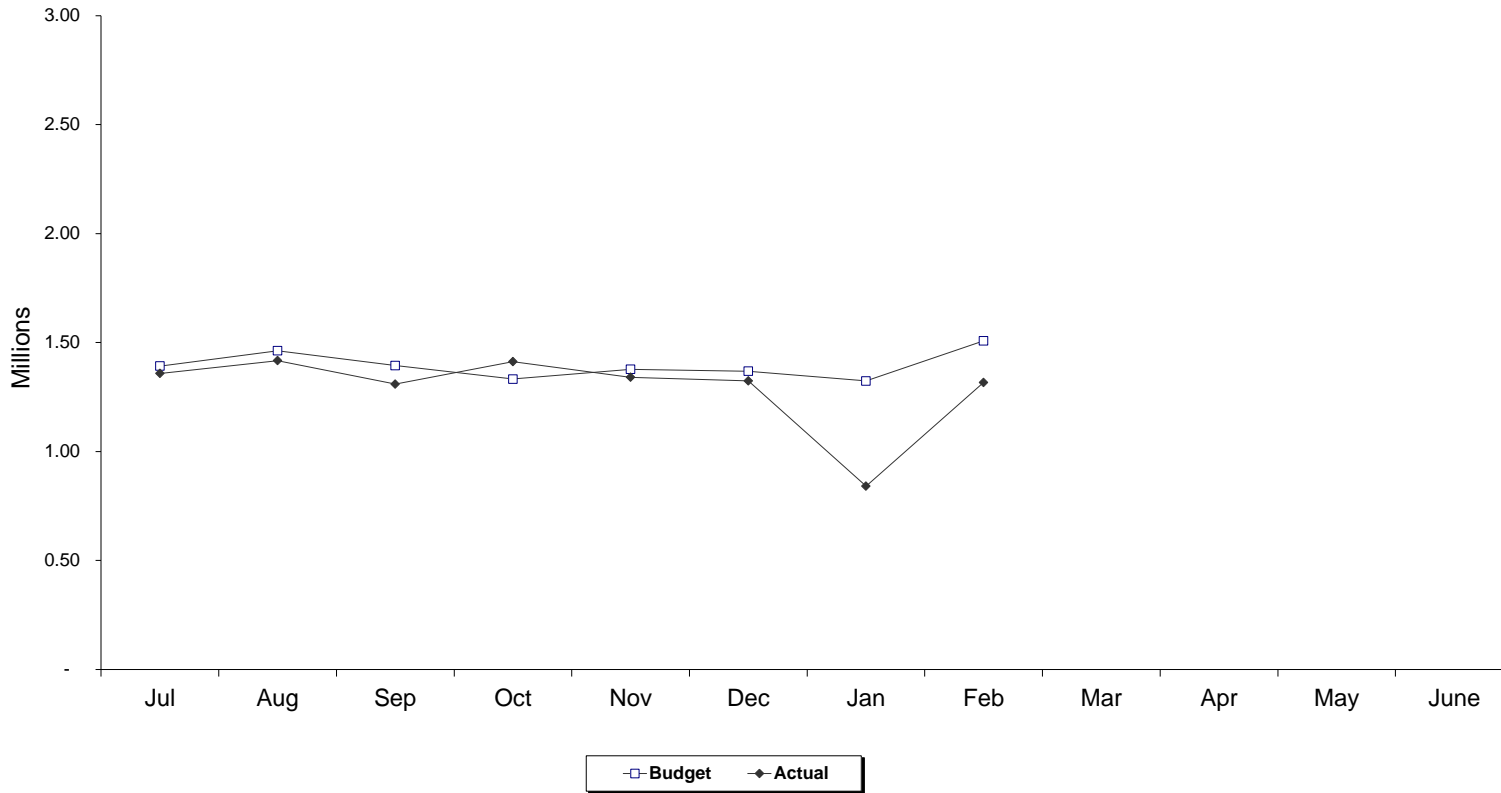
FISCAL YEAR 2016



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	11,017,327	7,696,670	11,846,126	7,824,156	7,355,204	7,349,505	13,662,654	9,242,281				
Actual	9,610,508	6,333,213	11,269,159	6,398,834	6,857,755	7,386,503	13,497,850	9,227,912				
CUMULATIVE EXPENSES												
Budget	11,017,327	18,713,997	30,560,123	38,384,279	45,739,483	53,088,987	66,751,641	75,993,922				
Actual	9,610,508	15,943,720	27,212,879	33,611,713	40,469,468	47,855,971	61,353,821	70,581,733				
Variance - F(U)	1,406,820	2,770,276	3,347,243	4,772,566	5,270,015	5,233,017	5,397,820	5,412,190				
Variance %	12.77%	14.80%	10.95%	12.43%	11.52%	9.86%	8.09%	7.12%				

NOTE: January actuals reflect expenses from October, November and December that were booked only in January due to PeopleSoft data cleanup.

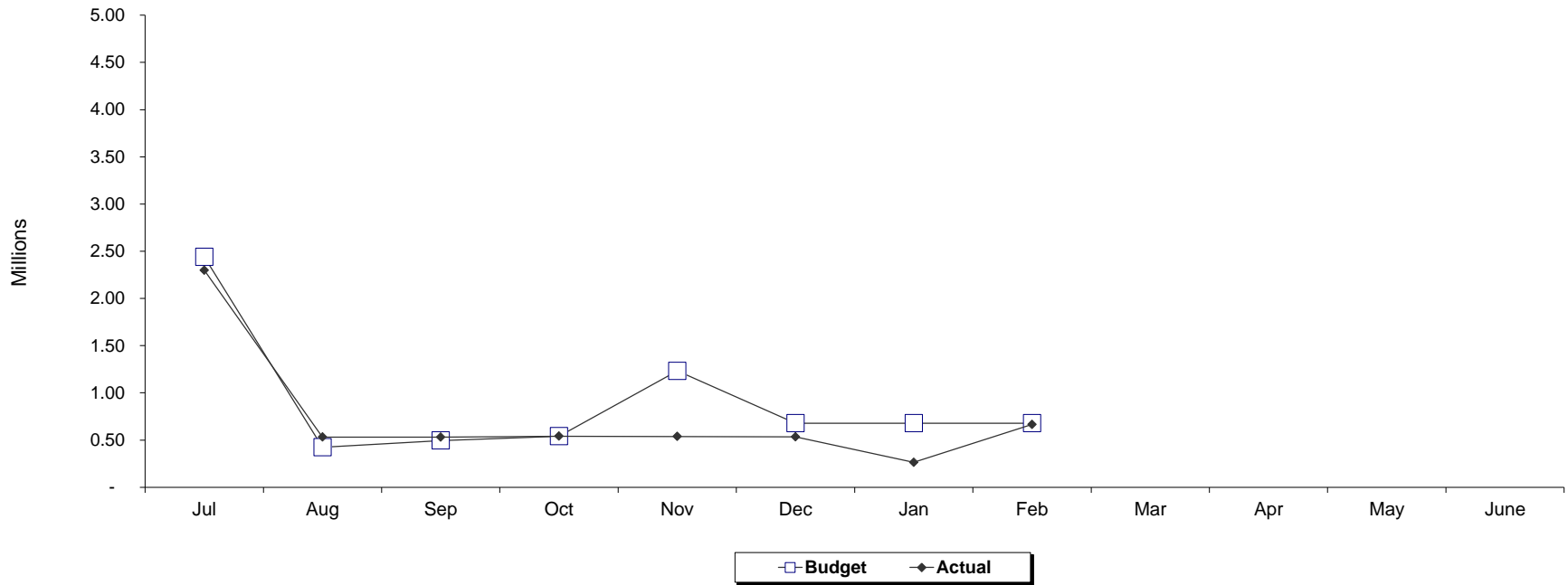
SAN MATEO COUNTY TRANSIT DISTRICT
ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2016



	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	1,368,326	1,323,448	1,507,592				
Actual	1,358,433	1,416,915	1,309,048	1,412,582	1,340,576	1,324,018	841,055	1,316,279				
CUMULATIVE EXPENSES												
Budget	1,392,064	2,854,392	4,248,214	5,580,547	6,957,769	8,326,094	9,649,543	11,157,135				
Actual	1,358,433	2,775,348	4,084,396	5,496,978	6,837,554	8,161,573	9,002,628	10,318,907				
Variance - F(U)	33,631	79,043	163,819	83,569	120,215	164,522	646,915	838,228				
Variance %	2.42%	2.77%	3.86%	1.50%	1.73%	1.98%	6.70%	7.51%				

NOTE: January actuals reflect expenses from October, November and December that were booked only in January due to PeopleSoft data cleanup.

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	678,507	678,810	678,428				
Actual	2,298,095	531,510	530,609	540,760	537,739	533,707	263,050	664,293				
CUMULATIVE EXPENSES												
Budget	2,440,078	2,864,899	3,360,214	3,900,974	5,133,818	5,812,325	6,491,135	7,169,563				
Actual	2,298,095	2,829,605	3,360,214	3,900,974	4,438,713	4,972,420	5,235,471	5,899,764				
Variance - F(U)	141,983	35,294	0	0	695,105	839,905	1,255,664	1,269,798				
Variance %	5.82%	1.23%	0.00%	0.00%	13.54%	14.45%	19.34%	17.71%				

NOTE: January actuals reflect expenses from October, November and December that were booked only in January due to PeopleSoft data cleanup.

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

February 29, 2016

DESCRIPTION	TOTAL INVESTMENT 2-29-16	INTEREST RECEIVABLE 1-31-16	PREPAID INT RECEIVABLE 2-29-16	INTEREST EARNED 2-29-16	INTEREST RECEIVED 2-29-16	ADJ.	INTEREST RECEIVABLE 2-29-16
RESERVE FOR CAPITAL PROJ	7,972,175.00	7,953.16	0.00	3,752.97	2,767.80	(161.89)	8,776.44
LAIF -- CAPITAL PROJ	76,785.61	29.07	0.00	28.49	0.00	0.00	57.56
REIMB SECURITIES -- L76R	87,714,414.38	209,127.62	0.00	61,368.99	70,010.25	(650.63)	199,835.73
LAIF -- REIMB FUNDS L76R	32,864,678.27	8,204.00	0.00	8,944.34	0.00	0.00	17,148.34
PARATRANSIT FUNDS	25,033,839.81	43,698.38	0.00	17,698.43	8,347.56	(212.12)	52,837.13
LAIF -- PARATRANSIT	5,084,598.76	1,924.82	0.00	1,886.60	0.00	0.00	3,811.42
BANK OF AMERICA	20,216,473.22	0.00	0.00	1,252.33	1,252.33	0.00	0.00
WELLS FARGO	1,628,410.66	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	1,345,660.46	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	11,216,569.56	0.00	0.00	0.00	0.00	0.00	0.00
	<u>193,153,605.73</u>	<u>270,937.05</u>	<u>0.00</u>	<u>94,932.15</u>	<u>82,377.94</u>	<u>(1,024.64)</u>	<u>282,466.62</u>

FEBRUARY 2016 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 2/29/16	93,907.51
Add:	
CEO Interest	0.00
Less:	
Trust Fees	(499.62)
Capital Gain(Loss)	<u>1,621.95</u>
Total Interest & Capital Gain(Loss)	<u><u>95,029.84</u></u>

YEAR TO DATE -- SUMMARY

Interest Earned	733,622.35
Add:	
CEO Interest	
Less:	
Trust Fees	(5,266.20)
Capital Gain(Loss)	<u>5,553.18</u>
Total Interest & Capital Gain(Loss)	<u><u>733,909.33</u></u>

Balance Per Ledger as of 2/29/16

Deferred Int Acct. 210852/3	10,560.09
Interest Acct. 409101	723,062.26
Less Trust Fees 530045	(5,266.20)
Gain(Loss) Acct. 405210	<u>5,553.18</u>
	<u><u>733,909.33</u></u>

SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R
February 29, 2016
PFM account # 79400100

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-15	MARKET VALUE 2-29-16	MATURITY/CALL DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST	PREPAID	INTEREST	INTEREST	PP INTEREST	INTEREST	INT REC'VBLE	PAR	
										REC'VBLE 1-31-16	INT REC'VBLE 2-29-16	EARNED 2-29-16	RECEIVED 2-29-16	RECEIVED DATE	REC'VBLE 2-29-16	LESS PREPAID 2-29-16	VALUE	
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828WX4	08-27-14	3,799,703.12	3,785,609.52	3,799,848.00	07-31-16	0.500%	52.7778	29	52.20		1,530.56			(16.83)	1,565.93	1,565.93	3,800,000
US TREASURY NOTE	912828VR8	12-11-14	8,018,125.00	8,022,496.00	8,004,136.00	08-15-16	0.625%	138.8889	29	23,097.83		4,027.78	25,000.00		(65.17)	2,060.44	2,060.44	8,000,000
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,522,576.00	8,501,657.50	10-15-16	0.625%	147.5694	29	15,821.38		4,279.51			(70.15)	20,030.74	20,030.74	8,500,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	10,025,780.00	9,999,610.00	11-15-16	0.625%	173.6111	29	13,392.86		5,034.72			(55.33)	18,372.25	18,372.25	10,000,000
US TREASURY NOTE	912828SM3	03-23-15	4,569,898.24	4,569,720.00	4,548,464.42	3-31-17	1.000%	125.9722	29	15,364.48		3,653.19			(59.88)	18,957.79	18,957.79	4,535,000
US TREASURY NOTE	912828WD8	10-13-15	7,761,960.94	7,761,960.94	7,776,399.40	10-31-18	1.250%	267.3611	29	24,591.35		7,753.47			(85.20)	32,259.62	32,259.62	7,700,000
US TREASURY NOTE	912828ST8	03-25-15	7,848,466.80	7,832,211.90	7,919,912.10	4-30-19	1.250%	272.5694	29	25,070.40		7,904.51			(86.86)	32,888.05	32,888.05	7,850,000
US TREASURY NOTE	912828F62	09-08-15	6,124,542.97	6,167,276.90	6,193,647.20	10-31-19	1.500%	254.1667	29	23,377.75		7,370.83			(81.00)	30,667.58	30,667.58	6,100,000
US TREASURY NOTE	912828UQ1	11-09-15	4,342,078.13	4,343,279.60	4,419,078.40	02-29-20	1.250%	152.7778	29	23,269.23		4,430.56	27,500.00		(50.33)	149.46	149.46	4,400,000.00
US TREASURY NOTE	912828VF4	12-7-15	4,343,109.38	4,336,750.00	4,435,578.40	05-31-20	1.375%	168.0556	29	10,413.93	0.00	4,873.61			(79.89)	15,207.65	15,207.65	4,400,000.00
74.70%																		
GOVERNMENT BONDS																		
FNMA	3135G0VA8	5-15-13	10,718,650.10	10,714,340.21	10,701,102.10	03-30-16	0.500%	148.6111	30	17,981.94		4,458.33			0.01	22,440.28	22,440.28	10,700,000
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,998,765.00	4,996,990.00	07-05-16	0.375%	52.0833	30	1,354.17		1,562.50			-	2,916.67	2,916.67	5,000,000
FNMA	3135G0YE7	03-07-14	5,009,800.00	5,012,055.00	4,999,770.00	08-26-16	0.625%	86.8056	30	13,454.86		2,604.17	15,625.00			434.03	434.03	5,000,000
23.69%																		
FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION																		
FNMA	3136ANJY4	4-30-15	616,097.80	614,551.21	612,370.46	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	805,850.40	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
1.61%																		
CASH AND CASH EQUIVALENTS																		
			1,116,616.02		1,116,616.02					0.00					0.00	0.00		0
LAIF			32,864,678.27	32,864,678.27	32,864,678.27					8,204.00					8,944.34	17,148.34	17,148.34	32,864,678.27
MATURED/CALLED																		
TOTAL LAIF			32,864,678.27	32,864,678.27	32,864,678.27													
TOTAL A/C 121100 & 112010			87,391,847.51	87,515,383.40	87,714,414.38													
TOTAL			<u>87,391,847.51</u>	<u>87,515,383.40</u>	<u>87,714,414.38</u>				<u>209,127.62</u>	<u>0.00</u>	<u>61,368.99</u>	<u>70,010.25</u>	<u>(650.63)</u>	<u>199,835.74</u>	<u>199,835.74</u>	<u>199,835.74</u>	<u>87,395,000.02</u>	

SAN MATEO COUNTY TRANSIT DISTRICT
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES
February 29, 2016
US Bank Account #19-516531

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-15	MARKET VALUE 2-29-16	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 1-31-16	PREPAID INT REC'VBLE 2-29-16	INTEREST EARNED 2-29-16	INTEREST RECEIVED 2-29-16	ADJ.	INTEREST REC'VBLE 2-29-16	INT REC'VBLE LESS PREPAID 2-29-16	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	7,902,133.00	06-15-16	0.500%	109.7222	30	5,185.36		3,291.67	0.00	(161.89)	8,315.14	8,315.14	7,900,000
<u>GOVERNMENT BONDS</u>																	
HOUSING URBAN DEVEL	911759E80	12-23-08	72,572.73	70,007.00	70,042.00	08-01-17	7.908%	15.3767	30	2,767.80		461.30	2,767.80		461.30	461.30	70,000
<u>CASH AND CASH EQUIVALENTS</u>																	
FIRST AMER US TREASURY MM	31846V534		128,198.80	128,198.80	128,198.80					0.00						0.00	0.00
LAIF			76,785.61	76,785.61	76,785.61					29.07		28.49			57.56	57.56	76,786
TOTAL LAIF			76,679.99	76,679.99	76,679.99												
TOTAL A/C 121100 & 112010			7,962,389.08	7,984,859.00	7,972,175.00												
TOTAL			<u>7,962,389.08</u>	<u>7,984,859.00</u>	<u>7,972,175.00</u>					<u>7,953.16</u>	<u>0.00</u>	<u>3,752.97</u>	<u>2,767.80</u>	<u>(161.89)</u>	<u>8,776.44</u>	<u>8,776.44</u>	<u>7,970,000</u>

SAN MATEO COUNTY TRANSIT DISTRICT
 PARATRANSIT FUNDS -- INTEREST ON SECURITIES
 February 29, 2016
 PFM Account #79400200

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED	MARKET VALUE	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 1-31-16	PP INTEREST REC'VBLE 2-29-16	INTEREST EARNED 2-29-16	INTEREST RECEIVED 2-29-16	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 2-29-16	INT REC'VBLE LESS PREPAID 2-29-16	PAR VALUE
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828WX4	08-27-14	2,549,800.79	2,538,599.20	2,549,898.00	07-31-16	0.500%	35.4167	29	35.03		1,027.08			(11.29)	1,050.82	1,050.82	2,550,000
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,514,608.00	5,501,072.50	10-15-16	0.625%	95.4861	29	10,237.36		2,769.10			(45.39)	12,961.07	12,961.07	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	5,012,890.00	4,999,805.00	11-15-16	0.625%	86.8056	29	6,696.43		2,517.36			(27.66)	9,186.13	9,186.13	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,218,225.00	4,223,297.40	4,206,892.20	01-31-17	0.875%	102.0833	29	100.96		2,960.42			(32.53)	3,028.85	3,028.85	4,200,000
US TREASURY NOTE	912828WD8	10-13-15	2,721,726.56	2,721,726.56	2,726,789.40	10-31-18	1.250%	93.7500	29	8,622.94		2,718.75			(29.88)	11,311.81	11,311.81	2,700,000
US TREASURY NOTE	912828F62	09-09-15	2,008,046.88	2,022,058.00	2,030,704.00	10-31-19	1.500%	83.3333	29	7,664.84		2,416.67			(26.56)	10,054.95	10,054.95	2,000,000
US TREASURY NOTE	912828UQ1	11-09-15	1,233,544.92	1,233,886.25	1,255,420.00	02-29-20	1.250%	43.4028	29	6,610.58		1,258.68	7,812.50		(14.30)	42.46	42.46	1,250,000
US TREASURY NOTE	912828VF4	12-7-15	1,332,544.92	1,330,593.75	1,360,916.10	5-31-20	1.375%	51.5625	29	3,195.18		1,495.31			(24.51)	4,665.98	4,665.98	1,350,000
																		98.40%
FEDERAL AGENCY COLLETERALIZED MORTGAGE OBLIGATION																		
FNMA	3136ANJY4	4-30-15	171,699.39	171,268.37	170,660.62	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	231,681.99	09-01-19	1.646%	10.5161	30	315.48		315.48	315.48			315.48	315.48	230,000
																		1.60%
CASH AND CASH EQUIVALENTS																		
			100,845.64	100,845.64	100,845.64					0.00					0.00	0.00	0.00	0
CASH INVESTMENT																		
LAIF			5,084,598.76	5,084,598.76	5,084,598.76					1,924.82	0.00	1,886.60				3,811.42	3,811.42	5,084,599
MATURED/CALLED																		
TOTAL LAIF			5,084,598.76	5,084,598.76	5,084,598.76													
TOTAL A/C 122010			24,940,762.76	25,001,230.72	25,033,839.81													
TOTAL			<u>24,940,762.76</u>	<u>25,001,230.72</u>	<u>25,033,839.81</u>					<u>43,698.38</u>	<u>0.00</u>	<u>17,698.43</u>	<u>8,347.56</u>	<u>0.00</u>	<u>(212.12)</u>	<u>52,837.13</u>	<u>52,837.13</u>	<u>24,950,000.00</u>

SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF BUDGET ACTIVITY FOR FEBRUARY 2016

BUDGET AMENDMENTS

	Amount	Line Item		Description
Feb-16				No Budget Revisions in February 2016.
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

BUDGET REVISIONS

	Amount	Line Item		Description
Feb-16				No Budget Revisions in February 2016.
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

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

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	6,636,477	758,810	5,877,667
Nov. 15	5,877,667		Jan. 16	6,064,300	186,633	5,877,667
Dec. 15	7,140,467		Feb. 16	8,085,700	945,233	7,140,467
6 Months Total	36,503,134	0		40,307,077	3,803,943	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		40,307,077	3,803,943	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	40,307,077	3,803,943	77,000,000
	18,073,533		1st Quarter			
	21,101,678		2nd Quarter			
	12,755,786		3rd Quarter			
			4th Quarter			
	<u>51,930,997</u>		YTD Actual Per Statement of Revenues & Expenses			

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Harnett
General Manager/CEO

FROM: Eli Kay
Chief Financial Officer

SUBJECT: **ASSESSMENT OF THE FISCAL YEAR 2016 FUEL HEDGING PROGRAM**

ACTION

This item is presented for informational purposes only.

SIGNIFICANCE

A Fuel Hedging Program (Program) was instituted for Fiscal Year (FY) 2016 to cover 65 percent of the San Mateo County Transit District's (District) projected diesel fuel usage, which was approximately 1.2 million gallons.

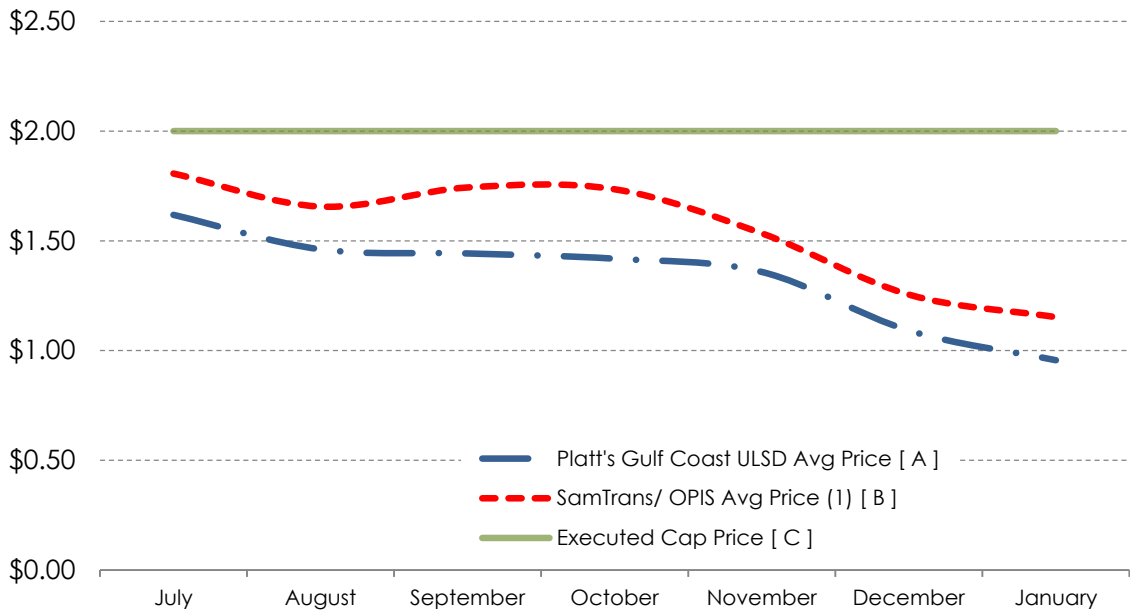
The Program allowed the District to reduce uncertainty in the fuel budget for FY2016 by locking in the market price at the time the fuel hedging transaction was executed.

Consistent with its Fuel Hedging Policy adopted on May 6, 2015, the District purchased a price cap of \$2 per gallon based on the Platt's Gulf Coast Ultra Low Sulfur Diesel (ULSD) index. The counterparty on the FY2016 transaction was Barclays Bank PLC.

The price cap from the transaction was based on ULSD index while the actual District purchase price was based on the average weekly spot price from San Francisco Oil Price Information Service (OPIS) index. The average price of the ULSD index has been consistently below the \$2 per gallon cap price thus far in FY2016. Despite the continuous decline in oil price in the past six months, the ULSD index has a correlation of 0.980 with the OPIS index. The correlation for the prior five years also remains strong at 0.982. The cost of the cap was \$144,000, which was paid by the District as an upfront premium. The following table and graph summarize the results of the FY2016 Program to date:

	Platt's Gulf Coast ULSD Avg Price [A]	SamTrans/ OPIS Avg Price ⁽¹⁾ [B]	Variance of ULSD Price & JPB's [A - B]	Executed Cap Price [C]	+Variance of ULSD Price & Cap Price [A - C]	Payment from Barclays [D]
July	1.6184	1.8066	(0.1882)	2.00	(0.3816)	0.00
August	1.4614	1.6561	(0.1947)	2.00	(0.5386)	0.00
September	1.4426	1.7432	(0.3006)	2.00	(0.5574)	0.00
October	1.4186	1.7349	(0.3163)	2.00	(0.5814)	0.00
November	1.3584	1.5342	(0.1758)	2.00	(0.6416)	0.00
December	1.0915	1.2551	(0.1636)	2.00	(0.9085)	0.00
January	0.9561	1.1523	(0.1962)	2.00	(1.0439)	0.00
February	0.9959	1.1589	(0.1630)	2.00	(1.0041)	0.00
YTD						0.00

⁽¹⁾ Excluding Taxes and Fees



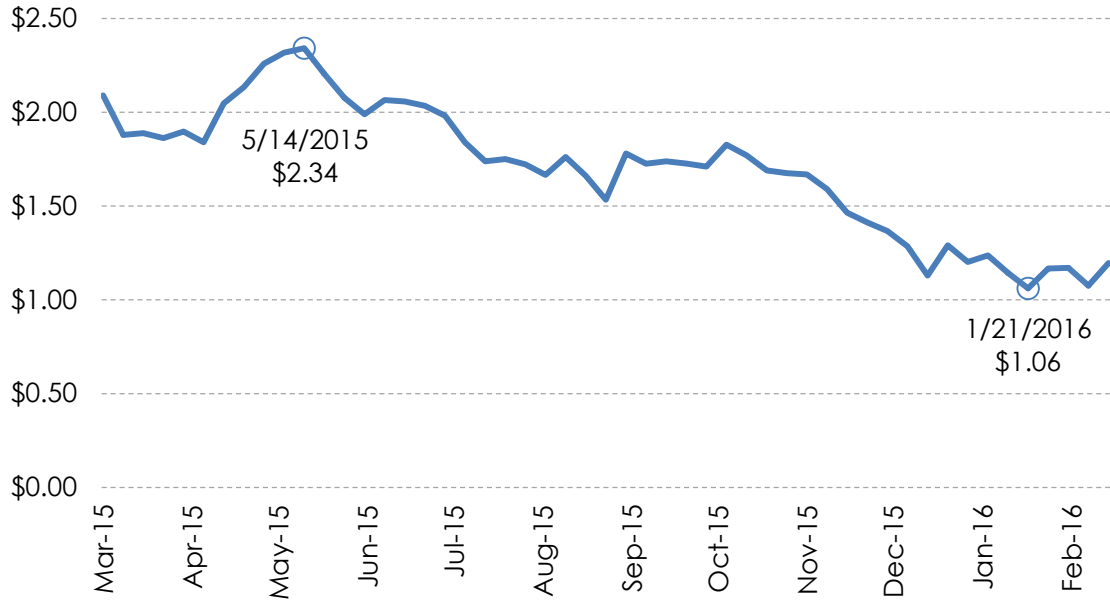
BUDGET IMPACT

There is no impact to the Budget.

BACKGROUND

The District purchases fuel from Pinnacle Petroleum based on the average weekly spot price from OPIS index, exposing the District to market price fluctuation. During the past 12-month period from March 2015 to February 2016, the price of OPIS has ranged from a high of \$2.34 per gallon on May 14, 2015 to a low of \$1.02 per gallon on January 21, 2016.

OPIS Weekly Index Average Fuel Price San Francisco



Prepared By: Andy Ly, Manager, Budgets

650-508-6376



BOARD OF DIRECTORS 2016

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

JIM HARTNETT
GENERAL MANAGER/CEO

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

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

WEDNESDAY, April 6, 2016 – 2:30 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of March 2, 2016

INFORMATIONAL

2. State and Federal Legislative Update

Committee Members: Peter Ratto, Shirley Harris, Karyl Matsumoto

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
MARCH 2, 2016**

Committee Members Present: P. Ratto (Committee Chair), S. Harris, K. Matsumoto

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

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

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

Committee Chair Peter Ratto called the meeting to order at 3:49 p.m.

Approval of Minutes of February 3, 2016

Motion/Second: Harris/Tissier

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

Absent: Stone

Update on the State and Federal Legislative Program

Shweta Bhatnagar, Acting Manager, Government Affairs, said a written report is in their reading file. There were no questions.

Adjourned: 3:51 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Legislative Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

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

STATE ISSUES

As of 3/22/16:

On February 18, the California High-Speed Rail Authority (CHSRA) released its Draft 2016 Business Plan, a foundational document for implementing the California High-Speed Rail program. This Draft 2016 Business Plan updates information and forecasts that were presented in the 2014 Business Plan, and identifies major anticipated milestones for the coming years. The public comment period closes on April 18, 2016.

The Draft Business Plan can be found online at:

http://www.hsr.ca.gov/docs/newsroom/2016_HSRA_Releases_Draft_2016_Business_Plan_021816.pdf

The CHSRA is required to prepare, publish, adopt and submit an updated Business Plan to the Legislature on May 1, 2016.

There are several upcoming Legislative hearings on the business plan and Jim Hartnett, General Manager/CEO, will be testifying at the following hearings:

- Monday, March 28 - Assembly Transportation Committee
- Monday, April 4 - Senate Transportation and Housing Committee and Senate Budget Committee
- Wednesday, April 6 - Assembly Budget Committee

FEDERAL ISSUES

Staff accompanied Chair Zoe Kersteen-Tucker and Director Karyl Matsumoto at the American Public Transportation Association's annual Legislative Conference held in Washington, D.C. We received information about the Fixing America's Surface Transportation Act and its associated rulemaking and implementation process, the Fiscal Year 2017 Budget, and upcoming federal funding opportunities.

We also participated in meetings with our Federal delegation members and had the opportunity to ask for their support in obtaining funds for our zero-emission bus pilot program and the Willow Road/Highway 101 Interchange Project Transportation Investment Generating Economic Recovery grant application the San Mateo County Transportation Authority will be submitting. We also thanked them for supporting the president's budget request to include the Peninsula Corridor Electrification Project in the Core Capacity Program.

Although it is early in the year, many Hill staffers anticipate that there may be a Continuing Resolution, given that there is an extended recess schedule this election year.

On March 8, 2016, U.S. Secretary of Transportation Anthony Foxx announced that roughly \$2 billion in previously unused earmarks can be put back to work to support infrastructure projects across the country, as described in new guidance from the Federal Highway Administration. The guidance allows states to repurpose certain earmarked funds if the original earmark was over 10 years old and if less than 10 percent of the project funds had been obligated, or if the project is closed. States have the option of re-designating these funds to other projects within 50 miles of the originally intended use.

Prepared By: Shweta Bhatnagar, Acting Manager, Government Affairs 650-508-6385

San Mateo County Transit District State Legislative Matrix 3/16/16

Bill ID/Topic	Location	Summary	Position
<p>AB 33 Quirk D</p> <p>Electrical corporations: procurement plans.</p>	<p>1/28/2016-S. E. U., & C. 1/28/2016-Re-referred to Coms. on E., U., & C. and E.Q.</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, as defined. The Public Utilities Act requires the commission to review and adopt an overall procurement plan for each electrical corporation to meet electricity demand for its customers in accordance with specified elements, incentive mechanisms, and objectives. The act requires the commission to review and accept, modify, or reject each electrical corporation's procurement plan and requires that each approved procurement plan accomplish specified objectives.</p> <p>This bill would require the commission, as part of a new or existing proceeding, to determine what role large scale energy storage could play as part of the state's overall strategy for procuring a diverse portfolio of resources and to consider specified factors in making that determination.</p>	
<p>AB 326 Frazier D</p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>1/28/2016-S. L. & I.R. 1/28/2016-Referred to Com. on L. & I.R.</p>	<p>Existing law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. Existing law also requires the awarding body, as defined, to withhold from payments due under a contract for public work an amount sufficient to satisfy the civil wage and penalty assessment issued by the Labor Commissioner, and to give notice of the withholding to the affected contractor or subcontractor.</p> <p>This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities within 30 days following the conclusion of all administrative and judicial review. This bill contains other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 3/16/16

Bill ID/Topic	Location	Summary	Position
<p>AB 516 Mullin D</p> <p>Vehicles: temporary license plates.</p>	<p>2/10/2016-S. THIRD READING 2/10/2016-Read second time. Ordered to third reading.</p>	<p>Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires vehicle dealers and lessor-retailers to attach a numbered report-of-sale form issued by the DMV to a vehicle at the time of sale, and to submit to the DMV an application for registration of the vehicle, and the applicable fees, within a specified period after the date of sale. Existing law authorizes a dealer, as specified, to assess a specified document processing charge on the purchaser or lessee of a vehicle for the preparation and processing of documents, disclosures, and titling, registration, and information security obligations imposed by state and federal law. Existing law generally makes a violation of the Vehicle Code an infraction, but makes counterfeiting a license plate a felony.</p> <p>This bill would require the DMV to develop an operational system, no later than January 1, 2018, that allows a dealer or lessor-retailer to electronically report the sale of a vehicle and provide a temporary license plate, as specified. The bill would, commencing January 1, 2017, authorize the department to assess specified administrative fees on processing agencies to support the administration of this system. The bill would also, commencing January 1, 2018, increase the document processing charge, as specified, that a dealer may impose on the purchaser or lessee of a vehicle, and would authorize the imposition of a specified electronic filing charge for reporting vehicle sales and producing temporary license plates. The bill would authorize the DMV to establish contracts with qualified industry partners to provide these vehicle sale reporting and temporary license plate services. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>AB 1364 Linder R</p> <p>California Transportation Commission.</p>	<p>2/4/2016-S. T. & H. 2/4/2016-Referred to Coms. on T. & H. and G.O.</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>AB 1550 Gomez D</p> <p>Greenhouse gases: investment plan: disadvantaged communities.</p>	<p>2/1/2016-A. NAT. RES. 3/8/2016-In committee: Hearing postponed by committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the board to adopt greenhouse gas emission limits and emission reduction measures by regulation, and authorizes the state board to include the use of market-based compliance mechanisms to comply with the regulations. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities and a minimum of 10% to projects located in disadvantaged communities. Existing law provides that the allocation of 10% for projects located in disadvantaged communities may be used for projects included in the minimum allocation of 25% for projects that provide benefits to disadvantaged communities.</p> <p>This bill would instead require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.</p>	
<p>AB 1552 Allen, Travis R</p> <p>Public contracts: state and local agencies: businesses engaged in boycott.</p>	<p>1/4/2016-A. PRINT 1/5/2016-From printer.</p>	<p>Existing law requires that contracts between private parties and public entities, defined to include specified local entities, contain various specified provisions.</p> <p>This bill would, with certain exceptions, prohibit a public entity from entering into a contract to acquire or dispose of goods, services, information technology, or construction unless the contract includes a representation that the contractor is not currently engaged in, and an agreement that the contractor will not during the duration of the contract engage in, the boycott, as defined, of a person or an entity based in or doing business with a jurisdiction with which the state can enjoy open trade, defined as a state that is a member of the World Trade Organization. The bill would specify that these provisions constitute a matter of statewide concern. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1555 Gomez D</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>1/4/2016-A. PRINT 1/5/2016-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.</p> <p>This bill would state the intent of the Legislature to enact future legislation that would appropriate \$1,700,000,000 from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.</p>	
<p>AB 1569 Steinorth R</p> <p>California Environmental Quality Act: exemption: existing transportation infrastructure.</p>	<p>2/1/2016-A. NAT. RES. 3/7/2016-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1572 Campos D</p> <p>School transportation.</p>	<p>2/1/2016-A. ED. 2/1/2016-Referred to Com. on ED.</p>	<p>Existing law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever in the judgment of the board the transportation is advisable and good reasons exist to do so.</p> <p>This bill would entitle a pupil who attends a school that is eligible for Title 1 federal funding to free transportation to and from school provided by the local educational agency, if certain conditions are met. The bill would require the local educational agency to designate a liaison to implement a plan developed, in consultation with specified stakeholders, to ensure that all entitled pupils receive free transportation in a timely manner. This bill contains other related provisions and other existing laws.</p>	
<p>AB 1591 Frazier D</p> <p>Transportation funding.</p>	<p>2/1/2016-A. TRANS. 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX.</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.</p> <p>This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.225 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill, including an inflation adjustment as provided, an increase of \$38 in the annual vehicle registration fee, and a new \$165 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1595 Campos D</p> <p>Employment: human trafficking training: mass transportation employers.</p>	<p>2/1/2016-A. L. & E. 2/1/2016-Referred to Com. on L. & E.</p>	<p>Existing law establishes the Division of Labor Standards Enforcement in the Department of Industrial Relations for the enforcement of labor laws, and establishes certain obligations on an employer, including, requiring an employer to post specified wage and hour information in a location where it can be viewed by employees. Under existing law, any person who deprives or violates the personal liberty of another with the intent to obtain forced labor or services is guilty of the crime of human trafficking.</p> <p>This bill would require a private or public employer that provides mass transportation services, as specified, in the state to train its employees, who are likely to interact or come into contact with victims of human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency. The bill would require that, by January 1, 2018, the training be incorporated into the initial training process for all new employees and that all existing employees receive the training.</p>	
<p>AB 1640 Stone, Mark D</p> <p>Retirement: public employees.</p>	<p>2/4/2016-A. P.E.,R. & S.S. 2/4/2016-Referred to Com. on P.E., R., & S.S.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan for employees first hired on or after January 1, 2013. PEPRA exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner.</p> <p>This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014.</p>	Support

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Bill ID/Topic	Location	Summary	Position
<p>AB 1641 Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>2/4/2016-A. TRANS. 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Under existing law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school.</p> <p>This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services. This bill contains other related provisions.</p>	
<p>AB 1661 McCarty D</p> <p>Local government: sexual harassment training and education.</p>	<p>2/4/2016-A. L. GOV. 2/4/2016-Referred to Com. on L. GOV.</p>	<p>Existing law requires all local agency officials to receive training in ethics, at specified intervals, if the local agency provides any type of compensation, salary, or stipend to those officials. Existing law also requires any civil or political subdivision of the state and all cities to provide at least 2 hours of training and education regarding sexual harassment to all supervisory employees, as specified.</p> <p>This bill would additionally require local agency officials, as defined, to receive sexual harassment training and education if the local agency provides any type of compensation, salary, or stipend to those officials, and would allow a local agency to require employees to receive sexual harassment training or information.</p>	
<p>AB 1665 Bonilla D</p> <p>Transactions and use taxes: County of Alameda, County of Contra Costa, and Contra Costa Transportation Authority.</p>	<p>2/8/2016-A. L. GOV. 2/10/2016-Introduced measure version corrected.</p>	<p>Existing law authorizes the County of Alameda and the County of Contra Costa to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5% that, in combination with other specified taxes, exceeds the combined rate of all these taxes that may be imposed, if certain requirements are met, including a requirement that the ordinance proposing the transactions and use tax be submitted to, and approved by, the voters. Existing law repeals this authority on December 31, 2020, if the ordinance is not approved by the voters by that date.</p> <p>This bill would extend this taxing authority of the County of Alameda until December 31, 2024, and would shift this same taxing authority, as so extended, from the County of Contra Costa to the Contra Costa Transportation Authority.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1707 Linder R</p> <p>Public records: response to request.</p>	<p>2/25/2016-A. JUD. 3/8/2016-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Public Records Act requires state and local agencies to make public records available for inspection, unless an exemption from disclosure applies. The act requires a response to a written request for public records that includes a denial of the request, in whole or in part, to be in writing.</p> <p>This bill instead would require that response to be in writing regardless of whether the request was in writing. The bill would require that written response additionally to include a list that contains the title or other identification of each record requested but withheld due to an exemption and the specific exemption that applies to that record. Because local agencies would be required to comply with this new requirement, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p>AB 1717 Hadley R</p> <p>California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007.</p>	<p>1/27/2016-A. PRINT 1/28/2016-From printer.</p>	<p>Existing law establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program and the Air Quality Improvement Program. Existing law defines specified terms for purposes of the act.</p> <p>This bill would make nonsubstantive changes to those definitions.</p>	
<p>AB 1746 Stone, Mark D</p> <p>Transit buses.</p>	<p>3/15/2016-A. APPR. 3/15/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 14). Re-referred to Com. on APPR.</p>	<p>Existing law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Existing law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, and imposes other conditions and requirements.</p> <p>This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit services of the 6 entities described above, subject to the same conditions and requirements. Two years after commencing the operation of the program, the bill would require a participating entity, in conjunction with the department and the Department of the California Highway Patrol, to submit a report to the Legislature that includes specified information about the program. The bill would also require the participating entity to post the report on its Internet Web site to enable the public to access the report. This bill contains other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1815 Alejo D</p> <p>California Global Warming Solutions Act of 2006: disadvantaged communities.</p>	<p>3/8/2016-A. NAT. RES. 3/8/2016-Re-referred to Com. on NAT. RES. In committee: Hearing postponed by committee.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities.</p> <p>This bill would require the agency to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. This bill contains other related provisions.</p>	
<p>AB 1833 Linder R</p> <p>Transportation projects: environmental mitigation.</p>	<p>2/25/2016-A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, subject to certain exceptions.</p> <p>The bill would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. This bill contains other related provisions and other existing laws.</p>	
<p>AB 1840 Gipson D</p> <p>California Transportation Financing Authority.</p>	<p>2/9/2016-A. PRINT 2/10/2016-From printer.</p>	<p>The California Transportation Financing Authority Act creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law provides that bonds issued under these provisions are free from taxation.</p> <p>This bill would make a nonsubstantive change to this provision.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1886 McCarty D</p> <p>California Environmental Quality Act: transit priority projects.</p>	<p>2/25/2016-A. NAT. RES. 2/25/2016-Referred to Com. on NAT. RES.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would increase that percentage to 50%. This bill contains other existing laws.</p>	
<p>AB 1889 Mullin D</p> <p>Transportation funding: Caltrain.</p>	<p>2/11/2016-A. PRINT 2/12/2016-From printer.</p>	<p>Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor.</p> <p>This bill would declare the intent of the Legislature to enact legislation to provide the Peninsula Corridor Joint Powers Board with the necessary tools to explore options that will help Caltrain obtain a dedicated source of funding.</p>	
<p>AB 1919 Quirk D</p> <p>Local transportation authorities: bonds.</p>	<p>2/25/2016-A. TRANS. 2/25/2016-Referred to Com. on TRANS.</p>	<p>The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Existing law authorizes the ballot proposition submitted to the voters to include a provision authorizing bonds to be issued that would be payable from the proceeds of the transactions and use tax. Existing law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service.</p> <p>This bill would instead provide for accrued interest and premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 1938 Baker R</p> <p>Toll facilities: Metropolitan Transportation Commission</p>	<p>2/25/2016-A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and APPR.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, with specified powers and duties relative to the administration of toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Existing law authorizes the authority to make direct contributions to the commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues.</p> <p>This bill would require this limitation to apply to any revenues derived from bridge tolls, fees, or taxes, regardless of classification.</p>	
<p>AB 1964 Bloom D</p> <p>High-occupancy vehicle lanes: vehicle exceptions.</p>	<p>2/25/2016-A. TRANS. 2/25/2016-Referred to Com. on TRANS.</p>	<p>Existing federal law authorizes, until September 30, 2019, a state to allow low emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Existing federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use HOV lanes.</p> <p>This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until January 1, 2029, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill contains other related provisions and other existing laws.</p>	
<p>AB 1982 Bloom D</p> <p>Greenhouse Gas Reduction Fund: traffic signal synchronization.</p>	<p>2/25/2016-A. TRANS. 2/25/2016-Referred to Coms. on TRANS. and NAT. RES.</p>	<p>Existing law authorizes the allocation of moneys from the Greenhouse Gas Reduction Fund for the purpose of reducing greenhouse gas emissions through specified investments, including sustainable infrastructure projects. Existing law authorizes the allocation of moneys in the fund for investment in a traffic signal synchronization project as a sustainable infrastructure project if the project is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific reduction targets and metrics to evaluate the project's effect.</p> <p>This bill would additionally require that an eligible traffic signal synchronization project be timed to move vehicles at an average speed of 12 to 15 miles per hour.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2006 Mullin D</p> <p>State Board of Equalization: contracting authority; local tax collection.</p>	<p>2/29/2016-A. REV. & TAX 2/29/2016-Referred to Com. on REV. & TAX.</p>	<p>Existing law allows the State Board of Equalization, when requested by the legislative body of any county, city, or city and county or the assessor to render advisory or other service, to contract, at not less than cost and subject to regulations approved by the Director of General Services, to render such services.</p> <p>This bill would provide that those services include the collection and remittance to a legislative body of any county, city, or city and county of a tax imposed by that legislative body.</p>	
<p>AB 2030 Mullin D</p> <p>Transportation districts: contracts.</p>	<p>2/16/2016-A. PRINT 2/17/2016-From printer.</p>	<p>Existing law requires contracts of the San Francisco Bay Area Transit District for the purchase of supplies, equipment, and materials to be let to the lowest responsible bidder or to the bidder who submits a proposal that provides best value, as defined, if the amount of the contract exceeds \$100,000 and requires the district to obtain a minimum of 3 quotations for those contracts between \$2,500 and \$100,000. Existing law requires the district, if the contract is for the construction of facilities and works, to let the contract to the lowest responsible bidder if the amount of the contract exceeds \$10,000 and to obtain a minimum of 3 quotations for those contracts between \$2,500 and \$10,000.</p> <p>This bill would instead impose those bidding requirements with respect to district contracts for the purchase of supplies, equipment, and materials if the amount of the contracts exceeds \$150,000 and would require a minimum of 3 quotations for those contracts between \$5,000 and \$150,000. The bill would also impose those bidding requirements with respect to district contracts for the construction of facilities or equipment if the amount of the contract exceeds \$100,000 and would require a minimum of 3 quotations for those contracts between \$5,000 and \$100,000. This bill contains other related provisions and other existing laws.</p>	<p>Sponsor</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2090 Alejo D</p> <p>Low Carbon Transit Operations Program.</p>	<p>2/29/2016-A. TRANS. 2/29/2016-Referred to Com. on TRANS.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities.</p> <p>This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.</p>	
<p>AB 2126 Mullin D</p> <p>Public contracts: Construction Manager/General Contractor contracts.</p>	<p>2/17/2016-A. PRINT 2/18/2016-From printer.</p>	<p>Existing law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. Existing law requires specified information provided to the department pursuant to these provisions to be verified under oath.</p> <p>This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services. By expanding this authorization, the bill would expand the scope of the crime of perjury, thus imposing 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 2152 Gray D</p> <p>Elections: ballots: ballot order.</p>	<p>3/8/2016-A. E. & R. 3/8/2016-Re-referred to Com. on E. & R.</p>	<p>Existing law requires all voting to be by ballot and requires each polling place to provide, at each election at which public officers are to be voted for, but one form of ballot for all candidates for public office, except for partisan primary elections, as specified. Existing law specifies the order of precedence of offices on the ballot and authorizes a county elections official to vary the order for certain offices and measures submitted to the voters, in order to allow for the most efficient use of space on the ballot in counties that use a voting system, as defined. Existing law requires state measures to always precede local measures.</p> <p>This bill, for the November 8, 2016, statewide general election only, would authorize a county board of supervisors to direct the county elections official to place a local measure related to local transportation finance above state measures. This bill contains other related provisions.</p>	
<p>AB 2170 Frazier D</p> <p>Trade Corridors Improvement Fund: federal funds.</p>	<p>3/15/2016-A. TRANS. 3/15/2016-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes.</p> <p>This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2222 Holden D</p> <p>Transit passes.</p>	<p>3/3/2016-A. TRANS. 3/3/2016-Referred to Com. on TRANS.</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. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program and 5% of the annual proceeds of the fund to the Low Carbon Transit Operations Program.</p> <p>This bill would continuously appropriate \$50,000,000 annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program, to be administered by the Department of Transportation. The bill would provide for moneys made available for the program to be allocated by the Controller, as directed by the department, to support transit pass programs of public agencies that provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California students. The bill would require the Department of Transportation, in coordination with the State Air Resources Board, to develop guidelines that describe the methodologies that recipient public agencies would use to demonstrate that the proposed expenditures will reduce greenhouse gas emissions. The bill would require at least 50 percent of the moneys allocated under the Transit Pass Program to benefit disadvantaged communities, as specified.</p>	
<p>AB 2257 Maienschein R</p> <p>Local agency meetings: agenda: online posting.</p>	<p>3/3/2016-A. L. GOV. 3/3/2016-Referred to Com. on L. GOV.</p>	<p>The Ralph M. Brown Act enables the legislative body of a local agency to call both regular and special meetings. The act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. The act requires that the agenda or notice be freely accessible to members of the public and be posted on the local agency's Internet Web site, if the local agency has one.</p> <p>This bill would require an online posting of an agenda by a local agency to have a prominent direct link to the current agenda itself. The bill would require the link to be on the local agency's Internet Web site homepage, not in a contextual menu on the homepage, and would require the agenda to be posted in compliance with a specified section of law. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2293 Garcia, Cristina D</p> <p>Greenhouse Gas Reduction Fund: Green Assistance Program.</p>	<p>3/14/2016-A. NAT. RES. 3/14/2016-Re-referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would establish the Green Assistance Program, to be administered by the Secretary for Environmental Protection to, among other things, assist small businesses, small nonprofit organizations, and small cities in applying for moneys from programs using moneys from the fund, as specified.</p>	
<p>AB 2343 Garcia, Cristina D</p> <p>Greenhouse Gas Reduction Fund: 3-year investment plan: disadvantaged communities.</p>	<p>3/3/2016-A. NAT. RES. 3/3/2016-Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the 3-year investment plan to allocate a minimum of 10% of the available moneys in the fund to projects located within disadvantaged communities.</p> <p>This bill instead would require a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2411 Frazier D</p> <p>Transportation revenues.</p>	<p>3/8/2016-A. TRANS. 3/8/2016-Referred to Com. on TRANS.</p>	<p>Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. Existing law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.</p> <p>This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. The bill, subject to a specified exception, would instead require the miscellaneous revenues to be retained in the State Highway Account and to be used solely for transportation expenditures consistent with the restrictions for expenditure of fuel tax revenues in Article XIX of the California Constitution.</p>	
<p>AB 2415 Garcia, Eduardo D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>3/8/2016-A. TRANS. 3/8/2016-Referred to Coms. on TRANS. and NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.</p> <p>This bill, between January 2, 2018, and January 1, 2023, would require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated each year for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2431 Linder R</p> <p>California Environmental Quality Act: subsequent projects.</p>	<p>2/19/2016-A. PRINT 2/22/2016-Read first time.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.</p> <p>This bill would make nonsubstantive changes to that provision. This bill contains other existing laws.</p>	
<p>AB 2452 Quirk D</p> <p>California Environmental Quality Act: judicial remedies: emissions of greenhouse gases.</p>	<p>3/8/2016-A. NAT. RES. 3/8/2016-Referred to Coms. on NAT. RES. and JUD.</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 authorizes a court, in an action or proceeding brought challenging the decision of a public agency on the ground of noncompliance with CEQA, to enter an order to suspend any specific project activity if the court finds that the activity will prejudice the consideration and implementation of particular mitigation measures or alternatives to the project.</p> <p>This bill would, in an action or proceeding under CEQA, prohibit a court from staying or enjoining transportation infrastructure projects, as defined, based solely on the project's potential contribution to the emissions of greenhouse gases.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2702 Atkins D</p> <p>Climate change.</p>	<p>2/19/2016-A. PRINT 2/22/2016-Read first time.</p>	<p>The 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. Existing law establishes the Integrated Climate Adaptation and Resiliency Program, which is administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. Existing law requires the California Environmental Protection Agency to update the state's climate adaptation strategy to identify vulnerabilities to climate change.</p> <p>This bill would state the intent of the Legislature to enact legislation that would continue the work with local governments, state agencies, and others to meet the goals set forth in Governor Brown's Under 2 MOU, which brings together subnational governments willing to commit to either reducing the emissions of greenhouse gases 80% to 95% below 1990 levels by 2050 or achieving a per capita annual emissions target of less than 2 metric tons of carbon dioxide equivalent by 2050.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2722 Burke D</p> <p>Transformative Climate Communities Program.</p>	<p>3/10/2016-A. NAT. RES. 3/10/2016-Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would create the Transformative Climate Communities Program, to be administered by the council. The bill would appropriate \$250,000,000 from the Greenhouse Gas Reduction Fund to the council to administer the program. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for transformative climate community plans in disadvantaged communities, as defined. The bill would require the council to award at least 5 grants to execute existing, and at least 5 grants to undertake the development of, neighborhood-level transformative climate community plans that contribute to the reduction of emissions of greenhouse gases and address specified project areas. This bill contains other existing laws.</p>	
<p>AB 2742 Nazarian D</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>3/10/2016-A. TRANS. 3/10/2016-Referred to Com. on TRANS.</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 prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017.</p> <p>This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030. The bill 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.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>AB 2906 Committee on Transportation Transportation: omnibus bill.</p>	<p>3/7/2016-A. PRINT 3/8/2016-From printer.</p>	<p>Existing law authorizes the issuance of commemorative 1984 Olympic reflectorized license plates in lieu of regular license plates, as specified. Existing law requires that the issue, renewal, cancellation, retention, and transfer of the Olympic plates be subject to specified provisions as if they were environmental license plates, including, among others, provisions that impose a \$48 registration fee and a \$38 renewal fee for the issuance of the plates.</p> <p>This bill would repeal the provisions that require the Olympic plates to be subject to the environmental license plates provisions described above. This bill contains other related provisions and other existing laws.</p>	
<p>ABX1 1 Alejo D Transportation funding.</p>	<p>6/23/2015-A. PRINT 6/24/2015-From printer.</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.</p>	
<p>ABX1 2 Perea D 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>	

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

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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>	
<p>ABX1 13 Grove R</p> <p>Greenhouse Gas Reduction Fund: streets and highways.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program, as provided.</p> <p>This bill would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.</p>	

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

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 17 Achadjian R</p> <p>Greenhouse Gas Reduction Fund: state highway operation and protection program.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 60% of the annual proceeds of the fund for transit, affordable housing, sustainable communities, and high-speed rail purposes.</p> <p>This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.</p>	
<p>ABX1 18 Linder R</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Account to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006.</p> <p>This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ABX1 19 Linder R</p> <p>California Transportation Commission.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.</p>	
<p>ABX1 23 Garcia, Eduardo D</p> <p>Transportation.</p>	<p>9/4/2015-A. PRINT 9/5/2015-From printer.</p>	<p>Existing law requires the Department of Transportation to prepare a State Highway Operation and Protection Program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. Existing law provides for the programming of transportation capital improvement funds for other objectives through the State Transportation Improvement Program administered by the California Transportation Commission, which includes projects recommended by regional transportation planning agencies through adoption of a regional transportation improvement program and projects recommended by the department through adoption of an interregional transportation improvement program, as specified.</p> <p>This bill, by January 1, 2017, would require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>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>	
<p>ABX1 25 Allen, Travis R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>1/11/2016-A. PRINT 1/12/2016-From printer.</p>	<p>Under existing law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school.</p> <p>This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services. This bill contains other related provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>ACA 4 Frazier D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>8/19/2015-A. APPR. SUSPENSE FILE 8/27/2015-In committee: Hearing postponed by committee.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it would become effective immediately upon approval by the voters and would apply to any local measure imposing, extending, or increasing a sales and use tax or transactions and use tax for local transportation projects submitted at the same election. This bill contains other existing laws.</p>	<p>Support</p>
<p>SB 91</p> <p>Committee on Budget and Fiscal Review</p> <p>Greenhouse Gas Reduction Fund: investment plan.</p>	<p>9/4/2015-A. BUDGET 9/4/2015-Read third time and amended. Ordered to third reading. Re-referred to Com. on BUDGET pursuant to Assembly Rule 77.2.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would express the intent of the Legislature to enact legislation that amends the Budget Act of 2015 to reflect an expenditure plan for moneys in the Greenhouse Gas Reduction Fund that conforms to the 2015 investment plan for the moneys in the fund as adopted by the Legislature.</p>	

San Mateo County Transit District State Legislative Matrix 3/16/16

Bill ID/Topic	Location	Summary	Position
<p>SB 824 Beall D</p> <p>Low Carbon Transit Operations Program.</p>	<p>3/15/2016-S. T. & H. 3/15/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would authorize a recipient transit agency that does not submit a project for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, to pool its funding share with those of other recipient transit agencies, or to apply to the department to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified. The bill would also allow a recipient transit agency to apply to the department for a letter of no prejudice for a capital project or component of a capital project for which the department has authorized a disbursement of funds, and, if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program, under specified conditions. The bill would also require a recipient transit agency to provide additional information to the department to the extent funding is sought for capital projects. This bill contains other existing laws.</p>	
<p>SB 882 Hertzberg D</p> <p>Crimes: public transportation: minors.</p>	<p>1/28/2016-S. PUB. S. 1/28/2016-Referred to Coms. on PUB. S. and APPR.</p>	<p>Existing law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket.</p> <p>This bill would prohibit the minor from being charged with an infraction or a misdemeanor for those acts.</p>	

San Mateo County Transit District State Legislative Matrix 3/16/16

Bill ID/Topic	Location	Summary	Position
<p>SB 885 Wolk D</p> <p>Construction contracts: indemnity.</p>	<p>1/28/2016-S. JUD. 1/28/2016-Referred to Com. on JUD.</p>	<p>Existing law makes specified provisions in construction contracts void and unenforceable, including provisions that purport to indemnify the promisee against liability for damages for death or bodily injury to persons, injury to property, or any other loss arising from the sole negligence or willful misconduct of the promisee or the promisee's agents who are directly responsible to the promisee, or for defects in design furnished by those persons.</p> <p>This bill would specify, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend claims that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. Under the bill, a design professional would not have a duty to defend claims against any other person or entity arising from a construction project, except that person or entity's reasonable defense costs arising out of the design professional's degree of fault, as specified. The bill would prohibit waiver of these provisions and would provide that any clause in a contract that requires a design professional to defend claims against other persons or entities is void and unenforceable. The bill would provide Legislative findings and declarations in support of these provisions.</p>	<p>Oppose</p>
<p>SB 901 Bates R</p> <p>Transportation projects: Advanced Mitigation Program.</p>	<p>2/4/2016-S. T. & H. 3/10/2016-Set for hearing March 29.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project, as defined, that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, subject to certain exceptions.</p> <p>The bill would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.</p>	

San Mateo County Transit District State Legislative Matrix 3/16/16

Bill ID/Topic	Location	Summary	Position
<p>SB 903 Nguyen R</p> <p>Transportation funds: loan repayment.</p>	<p>2/4/2016-S. T. & H. 2/4/2016-Referred to Com. on T. & H.</p>	<p>Existing law creates the Traffic Congestion Relief Fund, as a continuously appropriated fund, for the purpose of funding a list of transportation projects specified in statute. Existing law provided for the transfer of specified amounts from the General Fund to the Traffic Congestion Relief Fund, beginning in the 2000-01 fiscal year. Existing law also provided for the transfer of a portion of the sales tax on gasoline to the Transportation Investment Fund subsequent to voter approval on March 5, 2002, of Article XIX B of the California Constitution, which thereafter dedicated those sales tax revenues to specified transportation purposes. Existing law required a portion of the revenues in the Transportation Investment Fund to be transferred to the Traffic Congestion Relief Fund.</p> <p>This bill would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.</p>	
<p>SB 944 Committee on Transportation and Housing</p> <p>Housing omnibus.</p>	<p>2/18/2016-S. T. & H. 2/18/2016-Referred to Coms. on T. & H. and JUD.</p>	<p>The Davis-Stirling Common Interest Development Act, among other things, requires that the declaration, as defined, of a common interest development include certain specified information and allows for amendments to the declaration pursuant to either the declaration or the provisions of the act. Under existing law, an amendment to a declaration is generally effective after certain specified requirements are met, except as provided.</p> <p>This bill would clarify that the exception from this requirement includes alternative procedures established in other specified provisions of the act for approving, certifying, or recording an amendment. This bill contains other related provisions and other existing laws.</p>	

San Mateo County Transit District State Legislative Matrix 3/16/16

Bill ID/Topic	Location	Summary	Position
<p>SB 1128 Glazer D</p> <p>Commute benefit policies.</p>	<p>2/25/2016-S. T. & H. 2/25/2016-Referred to Com. on T. & H.</p>	<p>Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Existing law makes these provisions inoperative on January 1, 2017.</p> <p>This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. The bill would also delete bicycle commuting as a pretax option under the program and instead would authorize a covered employer, at its discretion, to offer commuting by bicycling as an employer-paid benefit in addition to commuting via public transit or by vanpool. The bill would also delete the reporting requirement.</p>	
<p>SB 1320 Runner R</p> <p>California Transportation Commission.</p>	<p>3/3/2016-S. T. & H. 3/3/2016-Referred to Com. on T. & H.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>	
<p>SB 1383 Lara D</p> <p>Short-lived climate pollutants.</p>	<p>3/10/2016-S. E.Q. 3/15/2016-Set for hearing April 6.</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 state board is also required to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants, as defined, in the state.</p> <p>This bill would require the state board to approve and implement that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40%, hydro fluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified.</p>	

San Mateo County Transit District State Legislative Matrix 3/16/16

Bill ID/Topic	Location	Summary	Position
<p>SB 1464 De León D</p> <p>California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.</p>	<p>3/10/2016-S. E.Q. 3/10/2016-Referred to Com. on E.Q.</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 emission reductions.</p> <p>This bill would require the state board to also consult with local agencies for these purposes. This bill contains other existing laws.</p>	
<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>	

San Mateo County Transit District State Legislative Matrix 3/16/16

Bill ID/Topic	Location	Summary	Position
<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>
<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>	

San Mateo County Transit District State Legislative Matrix 3/16/16

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 be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, as of July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>SBX1 8 Hilli D</p> <p>Public transit: funding.</p>	<p>9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	<p>Support</p>

San Mateo County Transit District State Legislative Matrix 3/16/16

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

San Mateo County Transit District State Legislative Matrix 3/16/16

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

San Mateo County Transit District State Legislative Matrix 3/16/16

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 3/16/16

Bill ID/Topic	Location	Summary	Position
<p>SCA 5 Hancock D</p> <p>Local government finance.</p>	<p>7/16/2015-S. GOV. & F. 7/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.</p>	<p>The California Constitution provides that all property is taxable, unless exempted by the California Constitution or by federal law. The California Constitution authorizes the Legislature to classify personal property for differential taxation or for exemption by means of a statute approved by a 2/3 vote of the membership of each house.</p> <p>This measure would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.</p>	
<p>SCAX1 1 Huff R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0. Page 72.) (September 8). Re-referred to Com. on APPR.</p>	<p>Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law.</p> <p>This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. ○ This bill contains other related provisions and other existing laws.</p>	



BOARD OF DIRECTORS 2016

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

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, APRIL 6, 2016 – 2:45 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of March 2, 2016

INFORMATIONAL

2. SamTrans Service Plan Progress Update

Committee Members: Adrienne Tissier, Jeff Gee, Rose Guilbault

NOTE:

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

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA
MINUTES OF PLANNING, DEVELOPMENT AND SUSTAINABILITY
COMMITTEE MEETING
COMMITTEE OF THE WHOLE
MARCH 2, 2016**

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

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

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

Committee Chair Adrienne Tissier called the meeting to order at 3:51 p.m.

Approval of Minutes of Planning, Development and Sustainability Committee Meeting of December 2, 2015

Motion/Second: Guilbault/Gee

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

Absent: Stone

Director Stone arrived at 3:52 p.m.

Capital Projects Quarterly Status Report – 2nd Quarter Fiscal Year 2016

Gigi Harrington, Deputy CEO, said this is the regular quarterly report and said she is happy to meet with anyone to review the report in more detail.

Adjourned: 3:53 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **SAMTRANS SERVICE PLAN PROGRESS UPDATE**

ACTION

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

SIGNIFICANCE

Staff will provide an update on the status of SamTrans service since the SamTrans Service Plan (SSP) implementation on January 26, 2014. This update will focus on the performance of the system as it finishes its second year under the new service structure. Critical components of this new service structure include increased frequency along key corridors, as well as the introduction of the pilot services in Pacifica and San Carlos.

BUDGET IMPACT

There is no impact to the budget.

BACKGROUND

The Board approved the SSP in May 2013 after a two-year planning process that included extensive public and customer outreach and input. The first phase of the SSP – launching weekday Route ECR – was implemented in August 2013. The second phase launched January 2014. This is the fifth update in a series of reports detailing performance data under the new service structure.

Prepared By: Carolyn Derwing, Acting Manager, Operations Planning 650-508-6249



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JIM HARTNETT
GENERAL MANAGER/CEO

A G E N D A

BOARD OF DIRECTORS

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

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

1. ROLL CALL

2. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of Board of Directors Meeting of March 2, 2016
- b. Approval of Minutes of Special Board of Directors Meeting of March 2, 2016
- c. Acceptance of Statement of Revenues and Expenses for February 2016

3. PUBLIC COMMENT

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

4. AUTHORIZE AMENDING THE RULES OF PROCEDURE OF THE BOARD OF DIRECTORS TO INCLUDE AN AUDIT COMMITTEE

5. REPORT OF THE CHAIR

6. REPORT OF THE GENERAL MANAGER/CEO

- a. Strategic Initiatives Update

7. COMMUNITY RELATIONS COMMITTEE – J. GEE

MOTION

- a. Appointment of Citizens Advisory Committee Members
 - Zachary Fucini, Representing Bus Riders
 - David Nelson, Representing Bus Riders
 - Geraldine Wilson, Representing Bus Riders
 - Angel Barrios, Representing Community Riders
 - Alicia Marie Jones, Representing Community Riders
 - Frank Liu, Representing Community Riders
 - Juslyn Manalo, Representing Community Riders (Incumbent)
 - Joyce Gamber, Representing Multimodal Riders
 - Julia Lee, Representing Multimodal Riders

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

SUBJECTS DISCUSSED

- b. Accessibility Update
- c. Paratransit Coordinating Council Update
- d. Citizens Advisory Committee Liaison Report
- e. Multimodal Ridership Report – February 2016

8. FINANCE COMMITTEE – C. Stone

SUBJECTS DISCUSSED

- a. Assessment of Fiscal Year 2016 Fuel Hedging Program

9. LEGISLATIVE COMMITTEE – P. RATTO

SUBJECTS DISCUSSED

- a. State and Federal Legislative Update

10. PLANNING, DEVELOPMENT AND SUSTAINABILITY – A. TISSIER

SUBJECT DISCUSSED

- a. SamTrans Service Plan Progress Update

11. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

12. BOARD MEMBER REQUESTS/COMMENTS

13. DATE, TIME AND PLACE OF NEXT REGULAR MEETING – May 4, 2016 at 2 p.m.,
San Mateo County Transit District, 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): Trudell v. San Mateo County, et al.,
Case No. CIV537313

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. Communications to the Board of Directors can be e-mailed to board@samtrans.com.

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
MARCH 2, 2016**

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

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

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

Meeting recessed to closed session at 2:04 p.m.

Meeting reconvened to open session at 2:59 p.m.

GENERAL COUNSEL PROPOSEL

**Conference with Legal Counsel – Anticipated Litigation Pursuant to Government Code
Section 54956.9(d)(4): One Potential Case**

Joan Cassman, Legal Counsel, said no action was taken in closed session and the matters addressed will come before the Board during the Finance Committee meeting under Item 4.

Meeting adjourned to committee meetings at 3:00 p.m.

Meeting reconvened at 3:53 p.m.

CONSENT CALENDAR

- a. Approval of Minutes of Board of Directors Meeting of February 3, 2016
- b. Acceptance of Statement of Revenues and Expenses for January 2016

Motion/Second: Ratto/Tissier

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

PUBLIC COMMENT

None

**INTRODUCTION OF PROPOSED ACTION TO AMEND THE RULES OF PROCEDURE OF THE
BOARD OF DIRECTORS TO INCLUDE AN AUDIT COMMITTEE**

Chair Kersteen-Tucker said the Board would like to make the Audit Committee a standing committee which does not meet as a committee of the whole at Board meetings.

Director Karyl Matsumoto requested the committee be comprised of a Board member from the Council of Cities, a Board member from the County Board of Supervisors, the Board chair and a member of the Board.

Ms. Cassman said this will be brought back to the Board next month for action.

REPORT OF CHAIR

Director Matsumoto said the Board Ad-hoc Retreat Committee consists of Directors Adrienne Tissier, Charles Stone and Chair Kersteen-Tucker. To ensure the Strategic Plan is kept current the Board will hold a half-day retreat on even years and a full-day retreat on odd years. The committee thought it was important to receive updates on the Board meetings from the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority (TA). The committee would like to provide input on some of the budget priorities prior to the Fiscal Year 2017 budget being presented to the Board for approval.

Jim Hartnett, General Manager/CEO, said staff will provide a summary of the JPB and TA meetings via e-mail and a hardcopy in the following month's reading file. A Strategic Priorities line will be added as an agenda item under the General Manager's Report on the Board agenda. He said staff reports will now include a reference to strategic priorities.

Director Carole Groom left at 4:05 p.m.

REPORT OF THE GENERAL MANAGER/CEO – J. Hartnett

Mr. Hartnett reported:

- Recognized Elizabeth Dabu as Bus Transportation Employee of the Year.
- Recognized Bernardo Turingan as Maintenance Employee of the Year.
- North Base bus operators received the Operations Base Safety Award for averaging more than 72,935 miles between accidents.
- South Base maintenance employees received the Maintenance Base Safety Award for working 60,104 hours with only one lost time injury.
- Update on two emergency procurements. The first is the oil water separator at North Base. A tank was installed and the monitoring system is expected to be completed by the end of March. The other item is an industrial waste line at North Base. A temporary line was installed to allow for the use of a steam rack. A capital project will be requested in the Fiscal Year 2017 Capital Budget to replace the entire line.
- The Center for Independence of Individuals and Disabilities filed a lawsuit against Serra Cab, which alleges they are charging more for wheelchair passengers. Serra Cab is a sub-contractor to First Transit, which provides the District's Redi-Wheels services, however the fares in question are not those in the District's Redi-Wheels program.
- The District has a support vehicle fleet of 76 vehicles classified as automobile-type vehicles and specialty vehicles. The specialty vehicles include heavy-duty trucks, flatbeds and cargo vans. The District owns 52 cars and 24 specialty vehicles. Of the 52 cars more than 50 percent are hybrids. The District is buying

four additional hybrid cars so it will bring the number up to about 60 percent of the fleet being hybrid. The specialty vehicles do not have a hybrid option available at this time. In the procurement, staff takes advantage of the State bid system for the non-revenue support vehicles. This allows the District to have very competitive pricing opportunities, provides efficiency, and reduces internal administrative costs. Using the State bid, a 2016 Ford Fusion hybrid costs the District \$28,000 compared to \$40,000 if purchased directly from a dealer.

- Fixed-route service averaged over 26,000 miles between service calls in January and paratransit had only one call for 133,000 miles.
- Over 2,000 of hours of training was conducted in January.
- Operations Planning is finalizing changes to the June 11 runbook. One issue staff is reviewing and trying to mitigate is frequent delays on University Avenue due to traffic and construction.

COMMUNITY RELATIONS COMMITTEE – J. Gee

SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council
- c. Citizens Advisory Committee Update
- d. Mobility Management Report - Paratransit
- e. Multimodal Ridership Report – January 2016

FINANCE COMMITTEE – C. Stone

RESOLUTIONS/MOTION

- a. Authorize Amendment to the Fiscal Year 2016 Operating and Capital Budgets
- b. Authorize Execution of Contract Amendment with Wipro, LLC to Provide PeopleSoft Systems Integration Services and Execution of Release of Claims Agreement in the Amount of \$2.176 Million
- c. Authorize Delegation of Authority to the General Manager/CEO to Execute Contracts with Values of up to \$100,000
- d. Authorize Supporting an Application and Executing a Funding Agreement with the San Mateo County Transportation Authority and San Mateo City/County Association of Governments for San Mateo County Shuttle Program Funds and Commit up to \$883,360 in Matching Funds
- e. Authorize Approving and Adopting the San Mateo County Transit District Money Purchase Plan and Trust in the Form of the ICMA Retirement Corporation Governmental Money Purchase Plan and Trust, and the San Mateo County Transit District Nonqualified Supplemental Defined Contribution Plan, Delegating Authority to the Chief Financial Officer to Take All Necessary Actions to Effectuate and Amend the Plans
- f. Authorize Award of Contract to Group 4 Architecture, Research + Planning, Inc. to Provide On-Call General Engineering Consultant Design Service for a Not-to-Exceed Amount of \$3 Million
- g. Authorize Award of Contract to BECI Electric, Inc. to Provide 14 Cameras and Ancillary Equipment for the San Mateo County Transit District's Central Office for a Total Amount of \$159,000 AND Delegate Authority to the General Manager/CEO to Approve New Camera Design and Camera Locations
- h. Authorize Rejection of all Bids for Bus Stop Benches and Trash Receptacles

Motion/Second: Stone/Harris

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

Absent: Groom

LEGISLATIVE COMMITTEE – P. Ratto

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE – A. Tissier

SUBJECT DISCUSSED

- a. Capital Projects Quarterly Status report – 2nd Quarter Fiscal Year 2016

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

Director Peter Ratto said he would like the Board to receive the monthly performance statistics sheet that the CAC receives each month in the reading file.

Director Shirley Harris complimented Mr. Hartnett on his “Messages from Jim.”

Director Rose Guilbault acknowledged the bus operators for their quick thinking on providing free transportation to children at Bowditch Middle School after the recent bomb threat at their school.

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

Adjourned to closed session at 4:30 p.m.

Reconvened to open session at 4:45 p.m.

GENERAL COUNSEL PROPOSAL

Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Gardner v. San Mateo County Transit District, Case No. CIV 528132

Ms. Cassman said the Board met in closed session to discuss a matter of existing litigation and the Board gave the authority to legal counsel for settlement.

The meeting adjourned at 4:46 p.m.

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

**MINUTES OF SPECIAL BOARD OF DIRECTORS MEETING
MARCH 2, 2016**

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

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

Chair Zoe Kersteen-Tucker called the meeting to order at 4:46 p.m.

AUTHORIZE DECLARATION OF AN EMERGENCY FOR THE REPAIR OF DIESEL FUEL SYSTEM COMPONENTS AT NORTH BASE AND RATIFICATION OF EMERGENCY PURCHASE ORDER TO TECHNOLOGY, ENGINEERING AND CONSTRUCTION (TEC) IN THE AMOUNT OF \$24,995

Gigi Harrington, Deputy CEO, said two different components are being repaired in this emergency procurement. Staff is requesting the work be done by TEC as they have previously done work for the District. The General Manager/CEO authorized this work on February 26 to start the repair. The issue was found during a routine inspection. Staff is working with the inspector and doesn't anticipate any problems as the repair is done.

Director Adrienne Tissier said at the Board meeting today the Board approved an item for the General Manager/CEO to execute contracts up to \$100,000. She asked if this is the reason this is before the Board because it needs to be declared an emergency. Joan Cassman, Legal Counsel, said the declaration of emergency excuses the District from using its normal competitive bid process. The declaration of emergency is a procedural matter and the County is requiring the District to get this work done within 30 days and 30 days is not a sufficient amount of time to undertake a competitive bid process.

Chair Kersteen-Tucker asked what is being done to avoid future issues like this given this is the third emergency. David Olmeda, Chief Operating Officer, Bus, said this has to do with the safeguard systems currently in place. It is not about having a component that has failed, but more about the watchdog systems that are in place. The spill bucket is preventative so there are no additional spills that happen to fail the test. As far as the infrastructure, the facility side has requested engineering assistance to complete a full evaluation of the facility. Based on age and the environment the existing facilities are under staff is starting to do some catch-up work on some of these items that are not clearly visible or staff is not able to see under the normal preventative maintenance inspection program. This is one that the County took exception to and is being collaborative with staff in the process and understanding how long it will take to get this repair done.

Director Karyl Matsumoto said she wanted to make sure that none of this oil is going into the bay. Mr. Olmeda said no oil is going into the bay. All lines are double walled and double lined.

Motion/Second: Tissier/Guilbault

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

DATE AND TIME OF NEXT REGULAR MEETING – April 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 4:47 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

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

Joan Cassman
Legal Counsel

SUBJECT: **AMENDMENT TO THE RULES OF PROCEDURE OF THE BOARD OF DIRECTORS
TO ESTABLISH A STANDING AUDIT COMMITTEE**

ACTION

Staff proposes the Board of Directors (Board) amend Section 16 of the Rules of Procedure of the Board (Rules) to establish an Audit Committee as a Standing Committee of the Board. The Audit Committee's focus would be the San Mateo County Transit District's (District) annual audits as well as additional audits initiated by the District or other entities. As a result of various and sporadic audit schedules, and the Committee's need to spend longer periods working with outside auditors than could be reasonably accommodated on monthly Board meeting days, the Committee would establish a separate meeting schedule, likely including meetings in some months but not others.

The Committee's meetings would be noticed and open to the public in accordance with the Brown Act. The meetings would not be subject to the Committee of the Whole process applied to committee meetings held on monthly Board meeting days.

SIGNIFICANCE

The current Board chair and the Ad Hoc Fiscal Audit Committee established to oversee the Fiscal Year 2015-2016 audit process recommended the Board establish a new Standing Committee of the Board. The Committee would have on-going subject matter jurisdiction over (1) conduct of and findings in the District's annual financial audit and other audits of the agency as may be performed from time to time, and (2) development of such policies as may be necessary to address opportunities or deficiencies identified through such audits.

Creation of a new Standing Committee and adoption of related procedures requires amendment of Section 16, *Board Committees*, of the Rules. Staff proposes that the Board add a new subsection D, *Audit Committee*, at the end of the current Section 16,

to establish the Audit Committee, delineate the Committee's membership and define its subject matter jurisdiction and responsibilities. The proposed amendment to the Rules is set forth in full in the attached Resolution.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

Recently, chairs of the Board have created ad hoc advisory committees to review and discuss the District's annual audits with the District's auditors. The current Board chair and Ad Hoc Audit Committee have suggested creation of a permanent standing Audit Committee to provide for open and public discussions by Board members, staff and the District's auditor, akin to meetings held by committees of the governing bodies of many other public agencies in the region.

On March 2, 2016, in accordance with the process set forth in Section 19 of the Rules, *Amendments to Rules*, and at the direction of the Ad Hoc Fiscal Year 2014-15 Audit Committee, the General Manager/CEO and staff introduced an earlier version of this proposal to amend Section 16 of the Rules. The Board provided direction on the composition of the Audit Committee and directed staff to present an updated proposal for Board consideration and adoption at this April 6 meeting.

Prepared By: Shayna van Hoften, Legal Counsel

415-995-5880

RESOLUTION NO. 2016 –

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

* * *

**AMENDING THE RULES OF PROCEDURE
OF THE BOARD OF DIRECTORS TO ESTABLISH A STANDING AUDIT COMMITTEE**

WHEREAS, pursuant to Resolution No. 1976-24, dated April 28, 1976, the Board of Directors adopted the Rules of Procedure of the Board of Directors of the San Mateo County Transit District (Rules) to govern its proceedings ; and

WHEREAS, in recent years, chairs of the Board of Directors (Board) have created ad hoc advisory committees to review and discuss with the San Mateo County Transit District's (District) auditors the District's annual audits; and

WHEREAS, the current Board chair and Ad Hoc Audit Committee have suggested creation of a permanent standing Audit Committee to permit and ensure that a Committee of the Board retains on-going subject matter jurisdiction over (1) conduct of and findings in the District's annual financial audit and other audits of the agency as may be required from time to time, and (2) development of policy changes to address opportunities or deficiencies identified through such audits; and

WHEREAS, at the Board meeting on March 2, 2016, staff introduced a recommendation to amend the Rules to establish a Standing Audit Committee and to amend Section 16 of the Rules to reflect this change; and

WHEREAS, the Board reviewed the language of the proposed amendment, provided direction on the composition of the Audit Committee and directed staff to return to the April 6 meeting with the amendment for Board action.

NOW, THEREFORE, BE IT RESOLVED the Board of the District hereby amends the Rules of Procedure of the Board to establish a new Standing Committee by adding a new subsection D, *Audit Committee*, at the end of the current Section 16, *Board Committees*, to read as follows:

D. Audit Committee. In addition to the Standing Committees established under subsection B, the chair will appoint a Standing Audit Committee. Notwithstanding subsections A through C of this Section 16, the Audit Committee is subject to the following rules:

1. The chair shall appoint an Audit Committee of up to four (4) members, including the chair, and including at least one (1) member of the Board who is also a member of San Mateo County Board of Supervisors and at least one (1) member of the Board who was appointed to the Board by the Council of Cities.
2. Except as otherwise determined by the Audit Committee chair, Audit Committee meetings will be held at the commencement of the financial audit process in the beginning of each fiscal year, upon conclusion of the financial audit process, and as necessary to address issues that may arise at other times.
3. Notice of Audit Committee meetings and the posting of Audit Committee meeting agendas shall be in full accordance with the requirements of the Brown Act (as cited above). Persons wishing to address the Audit Committee concerning items of interest to the public that are within the subject matter jurisdiction of the Audit Committee may do so, provided that the Audit Committee may adopt reasonable regulations during each meeting pertaining to the permitted scope and duration of public testimony to be received.
4. The Audit Committee shall report on any subject referred to it by the Board, or by the chair of the Board, and shall give its recommendations thereon.
5. The Audit Committee's responsibilities shall include but not be limited to:
 - a. Meet with District's auditors at the initiation of each annual financial audit process to outline issues of particular interest to the Audit Committee, and be briefed on the auditors' plan for the audit scope and schedule.

- b. Meet with the annual auditors to receive the audit findings in advance of presentation of the final audit report to the Board of Directors.
- c. Receive information on opportunities and deficiencies identified by the auditors.
- d. At the discretion of the General Manager/CEO and/or chair of the Board, receive reports on other audits of the District, whether performed at the behest of the District or by another Federal, State or local agency.
- e. Recommend policies to the Board or other appropriate Standing Committee(s) to address opportunities identified during any governmental audit of the District or of any agency managed by the District.

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

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary