

JUNE 1, 2016

SAMTRANS BOARD MEETING

- BOARD OF DIRECTORS – PART 1 LINK
- COMMUNITY RELATIONS COMMITTEE LINK
- FINANCE COMMITTEE LINK
- LEGISLATIVE COMMITTEE LINK
- PLANNING, DEVELOPMENT & SUSTAINABILITY COMMITTEE LINK
- BOARD OF DIRECTORS – PART 2 LINK



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, JUNE 1, 2016 – 2:00 p.m.

- 1. PLEDGE OF ALLEGIANCE**
- 2. ROLL CALL**
- 3. PUBLIC HEARING TO CONSIDER ELIMINATION OF FLX SAN CARLOS ROUTE**
- 4. AUTHORIZE THE ELIMINATION OF FLX SAN CARLOS ROUTE EFFECTIVE AUGUST 5, 2016, APPROVAL OF TITLE VI EQUITY ANALYSIS, AND APPROVAL TO FILE A NOTICE OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**
- 5. ADJOURN TO COMMITTEE MEETINGS**

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Martha Martinez
Executive Officer
District Secretary/Executive Administration

SUBJECT: **PUBLIC HEARING FOR ELIMINATION OF THE FLX SAN CARLOS ROUTE**

ACTION

Hold a public hearing for consideration of eliminating the FLX San Carlos route effective August 5, 2016 due to the route's poor performance.

SIGNIFICANCE

Holding the public hearing allows the Board of Directors (Board) to receive public input on the proposed elimination of the FLX San Carlos route. The Board will be requested to take action following the closing of the public hearing.

BUDGET IMPACT

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

BACKGROUND

Since the launch of the FLX San Carlos service on January 27, 2014, SamTrans has operated four trips in the morning and five trips in the afternoon during weekday peak commute periods. In response to requests from San Carlos residents, SamTrans provided on-demand service during the mid-day that provided pick-up and drop-off services within the City of San Carlos and downtown Redwood City.

In the 27 months since the service launched, daily ridership averaged 10-20 passengers, or about two passengers per hour.

The Board approved the call for this public hearing on May 4, 2016, and the public was invited to attend a community meeting that was held on May 25, 2016 in San Carlos. The notice of the community meeting and public hearing was published in the San Mateo Daily Journal on May 18, 2016. Additional outreach included take-ones, news releases, social media and website postings.

Staff also established a number of other ways for customers and the public to provide their input.

Prepared by: Martha Martinez

650-508-6242

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus P. Murphy
Chief Communications Officer

SUBJECT: **ELIMINATION OF FLX SAN CARLOS ROUTE, APPROVAL OF TITLE VI EQUITY ANALYSIS, AND APPROVAL TO FILE A NOTICE OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

ACTION

Following a public hearing on elimination of the FLX San Carlos route earlier at this meeting, staff recommends the Board of Directors:

1. Eliminate the FLX San Carlos route effective August 5, 2016;
2. Approve the filing of a Notice of Exemption under the California Environmental Quality Act related to elimination of the service; and
3. Approve the associated Title VI equity analysis.

SIGNIFICANCE

In the 27 months since the FLX San Carlos service launched, daily ridership has averaged 10-20 passengers, or about two passengers per hour.

SamTrans made a commitment to continuously monitor and adjust service following the introduction of the SamTrans Service Plan in January 2014. The FLX routes were identified as two-year pilot projects that would be evaluated for effectiveness at the end of that term.

An equity analysis, conducted in accordance with Board-adopted policies and Federal guidance issued under Title VI of the Civil Rights Act of 1964 to assess the potential effects of discontinuing the FLX San Carlos service on minority and low-income passengers, will be provided for Board consideration and approval.

BUDGET IMPACT

The FLX San Carlos is operated under contract with MV Transportation at an annual cost of \$250,000. The funds will be reinvested to improve bus service in the local community, including potential service elsewhere in San Carlos this Fall.

BACKGROUND

Since the launch of the FLX San Carlos route on January 27, 2014, SamTrans has operated four trips in the morning and five trips in the afternoon during weekday peak commute periods. In response to requests from San Carlos residents, SamTrans provided on-demand service during the mid-day that provided pick-up and drop-off services within the City of San Carlos and downtown Redwood City.

Over the last few months, SamTrans worked with City of San Carlos staff and community members to identify alternative service that would better meet the needs of the community. Initial improvements to service have been made to help compensate for the loss of the FLX San Carlos route. Those improvements include improving the scheduling on Route 295 to align with school bell times and extending Route 95 to serve the Redwood City Transit Center. Further improvements are under discussion to improve local service in unserved parts of the City.

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|------------------|--|--------------|
| Prepared By: | Jayme Ackemann | 650-508-7934 |
| | Director, Marketing and Communications | |
| Project Manager: | Doug Kim, Director, Planning | 650-508-6278 |



BOARD OF DIRECTORS 2016

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CAROLE GROOM
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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, JUNE 1, 2016 – 2:15 p.m.
(or immediately after the public hearing)

1. Call to Order (Committee of the Whole)

ACTION

2. Approval of Minutes of Community Relations Committee Meeting of May 4, 2016

INFORMATIONAL

3. Accessibility Update – Tina Dubost
4. Paratransit Coordinating Council Update – Mike Levinson
5. Citizens Advisory Committee Liaison Report
6. Mobility Management Report – Shuttles
7. Multimodal Ridership Report – April 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
MAY 4, 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 2:01 p.m.

Approval of Minutes of April 6, 2016

Motion/Second: Ratto/Stone

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

Absent: Tissier

Proclamation Designating May as “Older Americans Month”

Committee Chair Gee presented the proclamation to Christina Kahn, Chair, San Mateo County Commission on Aging, Scott McMullin, Vice Chair, Commission on Aging, and Michelle Makino, Program Services Manager of the Commissions and Provider Services Unit in Aging and Adult Services, San Mateo County Health System.

Motion/Second: Kersteen-Tucker/Guilbault

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

Absent: Tissier

Director Adrienne Tissier arrived at 2:03 p.m.

Ms. Kahn thanked the Board on behalf on the Commission for the proclamation and recognizing the work the Commission does.

Mr. McMullin said the Commission is honored to receive the proclamation and pleased seniors are recognized.

Student “Art Takes a Bus Ride” Contest

The winners of the Annual Student “Art Takes a Bus Ride” Contest were announced:

- First Grade – Cassie Gray-Spight, Redwood Shores Elementary
- Second Grade – Sophia Fu, Redwood Shores Elementary
- Third Grade – Andrew Wang, Foster City Elementary
- Fourth Grade – Grace Masini, Redwood Shores Elementary
- Fifth Grade – Natalie Lin, Marjorie H. Tobias Elementary

- Sixth Grade – Marcellina Chang, Fernando Rivera Intermediate

Recessed to look at the Art Takes a Bus Ride at 2:12 p.m.

Reconvened at 2:23 p.m.

Accessibility Update

Tina Dubost, Manager, Accessible Transit Services, thanked Jim Hartnett, General Manager/CEO, for giving a paratransit presentation at the San Mateo County Commission on Aging. The new SamTrans for People with Disabilities brochure was distributed.

Paratransit Coordinating Council (PCC) Update – Mike Levinson

Mike Levinson, Chair, PCC, said the Education Committee will be participating in a lot of outreach events over the next few months.

Citizens Advisory Committee (CAC) Liaison Report

A report was provided in the Board's reading file.

Multimodal Ridership Report – March 2016

David Olmeda, Chief Operating Officer, Bus, reported:

- March 2016 Compared to March 2015
 - Average Weekday Ridership
 - Bus ridership was 41,750, a decrease of 7.5 percent. This decrease is contributed to schools having an early spring break.
 - Paratransit ridership was 1,240, an increase of 7.8 percent.
 - Caltrain ridership was 57,200, an increase of 1.5 percent.
 - Shuttle ridership was 13,040, an increase of 0.2 percent.
 - Total weekday ridership was 113,230, a decrease of 2.1 percent.
 - Total Monthly Ridership
 - Bus ridership was 1,100,520, a decrease of 6.1 percent.
 - Paratransit ridership was 31,590, an increase of 9.7 percent.
 - Caltrain ridership was 1,583,930, an increase of 2.9 percent.
 - Shuttle ridership was 302,390, an increase of 7.2 percent.
 - Total weekday ridership was 4,343,730, an increase of 0.9 percent.
 - Total Year-to-Date Monthly Ridership
 - Bus ridership was 9,699,820, a decrease of 1.9 percent.

Mr. Olmeda said he will be providing the Board a detailed report on ridership by route before next meeting. Director Gee said the Board will be very interested in the analysis.

Board Meeting Webcasting Project

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

- Purpose:
 - Give citizens convenient access to live and archived streaming through the District's website
 - Reduce public inquires with searchable, self-service access online

- Reach a broader audience – integrate closed captions with video
- Understand and measure public participation with in-depth video analytics
- Promotes accountability and public trust
- Aspects of the Project:
 - Infrastructure
 - Installation of five fixed cameras that pan and zoom
 - Control board and display monitor
 - Existing audio equipment will be used
 - The District will own equipment in order to expand further use beyond this application for Board meetings
 - Live Streaming and Archiving Application:
 - Available off-the-shelf
 - Hosted and maintained on providers server
 - Accessible and linked on SamTrans website
 - San Francisco Municipal Transportation Agency, BART, and Santa Clara Valley Transportation Authority use live streaming
 - Competitively procured contract available through Granicus
 - Initial equipment (decoder) purchase and monthly service fee
 - Features of live streaming include easily accessible on various platforms – tablet, personal computer, smart phone, indexed with agenda, downloadable, closed-captioned, and 24/7 hosted support and archived storage
 - Production will include soliciting for someone with experience with live streaming and video production
- Cost Estimate:
 - Equipment and infrastructure
 - Approximately \$70,000
 - 2016 Capital Budget – one-time cost
 - Live streaming and archiving application through competitively bid contract
 - Approximately \$30,000
 - Included in annual operating budgets for SamTrans, the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority
 - Production
 - Approximately \$15,000
 - Included in annual operating budgets
- Next Steps:
 - Direction from the Board to move forward
 - Authority limits are at the General Manager's approval
 - Procure, install and train

Director Rose Guilbault asked if the company offers support for the webcasting. Ms. Martinez said it would be open to anyone who has the experience in video production. She said it is hoped that someone internally could be trained and this part of the webcasting can be brought in-house.

Director Guilbault asked what other things this system would be used for. Ms. Martinez said marketing and communications will use it.

Director Tissier said the Metropolitan Transportation Commission uses Granicus. The county has someone who does video streaming.

Director Charles Stone asked if closed-caption is part of the system or is there an additional cost. Ms. Martinez said it is included.

Director Shirley Harris said this project is within the overall guidelines of being transparent and sees the internal usage a positive thing.

Director Carole Groom said almost every board she is on webcasts and receives a lot of good feedback and appreciation for having it.

Jim Hartnett, General Manager/CEO, said this is the direct result from conversations with the Board. The webcasting will serve the Board and public very well. Mr. Hartnett said he wouldn't need any additional budget authority as the funds are included in the Fiscal Year 2017 Operating Budget and will just proceed forward after the budget is approved.

Public Comment

Andy Chow, Redwood City, said he is glad to see this project going forward. Staff and the Board need to look at the carbon impact with people travelling to these meetings. He asked if this will be available for the other board meetings and CACs.

Committee Chair Gee said the webcasting will just be for the Board meetings at this time. He said there is general consensus among the Directors to move this forward, but would ask for updates when appropriate.

Adjourned: 2:53 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 meets every two months.

The draft minutes of the April 12, 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

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

**MEETING MINUTES
April 12, 2016**

Members Present: Mike Levinson, Chair; Vincent Merola, Vice-Chair; Cara Schmaljohn, Coastside; Tina Dubost, SamTrans; Dinae Cruise, Consumer; Maureen Dunn, Senior Focus; Sandra Lang, COA; Aki Eejima, Consumer; Marie Violet, Sequoia Hospital; Barbara Kalt, Rosener House; Patty Clement-Cihak, Catholic Charities; Susan Capeloto, DOR; and Dale Edwards, Consumer.

GUESTS: Richard Weiner, Nelson-Nygaard Consulting Associates; Erin Swartz, PCC Staff; Dave Daley, First Transit; John Sanderson, SamTrans; Talib Salamin, Serra Taxicab and Giovanni Guadagnini, Consumer.

ABSENTEES: Maria Kozak, Consumer; and Judy Garcia, Consumer.

(Member Attendance 12; Quorum—YES.)

WELCOME/INTRODUCTION

Chair Mike Levinson called the meeting to order at 4:00 p.m. and welcomed all to the April PCC meeting. Mike announced that the First Transit Appreciation Party would take place immediately following today's meeting.

APPROVAL OF THE MARCH PCC MINUTES

Vincent motioned to approve the March PCC meeting minutes and Maureen seconded the motion. Sammi abstained from voting and no corrections to the March PCC meeting minutes were noted.

COMMITTEE REPORTS

A. POLICY ADVOCACY- LEGISLATIVE COMMITTEE (PAL)

Vincent reported that the PAL Committee met today. Shweta Bhatnagar, SamTrans Government Affairs Manager, gave the quarterly legislative update. After the legislative update, the PAL Committee members discussed the MTC Coordinated Plan for which Nelson/Nygaard is preparing an update. The May PAL meeting date and time may be rescheduled and an announcement will be made once a date and time are confirmed.

B. GRANT/BUDGET REVIEW

Barbara reported that there are no updates available.

C. EDUCATION COMMITTEE

Maureen reported that the Education Committee will be scheduling a conference call for later this month. Outreach opportunities are being pursued with Twin Pines Senior Center in Belmont and San Bruno Senior Center, along with Leslie Gardens Senior Housing. Outreach events for 2016 include a Health and Wellness Fair in Pacific, The Transition to Independence Fair, and the Seniors on the Move Conference. Tina and

Maureen discussed updates to the Redi-Wheels FAQ sheet used during the Education Committee outreach events. Maureen asked Tina to follow up with the Marketing Department to schedule a Q & A session at a future meeting to provide the PCC members with an opportunity to provide feedback about updates to the FAQ sheet.

D. EXECUTIVE COMMITTEE

Mike reported that the Executive Committee last held a conference call in March to finalize plans for the First Transit Appreciation Party. The Executive Committee also discussed topics being reviewed by the PAL Committee from the 2015 ADA Circular. The Nominating Committee is working to recruit new members for the PCC. Agencies and organizations in the community are being contacted to invite representatives to attend PCC meetings and potentially join the Council.

Consumer Corps Quarterly Report

Erin presented the Consumer Corps Report for the first quarter of 2016. A total of 156 Consumer Corps ride evaluation forms were received. Consumer Corps members observed Redi-Wheels Comment Cards in vehicles in almost 80% of rides taken. Corps members are continuing to note that more and more taxicabs are carrying Redi-Wheels Comment Cards. Approximately 88% of ride evaluations showed that ride pick-up times were within 20 minutes of the scheduled time. The longest wait time reported this quarter was 40 minutes beyond the 20-minute window. Incomplete and/or inaccurate Night Before Calls were reported 21 times during the first quarter of 2016. Ride reservations were made without being put on hold in 85% of the reports submitted by Corps members. About $\frac{3}{4}$ of Consumer Corps trips were taken in Redi-Wheels vehicles and the remaining $\frac{1}{4}$ in taxicabs. No reports were submitted by Consumer Corps members for trips on RediCoast. Most of the trips taken by Corps members were 20 miles in length, or less. Assistance given by drivers on trips has been very highly rated by Consumer Corps members in every quarter for more than one year!

Tina reported that she asked AT & T to perform a "busy study" for calls to the Redi-Wheels reservation lines. Tina said that during the time period of the study, there were no busy signals reported.

Dinae reported that she spoke to a Case Manager from Adult Protective Services and has worked to get the word out to individuals who might be interested in participating in the Consumer Corps.

A. Operational Report

Tina reported that installation is nearly complete on the new turnstiles being installed in the SamTrans building lobby. John reported that Henry worked with the security staff to be prepared for large groups of people attending today's PCC meeting. Dinae asked Tina about the expected opening date for the ticket window. Tina confirmed that the ticket window is also expected to be completed in late April or early May.

Tina thanked the PCC members for their input in the development of the updated No-Show/late cancel letter drafted for Redi-Wheels customers.

Tina asked the PCC members for input on re-scheduling the remaining ERC meetings for 2016.

John reported on the newest edition of the *San Mateo County Paratransit Rider's Guide* that is currently being drafted. Work has started on it and will be ready for review by the PCC members and the public in the next few weeks. SamTrans has worked to clarify policies that are frequently misunderstood by riders. John said that he is focusing on services that are currently in place in the newest version of the *Riders' Guide*. Dale asked if the new *Riders' Guide* could be distributed in MS Word format. Aki suggested formatting the *Riders' Guide*, so that there is room for the riders to take notes on policy changes and developments. John noted that the *Riders' Guide* link on the SamTrans website is updated frequently, so that it reflects the most up-to-date information. Aki also suggested adding a section entitled, "What's New?" so that riders can easily spot changes to the *Guide*. Maureen, Mike, and Aki discussed using bold, italics and asterisks, instead of color text. Mike said that he will look for text problems using his screen reader to review the document. Maureen asked if the online version of the *Riders' Guide* is searchable. Tina said that Adobe has a search function for their documents.

John confirmed for Aki that a hard copy of the *Riders' Guide* is something that is required to be published at this time. Richard also offered to review the document for ADA compliance.

B. Performance Measures Report

Total Ridership in February 2016 was higher than the same month in February of last year. Average Weekday ridership is also increasing. SamTrans is working to meet the growing demand for paratransit services. On-Time Performance is continuing to meet the standard. Performance standards are also being met for Productivity and Telephone Hold Time. The Number of Trips is trending upward, along with Taxi Trips. Aki asked Tina for a graphical representation of the peak ridership hours during a typical day. Dave reported that the next driver schedule change is being developed, using similar data.

C. Monthly Redi-Wheels Comment Statistics Report

John reported that numbers are fairly steady for customer comments. Driver Conduct, Late Vehicle and Missed Trip categories continue to be the most popular types of comments that customers submit.

Dinae reported on a ride complaint that she filed about a driver who provided transportation for two of her trips over the weekend.

John reported that Response Time increased slightly in February for Policy Related Complaints.

D. Safety Report

Dave reported that there were 3 accidents in the month of March. Two accidents were preventable and one incident was non-preventable. All of the preventable accidents were minor.

LIAISON REPORTS

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

No updates for the Coastside were available.

B. AGENCY

Barbara reported that the agency representatives met last week and discussed the changeover in drivers with the new schedule bid that is coming out. The agency representatives are very happy with the level of service drivers are providing for the clients.

C. EFFICIENCY REVIEW COMMITTEE (ERC)

Aki reported that the ERC meeting for April was cancelled. Earlier in April, the Committee members submitted comments to Tina about the revised No-Show / late cancel policy letters that are being sent out.

The remaining ERC meetings for 2016 will be re-scheduled for different days and times. Once the new meetings are confirmed, Erin will email the PCC members updated information.

D. COMMISSION ON AGING (COA)

Sandra reported that the COA Transportation Committee met and discussed pedestrian safety, the SamTrans Mobility Ambassador Program, and the SamTrans Senior Mobility Guide. The Committee will present their Pedestrian Safety Action Statement to the COA members. In May, the COA will select one topic from the list for further work.

E. COMMISSION ON DISABILITIES (COD)

Vincent reported that the COD is continuing to plan for their 25th anniversary celebration. Vincent will report back to the PCC when the plans have been finalized.

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

Vincent reported that CiD will be participating in the *Daily Journal's* Senior Showcase. Vincent is participating in the FAST training and SV Gives program. Vincent confirmed that there are 28 independent living centers across California.

G. DEPARTMENT OF REHABILITATION (DOR)

Susan reported that the DOR is working with the South San Francisco School District on an event for job developers and agencies. She circulated handouts with RSVP information for individuals interested in attending the event.

OTHER BUSINESS

Giovanni Guadagnini, a Redi-Wheels customer, reported that he has had some service issues. He asked for extended hours for reservationists to take calls, like San Francisco paratransit. He said that he often will go to a doctor's appointment in the late afternoon and then unexpectedly have an appointment scheduled for the next day, but cannot call the Redi-Wheels reservation line to make his ride appointment before 5:00 p.m. Giovanni added that he needs the Night Before Calls identified as an entity like Redi-Wheels, so that the incoming calls are not restricted. He added that he has

struggled to get to appointments at a hospital in San Francisco because a one-block gap exists between the Redi-Wheels stop and his doctor's office.

Giovanni added that accessing SamTrans bus stops on Gateway Drive in Daly City is difficult because there are no cutouts and many buses do not stop at the correct spots on that street. He said that the Route 110 and 112 buses who drive down that street travel beyond the posted speed limit and do not come to full and complete stops at the stop signs. Furthermore, the bus stops on that street have no shelters for disabled individuals during rainy weather. Tina commented that safety belts are not compatible with the bus lifts that Giovanni had expressed concerns about. Tina added that the fixed-route and contracted fixed-route Supervisors have been working with the Bus Operators to address the issues that Giovanni has brought forward. Mike and Aki offered to discuss strategies for scheduling doctor's appointments with Giovanni after today's meeting. The PCC members also encouraged Giovanni to utilize the SamTrans 1-800 number for comments about fixed-route service.

Tina announced that the Redi-Wheels Comment Cards are being re-printed and will now include postage paid.

Mike reminded everyone that the next PCC meeting is scheduled for Tuesday, May 10, 2016 from 1:30-3:30 p.m.

MEETING ADJOURNED 5:40 p.m.

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

**MEETING NOTES
2:30 p.m. - 3:30 p.m.
April 12, 2016**

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

GUESTS: John Sanderson, SamTrans; Shweta Bhatnagar, SamTrans; Richard Weiner, Nelson-Nygaard Consulting Associates; Erin Swartz, PCC Staff; Giovanni Guadagnini, Consumer; and Dave Daley, First Transit.

ABSENT: Maria Kozak, Consumer.

APPROVAL OF MARCH PAL MINUTES

Mike motioned and Sammi seconded the motion to vote to approve the March PAL meeting minutes. None of the PAL Committee members abstained from voting and no corrections to the March meeting minutes were noted.

LEGISLATIVE UPDATES

A legislative report was given by Shweta Bhatnagar, Government Affairs Manager at SamTrans.

State activities include referring fiscal bills to the appropriations committee for further action until April 22. On February 18, 2016, the California High-Speed Rail Authority released its draft 2016 Business Plan. The Draft Plan is the foundational document for implementing the California High-Speed Rail program and details a reduction in capital costs from \$67.6 billion to \$64.2 billion. Additionally, the Draft Plan describes changes to the high-speed rail construction, which will now begin in Silicon Valley. Public comments on the Draft Plan close on April 18, 2016. By May 1, 2016, the High-Speed Rail Authority is required to prepare, publish, adopt, and submit an updated Business Plan to the Legislature. More information about the draft 2016 Business Plan can be found at: http://www.hsr.ca.gov/about/business_plans/draft_2016_Business_Plan.html

In Shweta's federal update, she noted that President Obama released the FY 2017 federal budget on February 9, 2016. The Peninsula Corridor Electrification Project through FTA's Core Capacity Program was given \$125 million. The Electrification Project is the first project in California to be included in the Project Development phase of the Core Capacity Program. The Administration's request for \$125 million in funding for FY 2017 will require Congressional approval. More information about FTA's Core Capacity Program can be found here: <https://www.transit.dot.gov/funding/grant-programs/capital-investments/about-program>

The Department of Transportation (DOT) announced procedures that would allow states to redistribute almost \$2 billion in previously appropriated earmark money on March 10, 2016. The FY 2016 appropriations legislation included language that transfers unused earmarks that are at least 10 years old and for which less than 10% of the funding has been obligated, to state transportation departments for new projects. Funding must be used for projects within 50 miles of the location of the original intended use. In California, there could be nearly \$150 million available through this process. A working group is being planned by Cal Trans to explore options for re-purposing the funding within each region of the state. More information about the DOT's repurposing of old earmarks can be found here:

<http://www.fhwa.dot.gov/cfo/earmarkrepurposing/>

FTA and FHWA have announced several Notice of Funding Opportunities, including \$211 million in grants for buses and bus facilities projects and \$55 million for FTA's Low and No Emission bus program. SamTrans Staff is currently evaluating both programs to determine which projects might be eligible for possible funding, including the zero-emission bus pilot program. Applications are due by May 13, 2016. More information about these grant programs can be found here:

<https://www.fta.dot.gov/funding/applying/notices-funding/5339b-bus-and-bus-facilities-discretionary-program-bus-program-2016>

Shweta reported on an announcement from FTA about grant opportunities in the Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility grant programs. \$5.3 million will be available from FTA through competitive grants for innovative transportation projects that support increased access to health services. Applications are due May 31, 2016 and must demonstrate that the proposed project was planned with the involvement of transportation, healthcare, and human service industries. More information about these grant programs can be found here:

<https://www.federalregister.gov/articles/2016/03/29/2016-07008/rides-to-wellness-demonstration-and-innovative-coordinated-access-and-mobility-grants>

Sandra, Mike, Aki and Shweta discussed some of the newer FTA programs. Vincent discussed the Rides to Wellness Program and the connection to current PAL advocacy efforts to implement Hospital Same-Day Discharge Service for San Mateo County. Shweta agreed to work with Tina to relay information from Vincent's discussion to the Grants Program Committee at SamTrans. Mike asked about the time frame for submitting plans and an application for funding from the FTA. Shweta said that applications for this year's funding cycle are due on May 31, 2016.

In March, Therese McMillan, the Federal Transit Administrator, announced she would be leaving the FTA and joining the Los Angeles County Metropolitan Transportation Authority as the Head of Planning. The current Special Advisor, Carolyn Flowers, will be taking McMillan's place at the FTA for the balance of the Obama Administration. Prior to joining the FTA, Flowers was the CEO for the Charlotte Area Transit System.

POLICY ISSUES – OPEN DISCUSSION

The PAL Committee members agreed to move the discussion of Policy Issues to the end of the meeting agenda, beginning in May 2016.

LOCAL ADVOCACY ISSUES—OPEN DISCUSSION

MTC Coordinated Plan

Vincent reported that MTC is updating the Coordinated Plan, including a summary of transportation gaps and potential solutions to the issues presented. John commented that the San Mateo County Health Department offers a few limited taxi voucher programs to qualifying clients. That service provides almost 18,000 rides per year. Vincent confirmed that the trips were counted as one-way trips. Sandra commented that prioritizing the issues outlined in the Coordinated Plan would be helpful. Richard and Tina discussed the original plan, which was prepared in 2007-08. In 2012, an update was completed. Nelson-Nygaard will be working on the 2016-17 update with MTC.

In the 2016-17 update, one high-priority item under consideration at MTC is the creation of a mobility management function for each county in the Bay Area. Ideally, a mobility management function would be similar to a travel agency, providing more than just information and referrals for service. Travel Training Programs, Eligibility and Information/Referral are basic functions typically found within a mobility management program. Richard gave the example of a vehicle loan program in Napa as an additional aspect of a mobility management program. Nelson-Nygaard will be conducting outreach to identify needs and ideas for mobility management. Tina suggested that extending the PCC meeting in June might be a good time to have the PCC members and guests provide input.

Tina said that SamTrans has a Mobility Management Program in place and work is being done to set up a website for non-profit and public paratransit services. Transit Ambassador Program, Travel Training, and Veterans Assistance Program are all components of the existing Mobility Management Program at SamTrans. The PAL Committee members agreed to table this discussion until the June meeting.

Hospital Discharge Same-Day Service – Health Plan of San Mateo County update

Vincent said that he met with the San Mateo County Health Plan transportation vendor, American Logistics (ALC). They are able and willing to provide Hospital Discharge Same-Day Service in San Mateo County. ALC has vehicles available and the rate quoted to Vincent is \$2.77/mi., with \$11.00 for ambulatory passengers and \$22.00 for a non-ambulatory passenger pick-up. Vincent agreed to contact the Health Plan of San Mateo County to ask if they are satisfied with their service from ALC.

Tina commented that she spoke to the management at SamTrans about exploring Hospital Discharge Same-Day Service. At this time, SamTrans management feels that the budget and staffing cannot support this program.

Richard reported that Alameda County just released an RFP for Same-Day Accessible Service. Dave and Richard discussed the many different aspects of mobility management. Marie added that the Healthy Community Collaborative meets regularly and would be a potential place for Vincent to give a presentation.

Richard agreed to present high level demand projections for San Mateo County at a future PAL meeting to continue this discussion.

2015 ADA Circular – Next Topic for Discussion Chapters 8 & 9

Richard presented Trip Requests with Appointment Times as a discussion point. Dave said that customers who call to make ride reservations can complete the process in one of three ways: Request a specific time, Reservationists use the Appointment-Time Reservation System, or customers ask for an appointment time directly when they call. Richard commented that making reservations effectively is an issue for educating paratransit customers in other regions. Richard read a passage from the 2016 ADA Circular that provides guidance on this topic. Dave explained that in order to be ADA Compliant, reservationists are careful to ask questions that do not schedule rides based on the type of trip being requested.

OTHER BUSINESS

The next PAL meeting is scheduled for Tuesday, May 10, 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: **MOBILITY MANAGEMENT REPORT: SHUTTLES**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff will report on ridership, and performance metrics.

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

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – APRIL 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 – APRIL 2016 COMPARED TO APRIL 2015

Total District Modes – 166,930, an increase of 2.1 percent.

Bus – 41,640, a decrease of 5.2 percent.

Paratransit – 1,280, an increase of 10.3 percent.

Caltrain – 61,550, an increase of 5.4 percent.

Shuttles – 12,720, an increase of 13.8 percent.

**Table A
Average Weekday Ridership**

| April 2016 Average Weekday Ridership | | | | Percent Change FY2015/2016 |
|--------------------------------------|---------|----------|---------|-------------------------------|
| Mode | FY2014 | FY2015 | FY2016 | |
| Bus | 42,360 | 43,910 | 41,640 | -5.2% |
| Paratransit | 1,100 | 1,160 | 1,280 | 10.3% |
| Caltrain | 55,270 | 58,370 | 61,550 | 5.4% |
| Shuttles | 12,360 | 11,180** | 12,720 | 13.8% |
| Total | 111,090 | 114,610 | 117,190 | 2.3% |
| BART Extension (No Daly City) | 46,670 | 48,810 | 49,750 | 1.9% |
| Grand Total | 157,760 | 163,420 | 166,930 | 2.1% |
| Weekdays | 22 | 22 | 21 | |

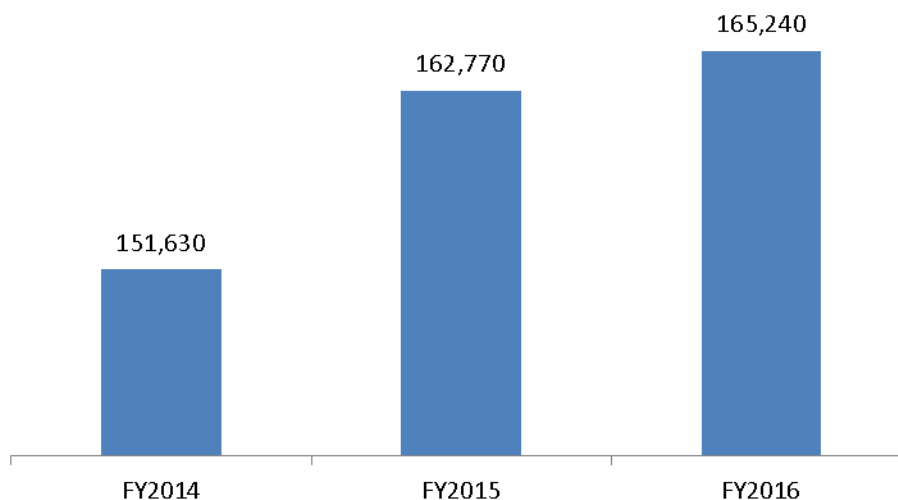
| April 2016 Year-to-date | | | | Percent Change FY2015/2016 |
|-------------------------------|---------|----------|-----------|-------------------------------|
| Mode | FY2014 | FY2015 | FY2016 | |
| Bus | 41,830 | 43,150 | 42,050 | -2.5% |
| Paratransit | 1,070 | 1,110 | 1,230 | 10.8% |
| Caltrain | 52,450 | 57,510 | 59,520 | 3.5% |
| Shuttles | 11,220 | 11,750** | 11,720*** | -0.3% |
| Total | 106,570 | 113,280 | 114,520 | 1.1% |
| BART Extension (No Daly City) | 45,060* | 49,480 | 50,720 | 2.5% |
| Grand Total | 151,630 | 162,770 | 165,240 | 1.5% |

*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 April for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – APRIL 2016 COMPARED TO APRIL 2015

All District Modes – 4,208,340, an increase of 0.1 percent.

Bus – 1,048,820, a decrease of 6.5 percent.

Paratransit – 30,560, an increase of 6.9 percent.

Caltrain – 1,620,440, an increase of 4.1 percent.

Shuttles – 271,430, an increase of 10 percent.

**Table B
Total Monthly Ridership**

| April 2016 Total Monthly Ridership | | | | Percent Change FY2015/2016 |
|------------------------------------|------------------|------------------|------------------|-------------------------------|
| Mode | FY2014 | FY2015 | FY2016 | |
| Bus | 1,091,190 | 1,121,780 | 1,048,820 | -6.5% |
| Paratransit | 27,240 | 28,590 | 30,560 | 6.9% |
| Caltrain | 1,474,750 | 1,556,950 | 1,620,440 | 4.1% |
| Shuttles | 274,710 | 246,790** | 271,430 | 10.0% |
| Total | 2,867,880 | 2,954,100 | 2,971,260 | 0.6% |
| BART Extension (No Daly City) | 1,193,460 | 1,248,790 | 1,237,080 | -0.9% |
| Grand Total | 4,061,340 | 4,202,890 | 4,208,340 | 0.1% |
| Weekdays | 22 | 22 | 21 | |

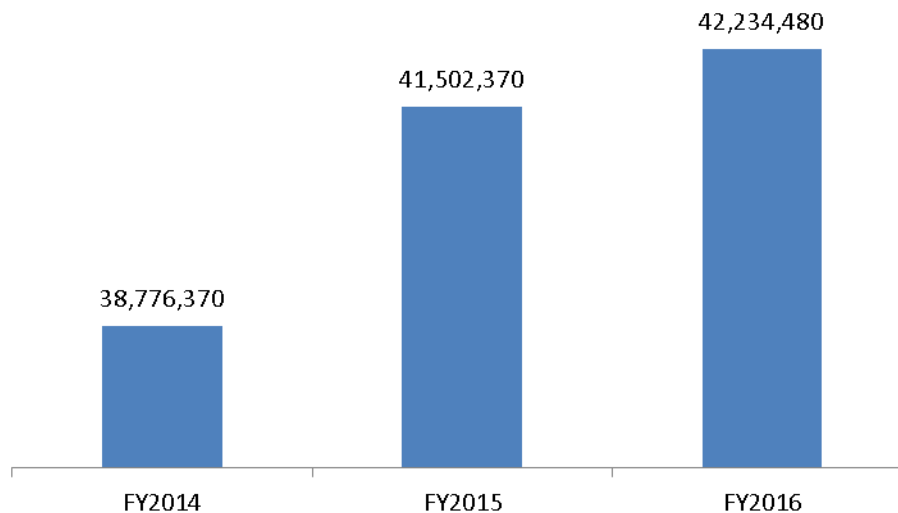
| April 2016 Year-to-date | | | | Percent Change FY2015/2016 |
|-------------------------------|-------------------|-------------------|-------------------|-------------------------------|
| Mode | FY2014 | FY2015 | FY2016 | |
| Bus | 10,642,320 | 11,014,010 | 10,748,640 | -2.4% |
| Paratransit | 260,120 | 271,600 | 298,390 | 9.9% |
| Caltrain | 13,931,290 | 15,233,600 | 15,827,830 | 3.9% |
| Shuttles | 2,428,850 | 2,528,760** | 2,527,860*** | 0.0% |
| Total | 27,262,580 | 28,948,480 | 29,402,710 | 1.6% |
| BART Extension (No Daly City) | 11,513,790* | 12,553,890 | 12,831,770 | 2.2% |
| Grand Total | 38,776,370 | 41,502,370 | 42,234,480 | 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)**



The following summary illustrates the number of riders by fare category for the month of April 2016. SamTrans carried 1,046,060 passengers on its fixed-route service in April, and 4,183,300 for the 2016 Calendar Year-to-Date. These numbers do not include Dumbarton ridership.

Table C
Riders by Fare Category

| | April 2016 | 2016 Calendar Year-to-Date |
|-------------------|------------|----------------------------|
| Adult Cash | 200,210 | 822,730 |
| Adult Pass | 512,740 | 2,018,700 |
| Youth Cash | 136,870 | 550,710 |
| Youth Pass | 52,580 | 237,890 |
| Eligible Discount | 143,660 | 553,260 |
| Total | 1,046,060 | 4,183,300 |

SamTrans Promotions – April 2016

Earth Day - Each year, more than one billion people participate in Earth Day activities, making it the largest civic observance in the world. This year, we celebrated by becoming more familiar with the San Mateo County Transit District's sustainability initiative, by taking some simple green steps around the home and office or by participating in an Earth Day event in the community. In celebration of Earth Day and as a reminder to our communities of the District's commitment to sustainability, SamTrans bus headsigns read "Earth Day Every Day." Internal communications were sent to District employees as a reminder of the little steps staff can take to make a difference. Social media and the Peninsula Moves blog were used to help spread the word during the week leading up to Earth Day on April 22.

Poplar Bus Bridge – The fourth and final bridge change-out for the San Mateo Bridges Replacement Project took place on the weekend of April 16 and 17. The bridge replacement required the complete shutdown of Poplar Avenue, from Ramona Street to Claremont Street, with continuous weekend track work beginning at 8 p.m. on Friday, April 15, through 5 a.m. on Monday, April 18. Construction activity included removing the old bridge structure and rolling in the new bridge.

SamTrans transported thousands of customers between the Hayward Park Caltrain Station and Burlingame station. Communications regarding the construction included notification to 511.org, website button/ticker messaging, social media updates, station maps & fliers, directional signage at stations, E-blast to vendor networks, recorded messages on the 800 call center number, VMS messaging on buses, direct mailers to area residents and businesses, and news releases. SamTrans ambassadors were present at all impacted areas to direct and help with information.

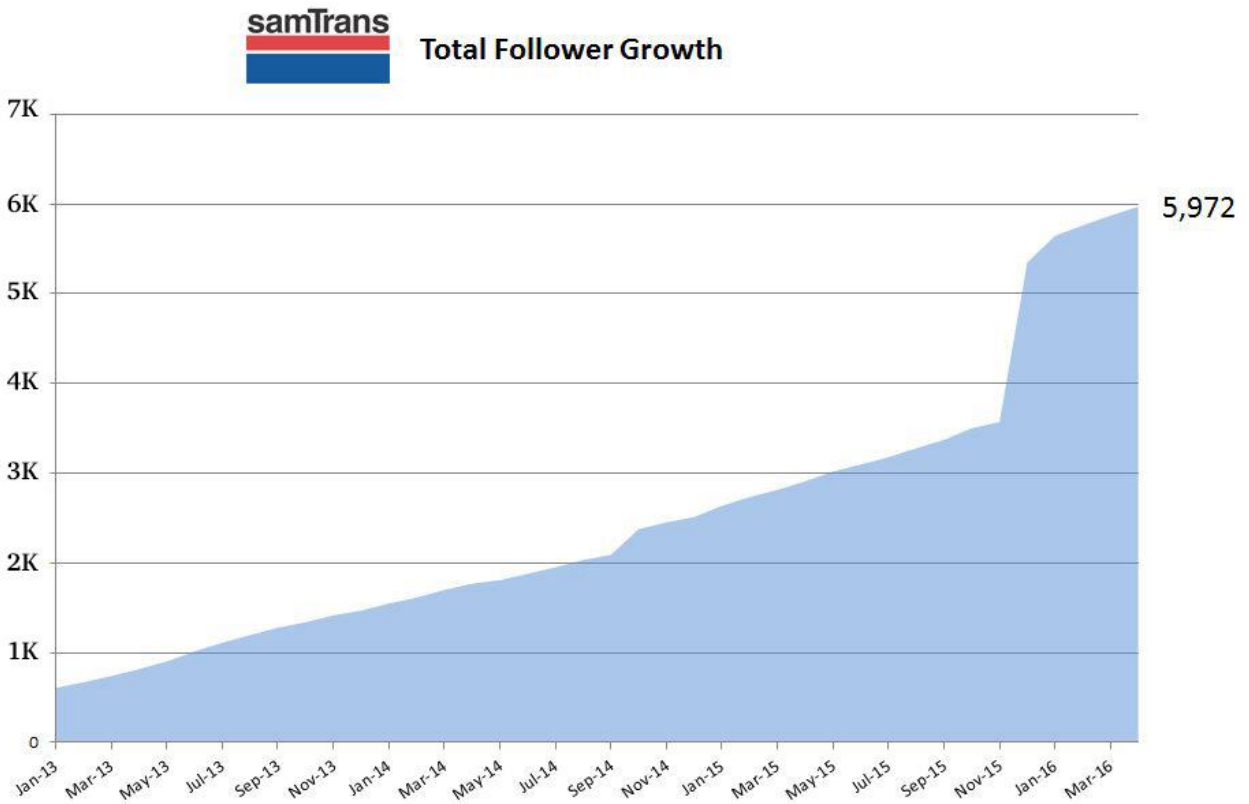
Quint Street Bridge - On Saturday, April 30, Caltrain replaced the 100-year-old Quint Street Rail Bridge with a new berm. This work required continuous weekend construction activities that began at 8 p.m. on Friday, April 29, through 5 a.m. on Monday, May 2. Construction activity required uninterrupted access to the rail line to remove the old bridge structure and install the new berm. To accommodate this important work, Caltrain only ran trains between the Bayshore Caltrain Station and San Jose Diridon Caltrain Station.

SamTrans provided bus bridge service for all passengers traveling from the San Francisco Caltrain Station at Fourth and King Streets to the Bayshore and 22nd Street Caltrain Stations. The use of buses to connect the train service required Caltrain to alter its train schedule for the entire day. There was the same level of communication effort as the Poplar Bus Bridge and SamTrans staffing to help customers traveling by train.

SamTrans April Social Media Report - SamTrans' monthly following continues to grow steadily, adding another 99 followers in the month of April. Inbound clicks are down to 225 as compared to 250 the previous month and monthly impressions are down about 5,000 to 54,000. Our social numbers typically trend down in late spring each year because there is usually a brief lull in special events, service changes, and other events that might drive social media interest.

We expect that our May numbers will demonstrate an uptick thanks to the launch of online sales for the Summer Youth Pass and an accompanying paid social media

campaign. SamTrans will begin offering online sales for the first time in agency history on May 21. The Summer Youth Pass will be the first product offered for sale online; and if the pilot is successful, SamTrans will consider offering other products online in the future.



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

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GENERAL MANAGER/CEO

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, JUNE 1, 2016 – 2:30 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of May 4, 2016
2. Acceptance of Statement of Revenues and Expenses for April 2016
3. Approval of Fiscal Year 2017 Operating Budget in the Amount of \$145,054,100
4. Approval of Fiscal Year 2017 Capital Budget in the Amount of \$16,327,874
5. Approval of Salary Ordinance No. 99
6. Authorize Reduction of Employer Paid Member Contributions to the California Public Employees' Retirement System (Classic Members) Effective June 26, 2016
7. Authorize Approval of Proposed Disadvantaged Business Enterprise Goal of Zero Percent for Federal Fiscal Years 2017 Through 2019 for Federal Transit Administration-Assisted Contracts

CONTRACTS

8. Authorize Executing Contracts Over \$100,000 for Technology Related Products and Services to Vendors Under Cooperative Purchasing Agreements for Fiscal Year 2017 for an Aggregate Not-to-Exceed Amount of \$1.5 Million
9. Authorize Executing Contracts Over \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2017 for an Aggregate Not-to-Exceed Amount of \$850,000
10. Rejection of All Bids for Electrical Maintenance Services

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
MAY 4, 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, Tissier

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

Committee Chair Charles Stone called the meeting to order at 2:53 p.m.

Approval of Minutes of April 6, 2016

Motion/Second: Guilbault/Harris

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

Acceptance of Statement of Revenues and Expenses for March 2016

Eli Kay, Chief Financial Officer, said March revenue is on budget. Expenses are \$9.4 million better than budget due to savings in the fuel.

Motion/Second: Tissier/Kersteen-Tucker

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

Acceptance of Quarterly Investment Review and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2016

Leslie Murphy, PFM Asset Management, said U.S. economic Gross Domestic Product (GDP) grew 1.4 percent in the fourth quarter and 2.4 percent for 2015. Economic growth continues to be fueled by consumer spending. The economy added about 215,000 jobs in March, which marked 73 consecutive months of job growth. The first few months of 2016 were marked with some significant volatility most attributed to plunging oil prices and a slowdown in the Chinese economy. In a sharp contrast to the positive fourth quarter, markets were mostly down in January and the first half of February causing a flight to quality. This means investors became concerned about the situation in global economies and slowdowns in commodity prices and became a bit nervous and decided to sell off risky assets like corporate stocks and bonds and buy up treasuries. Ms. Murphy said when this happened the demand for treasuries went up and prices for treasuries went up. This was good because the treasuries in the District's portfolio are now worth more. The two-year treasury yield hit a low of 65 basis points in mid-February.

Ms. Murphy said as the economic outlook improved later in the quarter. Treasury yields increased a bit leading up to the March meeting of the Federal Open Market Committee (FOMC). At this meeting the FOMC discussed a possible rate hike and in the end the members decided to not increase rates. The Federal stated mandate is to

maintain maximum unemployment and 2 percent inflation. Committee members said they expect to see two rate hikes throughout 2016. Ms. Murphy said this is a significant downgrade from the expectations of four rate hikes expressed at the December meeting. She said PFM expects one to two rate hikes throughout the rest of the year. A June rate hike is unlikely, but that could change quickly.

Ms. Murphy said given the tone of the Federal Reserve it is not surprising that treasury yields fell across the board compared to where they were at the end of December. Yields on securities maturing in three to five years fell the most by 55 basis points. This decrease in yields in the marketplace actually had a significant impact on the portfolio. For the first quarter the General Fund portfolio generated an annualized return of 97 basis points and the Paratransit Fund generated a return of 94 basis points, compared to a return of 1.69 percent for the benchmark. Ms. Murphy said at quarter end the duration of the portfolios was about a full year short of the duration of the benchmark. The fact that the portfolios are short of the duration is the reason for the underperformance. The performance gap has been decreasing as PFM has been working to increase the duration of the portfolio by buying longer duration securities.

Ms. Murphy said during the first quarter PFM purchased about \$19 million of U.S. Treasuries maturing at two to four years. During the quarter PFM continued to see more value overall in treasuries than Federal agencies. At the end of the quarter the portfolio had about a 90 percent allocation to U.S. Treasuries and that represents a quarter over quarter increase of about 10 percent. Looking ahead PFM expects the economy to continue to expand, although at a moderate pace. The advanced GDP rating came in at the end of April at 0.5 percent. She said in coming quarters PFM will continue to look for opportunities to enhance yield and extend the benchmarks. PFM is being careful to not over extend the portfolio to give it exposure to potential market value swings if rates move up more quickly than expected. PFM expects to see the most value in treasuries and U.S. agency securities, particularly mortgage-backed issues and new issues.

Mr. Kay said he is working with Ms. Murphy and the PFM group to revise the investment strategy for the investment policy including realigning items, looking at the benchmarks and possibly introducing some investment flexibility. The policy hasn't been looked at for some time. Mr. Kay said staff hopes to bring a revised investment policy to the Board at the July 6 meeting.

Motion/Second: Tissier/Harris

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

Authorize Filing an Application to the Metropolitan Transportation Commission (MTC) to Receive \$352,381 in Program Performance Initiative Funding and Execute a Subsequent Funding Agreement with MTC to Receive the Federal Funds

Peter Skinner, Manager, Grants and Programming, said this will help offset the cost of the reduced Day Pass. This is the third and final year funds will be received under this program.

Motion/Second: Gee/Guilbault

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

Preliminary Fiscal Year (FY) 2017 Operating Budget

Eli Kay, Chief Financial Officer, reported:

- Total revenues is \$172.4 million an increase of \$5.5 million from FY2016
- Preliminary operating expenses are \$145.1 million
 - District-operated bus expenses increased \$5.3 million
 - Contracted service expenses increased \$1.2 million
 - Americans Disabilities Act (ADA) program expenses increased \$1.4 million
 - Multimodal Transit Program expenses decreased \$1.1 million
- Debt service payment of \$21.6 million
- The use of \$400,000 in reserves is needed to balance the budget
- Unrestricted fund balance after FY2017 budget is \$92.5 million

Chair Zoe Kersteen-Tucker asked if the last five and future years of reserves could be added to the slide for the June meeting. Mr. Kay said yes, or he will send separately to the Board.

Director Jeff Gee said he hopes the ADA budget aligns with the increase in paratransit ridership.

Seamus Murphy, Chief Communications Officer, reported:

- The FY2017 budget was developed considering the Strategic Plan goals and initiatives and the Board retreat priorities.
- Increase ridership by 15 percent and revenue by 20 percent
 - Marketing efforts focusing on youth and senior riders
 - Explore express bus/Dumbarton corridor services
 - Transportation Network Companies (TNC) partnerships with Uber and Lyft
 - Ease of use improvements
 - Mobile application with real-time information
 - Electronic payment options
 - Social media/customer service integration
 - SamTrans Customer Experience Taskforce
- Become a more effective organization
 - Employee survey/internal communications plan
 - Explore workforce housing opportunities
 - Compensation study
 - Updated focus on employee/knowledge retention and workforce development
 - Revised financial policies and procedures
 - Establish performance indicators

Chair Kersteen-Tucker thanked staff for presenting the budget in a new way and incorporating the Strategic Plan.

Public Comment

Andy Chow, Redwood City, said he has concerns about TNCs. The people that drive are not employees. TNCs don't treat the drivers like human capital. Safety and quality can be an issue.

Preliminary FY2017 Capital Budget

Mr. Kay reported:

- Priorities:
 - Maintains District's existing services and infrastructure network
 - Ensures vehicles and facilities are maintained in a state of good repair
 - Invests in safety
 - Invests in information technology
 - Advances District Strategic Plan priorities
 - Projects were selected based on their impact to service quality, operating and cost efficiency, safety and security, and sustainability
- Total capital budget is \$16.3 million
- Funding sources include:
 - Federal - \$5.1 million or 31 percent
 - State - \$2.2 million or 14 percent
 - Other - \$2.9 million or 18 percent
 - District sales tax - \$6.1 million or 37 percent
- Highlights of FY2017 Capital Budget
 - Revenue Vehicles Replacement: \$7.7 million
 - Revenue Vehicles Support: \$1.5 million
 - Information Technology: \$2.6 million
 - Planning and Development: \$1.2 million
 - Facilities: \$1.6 million
 - Safety and Security: \$1.5 million

Director Gee asked if starting in FY2018 staff could bring a five-year budget for consideration.

Disadvantaged Business Enterprise (DBE) Triennial Goal Setting Methodology

John Barker, Manager, Civil Rights Programs, reported:

- DBE Goal Setting:
 - DBE goals are set for three Federal fiscal years
 - Current goal for Federal Fiscal Year 2014-2016 is 1 percent.
 - DBE goals are set for Federally funded contracting opportunities only
 - DBE goals do not include contracting for Transit Vehicle Manufacturers
 - Goals should represent the availability of ready, willing, and able DBEs on projected Federally funded contracting opportunities
- DBE Goal Setting Methodology
 - Methodology is prescribed by Federal regulations
 - All Department of Transportation-funded agencies follow the same guidelines to reach a goal
 - SamTrans partners with Santa Clara Valley Transportation Authority (VTA), San Francisco Municipal Transportation Authority, Bay Area Rapid Transit (BART), Alameda-Contra Costa Transit, and other Bay Area partners to review goal setting practices with the public
- Base Figure
 - Define types of work on upcoming contracts
 - Identify DBE availability for each type of work

- Four Federal Transit Administration (FTA) funded contracting opportunities forecasted for the next three years
- Two are for Transit Vehicle Manufacturers (excluded from goal setting)
- Two are for minivan purchases; there are no market area DBE dealers or wholesalers
- Adjustments to Base Figure
 - Public comments
 - Events held April 12 and May 3 in conjunction with other Bay Area transportation agencies
 - Past DBE participation
 - No past bids received for vehicle purchases
 - Disparity Study findings
 - No findings support an adjustment for vehicle purchases
- Next Steps:
 - 0 percent proposed DBE goal for Federal Fiscal Years 2017-2019
 - The DBE goal will be advertised to the public for comments
 - After public comment, the DBE goal setting methodology will be presented at the June 2016 Board for approval
 - A final DBE goal and methodology explanation is due to the FTA by August 1
 - 2016 Joint Disparity Study with SamTrans the Peninsula Corridor Joint Powers Board and VTA
 - Seeking input from DBEs on actual availability
 - First outreach at VTA on May 3, additional outreach in San Mateo and San Francisco to be determined
 - New availability figures scheduled to be available by May 2017; may be used to adjust current goals

Director Gee asked if this applies to just Federal contracts and if the District can do non-Federal contracts. Mr. Barker said in 2012 the Board approved a Small Business Enterprise (SBE) Program and it is used on all contracts. Most recently there was strong success with the San Carlos Transit Center Project, which had very high SBE utilization that led to almost 12 percent DBE utilization.

Director Gee asked if the Board can receive an update on SBE contracting and how the program is going. When the program is updated he asked if it is possible to look at giving bid preference if a small business is local by giving them an additional 5 percentage points. This has always been a concern of Director Carole Groom's that the District give more contracting to businesses in the county.

Director Harris asked if the District partners with other transit agencies when doing outreach. Mr. Barker said the District is part of a business outreach committee with approximately 12 Bay Area transit agencies including BART, VTA, and Golden Gate Transit.

Adjourned: 3:44 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
APRIL 30, 2016 AND SUPPLEMENTAL INFORMATION**

ACTION

Staff proposes the Committee recommend that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of April 2016 and supplemental information.

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 14) are \$521,502 or 0.4 percent **worse** than revised budget. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$528,769 or 3.4 percent, *Sales Tax* (page 1, line 9) is **worse** than budget by \$351,266 or 0.5 percent and *Other Interest, Rent & Other Income* (page 1, line 12) are **worse** than budget by \$806,234 or 12.4 percent which are offset by *Operating Grant* (page 1, line 3) is **better** than budget by \$972,494 or 15.9 percent and *Investment Interest* (page 1, line 10) is **better** than budget by \$194,724 or 25.7 percent.

Expenses: *Total Expenses* (page 4, line 72) are \$7,213,767 or 6.2 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$5,298,577 or 5.7 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$355,201 or 2.5 percent and *Total Multi-Modal Programs* (page 4, line 70) are **better** than budget by \$1,559,989 or 18.2 percent.

BUDGET IMPACT

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

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

650-508-6259
650-508-7752

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

% OF YEAR ELAPSED: **83.3%**

| | MONTH | YEAR-TO-DATE | | | | ANNUAL | | |
|---|-------------------|--------------------|--------------------|--------------------|-----------------|--------------------|--------------------|-----------------|
| | CURRENT ACTUAL | PRIOR ACTUAL | CURRENT ACTUAL | REVISED BUDGET | % REV BUDGET | APPROVED BUDGET | REVISED BUDGET | % REV BUDGET |
| SOURCES OF FUNDS | | | | | | | | |
| Operating Revenues | | | | | | | | |
| 1 Passenger Fares | 1,539,747 | 15,803,959 | 15,242,126 | 15,770,895 | 96.6 | 18,945,000 | 18,945,000 | 80.5 |
| 2 Local TDA and STA Funds | 2,838,896 | 33,319,189 | 31,253,082 | 31,253,082 | 100.0 | 38,448,081 | 36,999,873 | 84.5 |
| 3 Operating Grants | 1,525,496 | 6,374,595 | 7,104,306 | 6,131,812 | 115.9 | 6,131,812 | 6,131,812 | 115.9 |
| 4 SMCTA Measure A | 593,447 | 7,166,609 | 8,008,353 | 8,008,353 | 100.0 | 9,240,000 | 9,240,000 | 86.7 |
| 5 SM County Measure A | 416,668 | 4,209,206 | 4,166,668 | 4,166,668 | 100.0 | 5,000,000 | 5,000,000 | 83.3 |
| 6 AB434 Funds | 50,083 | 402,075 | 498,383 | 500,833 | 99.5 | 601,000 | 601,000 | 82.9 |
| 7 Subtotal - Operating Revenues | 6,964,337 | 67,275,633 | 66,272,918 | 65,831,643 | 100.7 | 78,365,893 | 76,917,685 | 86.2 |
| Other Revenue Sources | | | | | | | | |
| 9 District 1/2 Cent Sales Tax | 5,838,106 | 66,292,910 | 66,203,534 | 66,554,800 | 99.5 | 77,000,000 | 81,000,000 | 81.7 |
| 10 Investment Interest | 105,496 | 751,675 | 953,355 | 758,631 | 125.7 | 910,357 | 910,357 | 104.7 |
| 11 Pass through to Other Agencies | 11,500 | 311,136 | 113,138 | 113,138 | 100.0 | 121,000 | 121,000 | 93.5 |
| 12 Other Interest, Rent & Other Income | 622,471 | 5,461,765 | 5,711,678 | 6,517,912 | 87.6 | 7,985,257 | 7,985,257 | 71.5 |
| 13 Subtotal - Other Revenues | 6,577,573 | 72,817,485 | 72,981,706 | 73,944,481 | 98.7 | 86,016,614 | 90,016,614 | 81.1 |
| 14 Total Revenues | 13,541,910 | 140,093,118 | 139,254,623 | 139,776,125 | 99.6 | 164,382,508 | 166,934,299 | 83.4 |
| 15 Capital Assistance | 357,644 | 19,182,037 | 3,838,025 | 3,838,025 | 100.0 | 36,906,869 | 102,901,693 | 3.7 |
| 16 Reserves Programmed for Capital | 336,566 | 18,433,245 | 3,062,377 | 3,062,377 | 100.0 | 0 | 5,403,959 | 56.7 |
| 17 Total Sources of Funds | 14,236,121 | 177,708,400 | 146,155,025 | 146,676,527 | 99.6 | 201,289,377 | 275,239,951 | 53.1 |
| USES OF FUNDS | | | | | | | | |
| Operations | | | | | | | | |
| 21 Motor Bus | 9,997,465 | 83,417,358 | 88,094,695 | 93,393,272 | 94.3 | 112,252,704 | 111,411,158 | 79.1 |
| 22 A. D. A. Programs | 1,858,090 | 11,584,200 | 13,576,251 | 13,931,452 | 97.5 | 16,741,588 | 16,720,634 | 81.2 |
| 23 Caltrain | 359,919 | 5,216,667 | 5,360,168 | 5,360,168 | 100.0 | 6,080,000 | 6,080,000 | 88.2 |
| 24 Other Multi-modal Programs | 158,654 | 1,636,619 | 1,629,261 | 3,189,250 | 51.1 | 3,830,170 | 3,898,270 | 41.8 |
| 25 Subtotal - Operating Costs | 12,374,128 | 101,854,843 | 108,660,375 | 115,874,142 | 93.8 | 138,904,462 | 138,110,062 | 78.7 |
| Other Uses of Funds | | | | | | | | |
| 27 Pass through to Other Agencies | 11,500 | 311,136 | 113,138 | 113,138 | 100.0 | 141,780 | 141,780 | 79.8 |
| 28 Debt Service | 823,032 | 20,597,040 | 8,286,248 | 8,363,038 | 99.1 | 21,645,646 | 21,645,646 | 38.3 |
| 29 Fiscal Agent Fees | 4,439 | 21,253 | 9,159 | 23,666 | 38.7 | 28,399 | 28,399 | 32.3 |
| 30 Land Transfer Interest Expense | 0 | 0 | 0 | 0 | 0 | 45,716 | 45,716 | 0.0 |
| 31 Subtotal - Other Uses of Funds | 838,972 | 20,929,429 | 8,408,545 | 8,499,842 | 98.9 | 21,861,541 | 21,861,541 | 38.5 |
| 32 Capital Programs | 723,494 | 38,598,335 | 7,175,167 | 7,175,167 | 100.0 | 42,403,029 | 117,751,812 | 6.1 |
| 33 Total Uses of Funds | 13,936,593 | 161,382,607 | 124,244,087 | 131,549,151 | 94.4 | 203,169,032 | 277,723,415 | 44.7 |
| 34 NET SURPLUS / (DEFICIT) | 299,528 | 16,325,793 | 21,910,938 | 15,127,376 | 144.8 | (1,879,656) | (2,483,464) | (882.3) |

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

(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
APRIL 2016**

% OF YEAR ELAPSED: 83.3%

| | MONTH | YEAR-TO-DATE | | | | ANNUAL | | |
|---|-------------------|-----------------|-------------------|-------------------|-----------------|--------------------|-------------------|-----------------|
| | CURRENT ACTUAL | PRIOR ACTUAL | CURRENT ACTUAL | REVISED BUDGET | % REV BUDGET | APPROVED BUDGET | REVISED BUDGET | % REV BUDGET |
| OPERATING REVENUES - MOTOR BUS | | | | | | | | |
| 1 TOTAL MOTOR BUS FARES | 1,463,450 | 15,126,605 | 14,509,134 | 15,098,128 | 96.1 | 18,130,000 | 18,130,000 | 80.0 |
| 2 LOCAL (TDA) TRANSIT FUND: | | | | | | | | |
| 3 General Operating Assistance | 2,678,644 | 28,715,513 | 26,786,436 | 26,786,436 | 100.0 | 32,143,723 | 32,143,723 | 83.3 |
| 4 STATE TRANSIT ASSISTANCE: | | | | | | | | |
| 5 Local STA Operating Assistance | 0 | 2,794,610 | 2,715,313 | 2,715,313 | 100.0 | 4,061,556 | 2,715,313 | 100.0 |
| 6 OPERATING GRANTS | | | | | | | | |
| 7 TOTAL OPERATING GRANTS | 1,319,319 | 5,958,822 | 6,554,560 | 6,131,812 | 106.9 | 6,131,812 | 6,131,812 | 106.9 |
| 8 DISTRICT 1/2 CENT SALES TAX: | | | | | | | | |
| 9 General Operating Assistance | 3,874,717 | 25,796,575 | 32,093,224 | 37,941,464 | 84.6 | 46,135,529 | 46,626,600 | 68.8 |
| 10 Accessibility Fixed Route | 157,943 | 977,825 | 874,070 | 935,851 | 93.4 | 1,124,750 | 1,122,588 | 77.9 |
| 11 TOTAL 1/2 CENT SALES TAX | 4,032,660 | 26,774,400 | 32,967,294 | 38,877,315 | 84.8 | 47,260,279 | 47,749,188 | 69.0 |
| 12 INVESTMENT INTEREST INCOME: | | | | | | | | |
| 13 Investment Interest Income | 84,440 | 541,264 | 762,164 | 539,563 | 141.3 | 647,475 | 647,475 | 117.7 |
| 14 OTHER REVENUE SOURCES: | | | | | | | | |
| 15 Overnight Deposits Interest Income | 17 | 145 | 178 | 0 | 0.0 | 0 | 0 | 0.0 |
| 16 Rental Income | 125,285 | 1,284,436 | 1,163,275 | 1,070,414 | 108.7 | 1,284,497 | 1,284,497 | 90.6 |
| 17 Advertising Income | 60,919 | 858,193 | 802,701 | 957,500 | 83.8 | 1,149,000 | 1,149,000 | 69.9 |
| 18 Other Income | 232,730 | 1,363,370 | 1,833,641 | 1,216,791 | 150.7 | 1,460,150 | 1,460,150 | 121.8 |
| 19 TOTAL OTHER REVENUES | 418,952 | 3,506,144 | 3,799,794 | 3,244,706 | 117.1 | 3,893,647 | 3,893,647 | 97.6 |
| 20 | | | | | | | | |
| 21 TOTAL MOTOR BUS | 9,997,465 | 83,417,358 | 88,094,695 | 93,393,272 | 94.3 | 112,268,492 | 111,411,158 | 79.1 |
| 22 | | | | | | | | |
| 23 AMERICAN DISABILITIES ACT: | | | | | | | | |
| 24 Passenger Fares Redi-Wheels | 76,296 | 677,354 | 732,992 | 672,767 | 109.0 | 815,000 | 815,000 | 89.9 |
| 25 Local TDA 4.5 Redi-Wheels | 141,880 | 1,444,678 | 1,418,795 | 1,418,795 | 100.0 | 1,771,554 | 1,771,554 | 80.1 |
| 26 Local STA - Paratransit | 18,373 | 364,388 | 332,538 | 332,538 | 100.0 | 471,248 | 369,283 | 90.0 |
| 27 Operating Grants | 206,177 | 415,773 | 549,746 | 0 | 0.0 | 0 | 0 | 0.0 |
| 28 Sales Tax - District ADA Programs | 518,290 | 0 | 1,253,065 | 2,182,939 | 57.4 | 2,412,766 | 2,509,565 | 49.9 |
| 29 Sales Tax - Paratransit Suppl. Coastside | 122,315 | 1,202,082 | 1,252,870 | 1,260,291 | 99.4 | 1,512,350 | 1,512,350 | 82.8 |
| 30 Interest Income - Paratransit Fund | 21,057 | 210,411 | 191,191 | 219,068 | 87.3 | 262,882 | 262,882 | 72.7 |
| 31 SMCTA Measure A Redi-Wheels | 233,528 | 1,949,942 | 2,648,185 | 2,648,185 | 100.0 | 3,080,000 | 3,080,000 | 86.0 |
| 32 SM County Measure A | 416,668 | 4,209,206 | 4,166,668 | 4,166,668 | 100.0 | 5,000,000 | 5,000,000 | 83.3 |
| 33 Measure M Paratransit | 103,507 | 1,110,365 | 1,030,200 | 1,030,200 | 100.0 | 1,400,000 | 1,400,000 | 73.6 |
| 34 TOTAL ADA PROGRAMS | 1,858,090 | 11,584,200 | 13,576,251 | 13,931,452 | 97.5 | 16,725,800 | 16,720,634 | 81.2 |
| 35 | | | | | | | | |
| 36 MULTI-MODAL TRANSIT PROGRAMS: | | | | | | | | |
| 37 Transfer from SMCTA for Caltrain | 359,919 | 5,216,667 | 5,360,168 | 5,360,168 | 100.0 | 6,160,000 | 6,160,000 | 87.0 |
| 38 AB434 Funds - SamTrans Shuttle | 50,083 | 402,075 | 498,383 | 500,833 | 99.5 | 601,000 | 601,000 | 82.9 |
| 39 Employer SamTrans Shuttle Funds | 100,012 | 845,255 | 881,684 | 2,243,007 | 39.3 | 2,691,610 | 2,691,610 | 32.8 |
| 40 Sales Tax - SamTrans Shuttle Program | 3,441 | 273,408 | 122,265 | 306,802 | 39.9 | 340,560 | 387,051 | 31.6 |
| 41 Sales Tax - Gen. Operating Asst. | 5,116 | 115,882 | 126,928 | 138,609 | 91.6 | 117,000 | 138,609 | 91.6 |
| 42 | | | | | | | | |
| 43 TOTAL MULTIMODAL | 518,573 | 6,853,286 | 6,989,429 | 8,549,419 | 81.8 | 9,910,170 | 9,978,270 | 70.0 |
| 44 | | | | | | | | |
| 45 TOTAL REVENUES | 12,374,128 | 101,854,843 | 108,660,375 | 115,874,143 | 93.8 | 138,904,462 | 138,110,062 | 78.7 |

% 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
APRIL 2016**

% OF YEAR ELAPSED: **83.3%**

| EXPENSES | MONTH | YEAR-TO-DATE | | | | ANNUAL | | |
|---|-------------------|-------------------|-------------------|-------------------|-----------------|--------------------|--------------------|-----------------|
| | CURRENT ACTUAL | PRIOR ACTUAL | CURRENT ACTUAL | REVISED BUDGET | % REV BUDGET | APPROVED BUDGET | REVISED BUDGET | % REV BUDGET |
| DISTRICT OPERATED BUSES | | | | | | | | |
| 1 Wages & Benefits | 6,601,750 | 43,559,757 | 48,194,020 | 46,369,009 | 103.9 | 55,439,968 | 55,779,474 | 86.4 |
| 2 | | | | | | | | |
| 3 Services: | | | | | | | | |
| 4 Board of Directors | 6,798 | 181,445 | 37,059 | 45,625 | 81.2 | 54,750 | 54,750 | 67.7 |
| 5 Contracted Vehicle Maintenance | 55,771 | 886,534 | 1,069,636 | 1,219,565 | 87.7 | 1,476,960 | 1,458,235 | 73.4 |
| 6 Property Maintenance | 73,795 | 832,981 | 1,073,844 | 1,240,131 | 86.6 | 1,242,000 | 1,487,696 | 72.2 |
| 7 Professional Services | 443,234 | 2,421,594 | 3,266,075 | 4,037,521 | 80.9 | 4,366,600 | 5,745,766 | 56.8 |
| 8 Technical Services | 304,885 | 4,762,362 | 4,344,442 | 5,144,105 | 84.5 | 6,001,765 | 6,144,634 | 70.7 |
| 9 Other Services | 173,261 | 1,160,808 | 1,961,815 | 2,453,039 | 80.0 | 2,954,115 | 3,174,174 | 61.8 |
| 10 | | | | | | | | |
| 11 Materials & Supply: | | | | | | | | |
| 12 Fuel & Lubricants | 169,717 | 3,629,719 | 2,292,651 | 4,146,707 | 55.3 | 6,332,557 | 4,187,614 | 54.7 |
| 13 Bus Parts & Materials | 183,750 | 1,643,081 | 1,801,087 | 1,573,670 | 114.5 | 1,898,250 | 1,873,573 | 96.1 |
| 14 Uniforms & Driver Expense | 18,105 | 318,349 | 260,894 | 365,741 | 71.3 | 457,490 | 459,290 | 56.8 |
| 15 Timetables & Tickets | 42,465 | 84,017 | 130,054 | 164,667 | 79.0 | 197,600 | 197,600 | 65.8 |
| 16 Office Supplies / Printing | 83,069 | 281,780 | 252,911 | 308,006 | 82.1 | 357,497 | 387,821 | 65.2 |
| 17 Other Materials & Supply | 11,344 | 119,924 | 98,545 | 132,836 | 74.2 | 159,500 | 170,363 | 57.8 |
| 18 | | | | | | | | |
| 19 Utilities: | | | | | | | | |
| 20 Telecommunications | 77,608 | 375,627 | 421,585 | 572,491 | 73.6 | 697,134 | 683,047 | 61.7 |
| 21 Other Utilities | 13,107 | 893,317 | 827,851 | 950,000 | 87.1 | 1,140,000 | 1,140,000 | 72.6 |
| 22 Insurance Costs | (337,248) | 1,966,666 | 1,579,888 | 2,149,583 | 73.5 | 2,676,250 | 2,501,250 | 63.2 |
| 23 Workers' Compensation | 223,614 | 3,028,940 | 2,786,324 | 3,051,800 | 91.3 | 3,662,160 | 3,662,160 | 76.1 |
| 24 Taxes & License Fees | 47,783 | 392,261 | 419,471 | 644,691 | 65.1 | 773,629 | 773,629 | 54.2 |
| 25 Fixed Route Accessibility | 157,944 | 977,825 | 874,070 | 935,852 | 93.4 | 1,124,750 | 1,122,588 | 77.9 |
| 26 Leases & Rentals | 13,019 | 111,087 | 132,525 | 115,913 | 114.3 | 139,096 | 139,096 | 95.3 |
| 27 Promotional & Legal Advertising | 4,163 | 169,309 | 82,382 | 264,083 | 31.2 | 316,900 | 316,900 | 26.0 |
| 28 Training & Business Travel | 16,373 | 278,234 | 201,967 | 317,174 | 63.7 | 363,145 | 392,311 | 51.5 |
| 29 Dues & Membership | 6,304 | 73,877 | 82,522 | 74,407 | 110.9 | 89,289 | 89,289 | 92.4 |
| 30 Postage & Other | 14,330 | 58,774 | 74,670 | 110,007 | 67.9 | 98,013 | 132,013 | 56.6 |
| 31 | | | | | | | | |
| 32 Total District Operated Buses | 8,404,943 | 68,208,268 | 72,266,289 | 76,386,624 | 94.6 | 92,019,419 | 92,073,273 | 78.5 |
| 33 | | | | | | | | |
| 34 CONTRACTED BUS SERVICES | | | | | | | | |
| 35 Contracted Urban Bus Service | 1,262,804 | 12,599,117 | 12,502,337 | 13,809,917 | 90.5 | 16,571,900 | 15,501,400 | 80.7 |
| 36 Other Related Costs | 26,750 | 312,027 | 391,246 | 341,535 | 114.6 | 410,130 | 410,230 | 95.4 |
| 37 Insurance Costs | 88,397 | 452,883 | 959,517 | 691,650 | 138.7 | 655,000 | 830,000 | 115.6 |
| 38 Coastside Services | 146,599 | 1,397,605 | 1,470,399 | 1,671,500 | 88.0 | 2,005,800 | 2,005,800 | 73.3 |
| 39 Redi Coast Non-ADA | 31,300 | 190,963 | 225,004 | 200,583 | 112.2 | 240,700 | 240,700 | 93.5 |
| 40 Other Related Costs | 10,796 | 56,857 | 72,255 | 102,225 | 70.7 | 122,670 | 122,670 | 58.9 |
| 41 La Honda - Pescadero | 11,025 | 45,213 | 52,500 | 45,942 | 114.3 | 55,130 | 55,130 | 95.2 |
| 42 SamCoast - Pescadero | 11,838 | 150,054 | 141,255 | 137,638 | 102.6 | 165,165 | 165,165 | 85.5 |
| 43 Other Related Cost - SamCoast | 3,012 | 4,370 | 13,894 | 5,658 | 245.5 | 6,790 | 6,790 | 204.6 |
| 44 Total Contracted Bus Service | 1,592,522 | 15,209,090 | 15,828,406 | 17,006,648 | 93.1 | 20,233,285 | 19,337,885 | 81.9 |
| 45 | | | | | | | | |
| 46 TOTAL MOTOR BUS | 9,997,465 | 83,417,358 | 88,094,695 | 93,393,272 | 94.3 | 112,252,704 | 111,411,158 | 79.1 |

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

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

% OF YEAR ELAPSED: **83.3%**

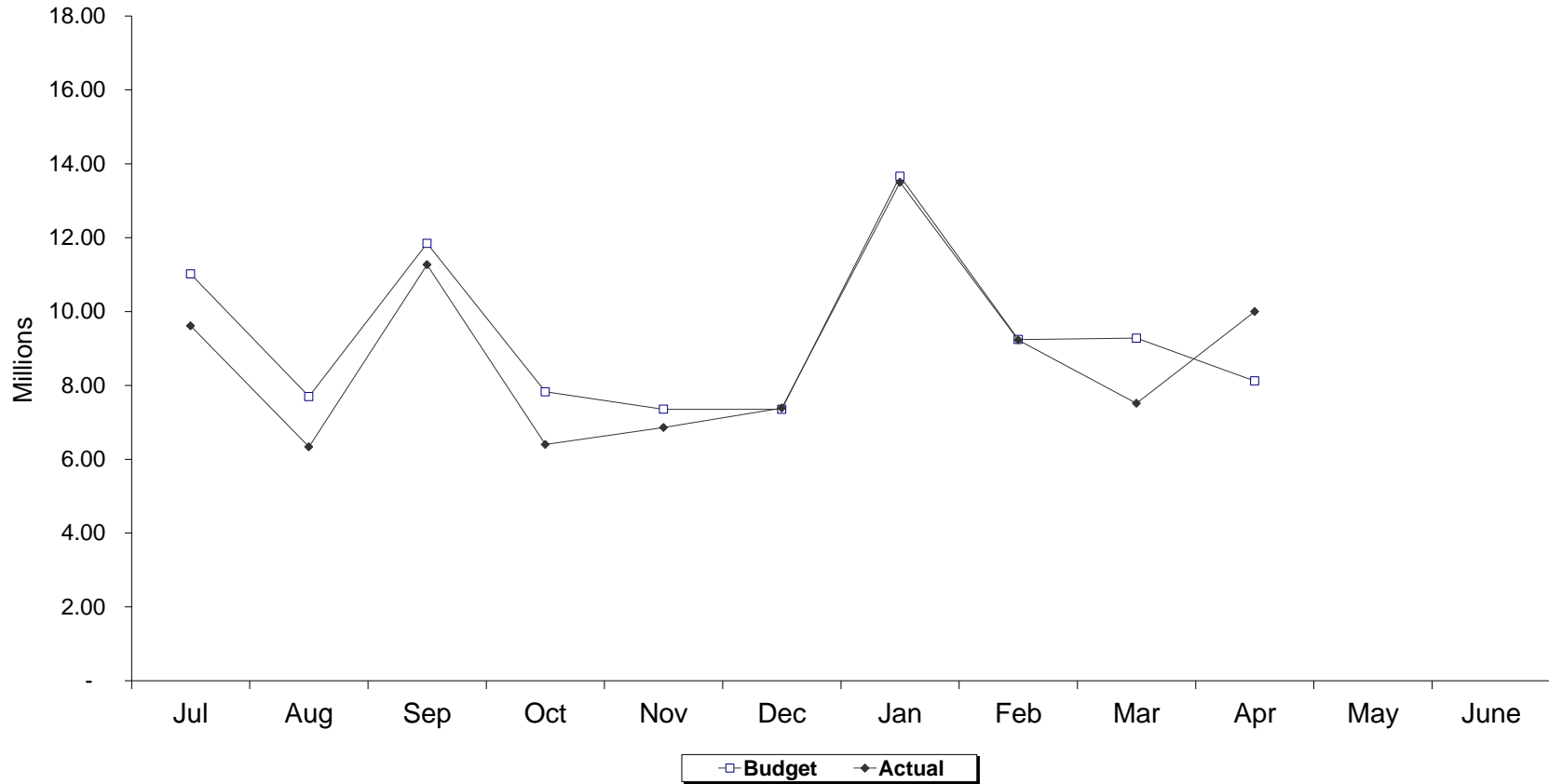
| EXPENSES | MONTH | YEAR-TO-DATE | | | | ANNUAL | | |
|---|-------------------|--------------------|--------------------|--------------------|--------------|--------------------|--------------------|--------------|
| | CURRENT ACTUAL | PRIOR ACTUAL | CURRENT ACTUAL | REVISED BUDGET | % REV BUDGET | APPROVED BUDGET | REVISED BUDGET | % REV BUDGET |
| AMERICAN DISABILITY ACT PROGRAMS | | | | | | | | |
| Elderly & Disabled/Redi-Wheels | 430,652 | 4,886,832 | 4,408,315 | 5,672,667 | 77.7 | 6,807,200 | 6,807,200 | 64.8 |
| Other Related Costs | 766,336 | 2,023,613 | 2,760,668 | 2,687,541 | 102.7 | 3,238,194 | 3,221,128 | 85.7 |
| ADA Sedan/Taxi Service | 430,436 | 2,640,339 | 3,808,006 | 2,625,667 | 145.0 | 3,150,800 | 3,150,800 | 120.9 |
| ADA Accessibility Support | 80,297 | 768,417 | 930,366 | 1,256,120 | 74.1 | 1,518,044 | 1,514,156 | 61.4 |
| Coastside ADA Support | 122,314 | 1,202,082 | 1,252,870 | 1,260,291 | 99.4 | 1,512,350 | 1,512,350 | 82.8 |
| Insurance Costs | 28,054 | 62,916 | 416,026 | 429,167 | 96.9 | 515,000 | 515,000 | 80.8 |
| TOTAL ADA PROGRAMS | 1,858,090 | 11,584,200 | 13,576,251 | 13,931,452 | 97.5 | 16,741,588 | 16,720,634 | 81.2 |
| MULTIMODAL TRANSIT PROGRAMS | | | | | | | | |
| CALTRAIN SERVICE | | | | | | | | |
| Peninsula Rail Service | 359,919 | 5,216,667 | 5,360,168 | 5,360,168 | 100.0 | 6,080,000 | 6,080,000 | 88.2 |
| Total Caltrain Service | 359,919 | 5,216,667 | 5,360,168 | 5,360,168 | 100.0 | 6,080,000 | 6,080,000 | 88.2 |
| OTHER SUPPORT | | | | | | | | |
| SamTrans Shuttle Service | 153,536 | 1,520,738 | 1,502,333 | 3,050,642 | 49.2 | 3,633,170 | 3,679,661 | 40.8 |
| Bicycle Coordinating Activities | 0 | 0 | 0 | 0 | 0.0 | 25,000 | 25,000 | 0.0 |
| Maintenance Multimodal Facilities | 5,118 | 115,881 | 126,928 | 138,609 | 91.6 | 172,000 | 193,609 | 65.6 |
| Total Other Support | 158,654 | 1,636,619 | 1,629,261 | 3,189,250 | 51.1 | 3,830,170 | 3,898,270 | 41.8 |
| TOTAL MULTI-MODAL PROGRAM | 518,573 | 6,853,286 | 6,989,429 | 8,549,418 | 81.8 | 9,910,170 | 9,978,270 | 70.0 |
| TOTAL EXPENSES | 12,374,128 | 101,854,843 | 108,660,375 | 115,874,142 | 93.8 | 138,904,462 | 138,110,062 | 78.7 |

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

SAN MATEO COUNTY TRANSIT DISTRICT

MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2016



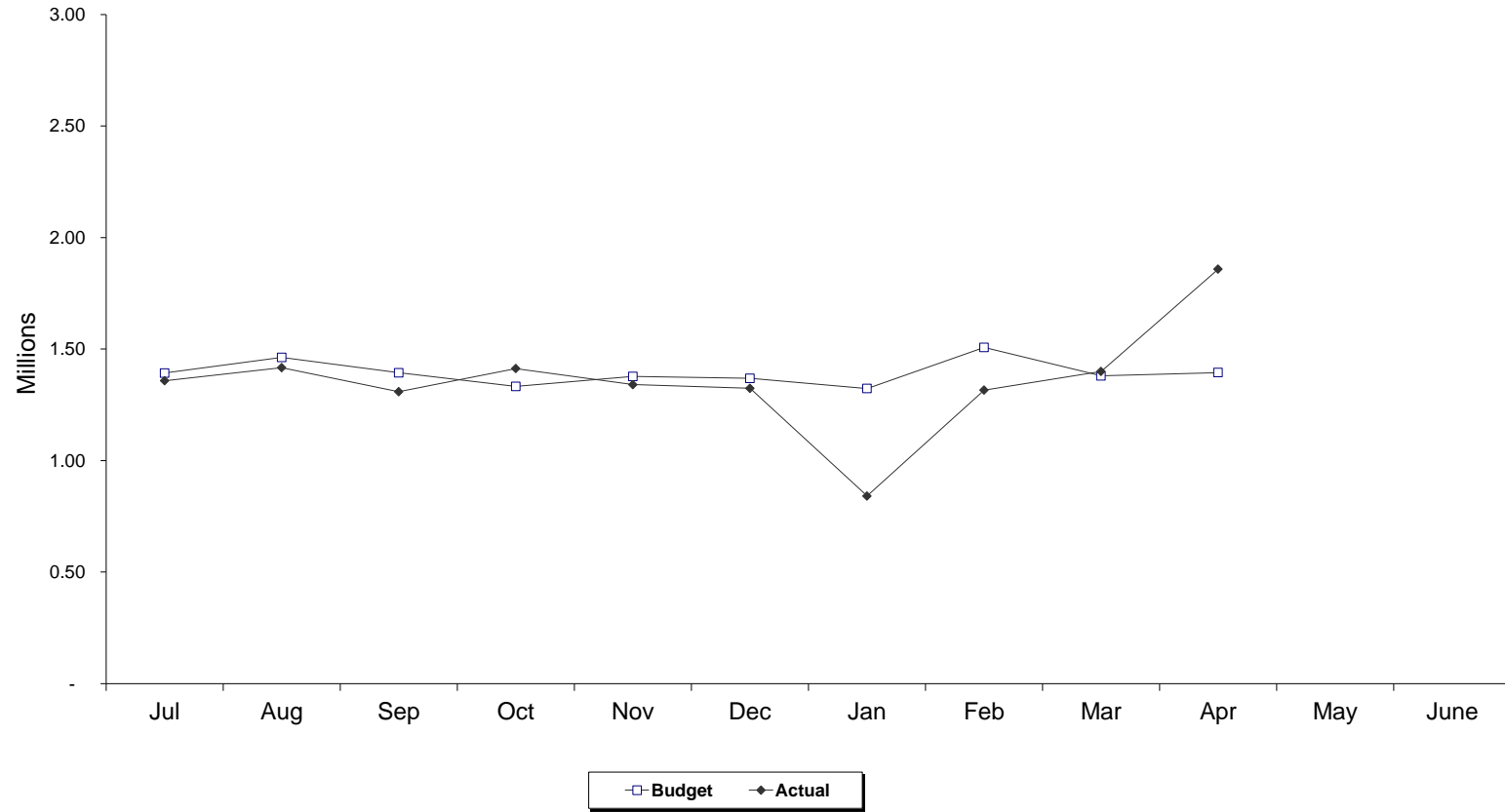
| | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | June |
|----------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----|------|
| MONTHLY EXPENSES | | | | | | | | | | | | |
| Budget | 11,017,327 | 7,696,670 | 11,846,126 | 7,824,156 | 7,355,204 | 7,349,505 | 13,662,654 | 9,242,281 | 9,278,302 | 8,121,047 | | |
| 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 | 7,515,497 | 9,997,465 | | |
| 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 | 85,272,225 | 93,393,272 | | |
| 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 | 78,097,230 | 88,094,695 | | |
| 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 | 7,174,995 | 5,298,577 | | |
| Variance % | 12.77% | 14.80% | 10.95% | 12.43% | 11.52% | 9.86% | 8.09% | 7.12% | 8.41% | 5.67% | | |

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



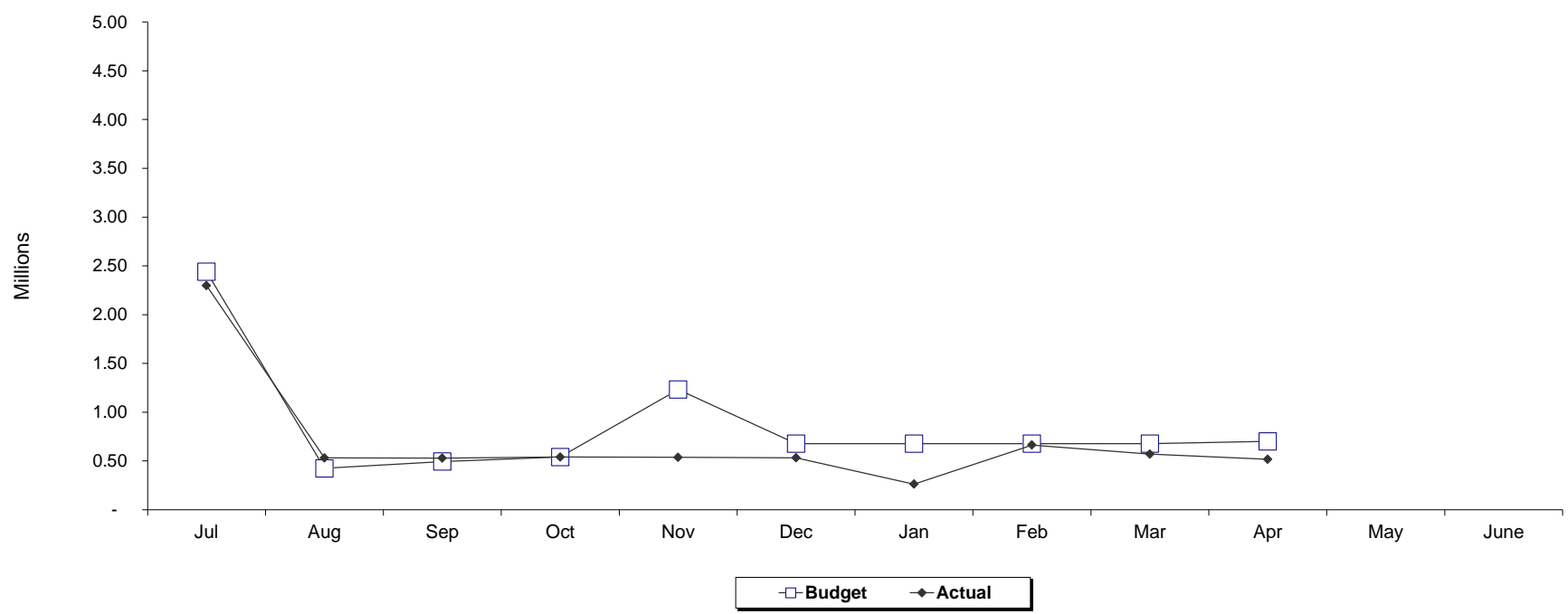
| | July | Aug | Sept | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | June |
|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|-----|------|
| MONTHLY EXPENSES | | | | | | | | | | | | |
| Budget | 1,392,064 | 1,462,328 | 1,393,823 | 1,332,333 | 1,377,222 | 1,368,326 | 1,323,448 | 1,507,592 | 1,379,707 | 1,394,610 | | |
| Actual | 1,358,433 | 1,416,915 | 1,309,048 | 1,412,582 | 1,340,576 | 1,324,018 | 841,055 | 1,316,279 | 1,399,254 | 1,858,090 | | |
| 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 | 12,536,841 | 13,931,452 | | |
| 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 | 11,718,161 | 13,576,251 | | |
| Variance - F(U) | 33,631 | 79,043 | 163,819 | 83,569 | 120,215 | 164,522 | 646,915 | 838,228 | 818,681 | 355,201 | | |
| Variance % | 2.42% | 2.77% | 3.86% | 1.50% | 1.73% | 1.98% | 6.70% | 7.51% | 6.53% | 2.55% | | |

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 | 678,428 | 701,428 | | |
| Actual | 2,298,095 | 531,510 | 530,609 | 540,760 | 537,739 | 533,707 | 263,050 | 664,293 | 571,092 | 518,573 | | |
| 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 | 7,847,990 | 8,549,418 | | |
| 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 | 6,470,856 | 6,989,429 | | |
| Variance - F(U) | 141,983 | 35,294 | 0 | 0 | 695,105 | 839,905 | 1,255,664 | 1,269,798 | 1,377,134 | 1,559,989 | | |
| Variance % | 5.82% | 1.23% | 0.00% | 0.00% | 13.54% | 14.45% | 19.34% | 17.71% | 17.55% | 18.25% | | |

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

April 30, 2016

| DESCRIPTION | TOTAL INVESTMENT 4-30-16 | INTEREST RECEIVABLE 3-31-16 | PREPAID INT RECEIVABLE 4-30-16 | INTEREST EARNED 4-30-16 | INTEREST RECEIVED 4-30-16 | ADJ. | INTEREST RECEIVABLE 4-30-16 |
|-----------------------------|--------------------------------|-----------------------------------|--------------------------------------|-------------------------------|---------------------------------|-------------------|-----------------------------------|
| RESERVE FOR CAPITAL PROJ | 7,972,564.40 | 12,583.37 | 0.00 | 3,752.97 | 0.00 | (53.97) | 16,282.37 |
| LAIF -- CAPITAL PROJ | 76,858.72 | 90.56 | 0.00 | 33.15 | 73.11 | (17.45) | 33.15 |
| REIMB SECURITIES -- L76R | 88,829,001.20 | 250,029.66 | 814.69 | 69,524.03 | 202,612.93 | (838.83) | 116,916.63 |
| LAIF -- REIMB FUNDS L76R | 19,895,969.83 | 31,272.05 | 0.00 | 11,772.10 | 31,291.56 | 19.51 | 11,772.10 |
| PARATRANSIT FUNDS | 25,134,679.49 | 75,779.08 | 228.11 | 19,986.28 | 54,028.71 | (9.50) | 41,955.26 |
| LAIF -- PARATRANSIT | 5,089,439.98 | 5,996.54 | 0.00 | 2,195.15 | 4,841.22 | (1,155.32) | 2,195.15 |
| BANK OF AMERICA | 29,626,495.89 | 0.00 | 0.00 | 1,476.98 | 1,476.98 | 0.00 | 0.00 |
| US Bank - Custodian account | 464,045.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Debt Service Reserves | | | | | | | |
| Held by Trustee: | 14,824,284.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | <u>191,913,339.91</u> | <u>375,751.26</u> | <u>1,042.80</u> | <u>108,740.66</u> | <u>294,324.51</u> | <u>(2,055.56)</u> | <u>189,154.66</u> |

APRIL 2016 -- SUMMARY OF INTEREST & CAPITAL GAIN

| | |
|-------------------------------------|-------------------|
| Interest Earned 3/31/16 | 106,685.10 |
| Add: | |
| CEO Interest | 0.00 |
| Less: | |
| Trust Fees | (589.23) |
| Capital Gain(Loss) | 180.74 |
| Total Interest & Capital Gain(Loss) | <u>106,276.61</u> |

YEAR TO DATE -- SUMMARY

| | |
|-------------------------------------|-------------------|
| Interest Earned | 951,113.19 |
| Add: | |
| CEO Interest | |
| Less: | |
| Trust Fees | (6,364.04) |
| Capital Gain(Loss) | 11,071.38 |
| Total Interest & Capital Gain(Loss) | <u>955,820.53</u> |

Balance Per Ledger as of 4/30/16

| | |
|-----------------------------|-------------------|
| Deferred Int Acct. 210852/3 | 13,375.92 |
| Interest Acct. 409101 | 937,737.27 |
| Less Trust Fees 530045 | (6,364.04) |
| Gain(Loss) Acct. 405210 | 11,071.38 |
| | <u>955,820.53</u> |

**SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R
April 30, 2016**

| TYPE OF SECURITY | CUSIP # | SETTLE DATE | ORIGINAL PURCHASE PRICE | GASB 31 ADJUSTED 06-30-15 | MARKET VALUE 4-30-16 | MATURITY/CALL DATE | INT RATE | RATE/DAY | APPL. DAYS | INTEREST REC'VBLE 3-31-16 | PREPAID INT REC'VBLE 4-30-16 | INTEREST EARNED 4-30-16 | INTEREST RECEIVED 4-30-16 | PP INTEREST RECEIVED DATE | ADJ. | INTEREST REC'VBLE 4-30-16 | INT REC'VBLE LESS PREPAID 4-30-16 | PAR VALUE |
|--|-----------|-------------|-------------------------|---------------------------|----------------------|--------------------|----------|----------|------------|---------------------------|------------------------------|-------------------------|---------------------------|---------------------------|-----------------|---------------------------|-----------------------------------|----------------------|
| U.S. TREASURY NOTES AND BONDS | | | | | | | | | | | | | | | | | | |
| US TREASURY NOTE | 912828WX4 | 08-27-14 | 1,599,875.00 | 1,594,120.17 | 1,600,681.60 | 07-31-16 | 0.500% | 22.2222 | 30 | 1,340.66 | | 666.67 | | | (7.33) | 2,000.00 | 2,000.00 | 1,600,000 |
| US TREASURY NOTE | 912828VR8 | 12-11-14 | 8,018,125.00 | 8,022,496.00 | 8,006,504.00 | 08-15-16 | 0.625% | 138.8889 | 30 | 6,318.68 | | 4,166.67 | | | (45.79) | 10,439.56 | 10,439.56 | 8,000,000 |
| US TREASURY NOTE | 912828WA4 | 03-21-14 | 8,480,410.16 | 8,522,576.00 | 8,508,304.50 | 10-15-16 | 0.625% | 147.5694 | 30 | 24,530.40 | | 4,427.08 | 26,562.50 | | (72.58) | 2,322.40 | 2,322.40 | 8,500,000 |
| US TREASURY NOTE | 912828WF3 | 03-28-14 | 9,971,093.75 | 10,025,780.00 | 10,008,200.00 | 11-15-16 | 0.625% | 173.6111 | 30 | 23,695.05 | | 5,208.33 | | | (57.23) | 28,846.15 | 28,846.15 | 10,000,000 |
| US TREASURY NOTE | 912828SM3 | 03-23-15 | 4,569,898.24 | 4,569,720.00 | 4,552,359.98 | 3-31-17 | 1.000% | 125.9722 | 30 | 123.91 | | 3,779.17 | | | (61.96) | 3,841.12 | 3,841.12 | 4,535,000 |
| US TREASURY NOTE | 912828UZ1 | 3-31-16 | 9,319,685.55 | 9,319,685.55 | 9,320,051.95 | 4-30-18 | 0.625% | 162.3264 | 30 | 24,563.01 | | 4,869.79 | 29,218.75 | | (55.25) | 158.80 | 158.80 | 9,350,000 |
| US TREASURY NOTE | 912828UZ1 | 3-31-16 | 647,892.58 | 647,892.58 | 648,121.09 | 4-28-16 | 0.625% | 11.2847 | 28 | 1,707.59 | | 315.97 | 2,008.93 | | (14.63) | 0.00 | 0.00 | 650,000 |
| US TREASURY NOTE | 912828WD8 | 10-13-15 | 7,761,960.94 | 7,761,960.94 | 7,773,689.00 | 10-31-18 | 1.250% | 267.3611 | 30 | 40,456.73 | | 8,020.83 | 48,125.00 | | (91.01) | 261.55 | 261.55 | 7,700,000 |
| US TREASURY NOTE | 912828ST8 | 03-25-15 | 7,848,466.80 | 7,832,211.90 | 7,925,430.65 | 4-30-19 | 1.250% | 272.5694 | 30 | 41,244.85 | | 8,177.08 | 49,062.50 | | (92.79) | 266.64 | 266.64 | 7,850,000 |
| US TREASURY NOTE | 912828F62 | 09-08-15 | 6,124,542.97 | 6,167,276.90 | 6,195,312.50 | 10-31-19 | 1.500% | 254.1667 | 30 | 38,460.16 | | 7,625.00 | 45,750.00 | | (86.52) | 248.64 | 248.64 | 6,100,000 |
| US TREASURY NOTE | 912828UQ1 | 11-09-15 | 4,342,078.13 | 4,343,279.60 | 4,421,828.40 | 02-29-20 | 1.250% | 152.7778 | 30 | 4,782.61 | | 4,583.33 | | | (99.64) | 9,266.30 | 9,266.30 | 4,400,000.00 |
| US TREASURY NOTE | 912828VF4 | 12-7-15 | 4,343,109.38 | 4,336,750.00 | 4,436,436.40 | 05-31-20 | 1.375% | 168.0556 | 30 | 20,331.97 | 0.00 | 5,041.67 | | | (82.66) | 25,290.98 | 25,290.98 | 4,400,000.00 |
| US TREASURY NOTE | 912828VP2 | 3-2-16 | 4,018,675.78 | 4,018,675.78 | 4,028,427.00 | 07-31-20 | 2.000% | 216.6667 | 30 | 13,071.43 | | 6,500.00 | | | (71.43) | 19,500.00 | 19,500.00 | 3,900,000.00 |
| | | | | | | | | | | | | | | | | | | 86.48% |
| GOVERNMENT BONDS | | | | | | | | | | | | | | | | | | |
| FNMA | 3135G0XP3 | 12-10-13 | 4,979,900.00 | 4,998,765.00 | 5,000,095.00 | 07-05-16 | 0.375% | 52.0833 | 30 | 4,479.17 | | 1,562.50 | | | - | 6,041.67 | 6,041.67 | 5,000,000 |
| FNMA | 3135G0YE7 | 03-07-14 | 5,009,800.00 | 5,012,055.00 | 5,003,570.00 | 08-26-16 | 0.625% | 86.8056 | 30 | 3,038.20 | | 2,604.17 | | | (0.01) | 5,642.36 | 5,642.36 | 5,000,000 |
| | | | | | | | | | | | | | | | | | | 11.23% |
| FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION | | | | | | | | | | | | | | | | | | |
| FNMA | 3136ANJY4 | 4-30-15 | 616,097.80 | 614,551.21 | 613,507.38 | 04-01-18 | 1.550% | 26.2639 | 30 | 787.92 | | 787.92 | 787.92 | | | 787.92 | 787.92 | 610,000 |
| FHLMC | 3137BNMZ4 | 4-28-15 | 631,245.00 | 631,245.00 | 630,359.00 | 03-01-19 | 1.738% | 30.1736 | 3 | 0.00 | 814.69 | 90.52 | 0.00 | | | 905.21 | 90.52 | 625,000 |
| FANNIE MEA | 3136AQDQ0 | 10-30-15 | 808,011.12 | 808,011.12 | 804,243.84 | 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 |
| | | | | | | | | | | | | | | | | | | 2.29% |
| CASH AND CASH EQUIVALENTS | | | | | | | | | | | | | | | | | | |
| | | | 268,716.74 | | 268,716.74 | | | | | 0.00 | | | | | | 0.00 | 0.00 | 0 |
| LAIF | | | 19,895,969.83 | 19,895,969.83 | 19,895,969.83 | | | | | 31,272.05 | | 11,772.10 | 31,291.56 | | 19.51 | 11,772.10 | 11,772.10 | 19,895,969.83 |
| MATURED/CALLED | | | | | | | | | | | | | | | | | | |
| US TREASURY NOTE | 912828UZ1 | 3-31-16 | (647,892.58) | (647,892.58) | (648,121.09) | 04-28-16 | | | | | | | | | | | | (650,000.00) |
| TOTAL LAIF | | | 19,895,969.83 | 19,895,969.83 | 19,895,969.83 | | | | | | | | | | | | | |
| TOTAL A/C 121100 & 112010 | | | 88,442,975.62 | 88,579,160.17 | 88,829,001.20 | | | | | | | | | | | | | 88,370,000.00 |
| TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS) | | | <u>88,442,975.62</u> | <u>88,579,160.17</u> | <u>88,829,001.20</u> | | | | | <u>250,029.66</u> | <u>814.69</u> | <u>69,524.03</u> | <u>202,612.93</u> | | <u>(838.83)</u> | <u>116,916.63</u> | <u>116,101.94</u> | <u>88,370,000.02</u> |

SAN MATEO COUNTY TRANSIT DISTRICT
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES
April 30, 2016

| TYPE OF SECURITY | CUSIP # | SETTLE DATE | ORIGINAL PURCHASE PRICE | GASB 31 ADJUSTED 06-30-15 | MARKET VALUE 4-30-16 | MATURITY DATE | INT RATE | RATE/DAY | APPL DAYS | INTEREST REC'VBLE 3-31-16 | PREPAID INT REC'VBLE 4-30-16 | INTEREST EARNED 4-30-16 | INTEREST RECEIVED 4-30-16 | ADJ. | INTEREST REC'VBLE 4-30-16 | INT REC'VBLE LESS PREPAID 4-30-16 | 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 | 7,902,528.00 | 06-15-16 | 0.500% | 109.7222 | 30 | 11,660.77 | | 3,291.67 | 0.00 | (53.97) | 14,898.47 | 14,898.47 | 7,900,000 |
| <u>GOVERNMENT BONDS</u> | | | | | | | | | | | | | | | | | |
| HOUSING URBAN DEVEL | 911759EB0 | 12-23-08 | 72,572.73 | 70,007.00 | 70,036.40 | 08-01-17 | 7.908% | 15.3767 | 30 | 922.60 | | 461.30 | | | 1,383.90 | 1,383.90 | 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 | 0.00 |
| LAIF | | | 76,858.72 | 76,858.72 | 76,858.72 | | | | | 90.56 | | 33.15 | 73.11 | (17.45) | 33.15 | 33.15 | 76,859 |
| TOTAL LAIF | | | 76,858.72 | 76,858.72 | 76,858.72 | | | | | | | | | | | | |
| TOTAL A/C 121100 & 112010 | | | 7,962,389.08 | 7,984,859.00 | 7,972,564.40 | | | | | | | | | | | | |
| TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS) | | | <u>7,962,389.08</u> | <u>7,984,859.00</u> | <u>7,972,564.40</u> | | | | | <u>12,583.37</u> | <u>0.00</u> | <u>3,752.97</u> | <u>0.00</u> | <u>(53.97)</u> | <u>16,282.37</u> | <u>16,282.37</u> | <u>7,970,000</u> |

SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
April 30, 2016

| TYPE OF SECURITY | CUSIP # | SETTLE DATE | ORIGINAL | GASB 31 | MARKET | Maturity/Call DATE | INT RATE | RATE/ DAY | APPL. DAYS | INTEREST | PP INTEREST | INTEREST | INTEREST | PP INTEREST | INTEREST | INT REC'VBLE | PAR VALUE | |
|--|-----------|-------------|----------------------|----------------------|----------------------|--------------------|----------|-----------|------------|------------------|------------------|------------------|------------------|---------------|------------------|----------------------|------------------|----------------------|
| | | | PURCHASE PRICE | ADJUSTED 06-30-15 | VALUE 4-30-16 | | | | | REC'VBLE 3-31-16 | REC'VBLE 4-30-16 | EARNED 4-30-16 | RECEIVED 4-30-16 | RECEIVED DATE | REC'VBLE 4-30-16 | LESS PREPAID 4-30-16 | | |
| U.S. TREASURY NOTES AND BONDS | | | | | | | | | | | | | | | | | | |
| US TREASURY NOTE | 912828WA4 | 03-21-14 | 3,412,117.97 | 3,428,983.25 | 3,423,341.34 | 10-15-16 | 0.625% | 59.3750 | 30 | 9,869.88 | | 1,781.25 | 10,687.50 | | (29.20) | 934.43 | 934.43 | 3,420,000 |
| US TREASURY NOTE | 912828WF3 | 03-28-14 | 4,985,546.88 | 5,012,890.00 | 5,004,100.00 | 11-15-16 | 0.625% | 86.8056 | 30 | 11,847.53 | | 2,604.17 | | | (28.62) | 14,423.08 | 14,423.08 | 5,000,000 |
| US TREASURY NOTE | 9128285C5 | 03-19-14 | 4,218,225.00 | 4,223,297.40 | 4,210,172.40 | 01-31-17 | 0.875% | 102.0833 | 30 | 6,158.65 | | 3,062.50 | | | (33.65) | 9,187.50 | 9,187.50 | 4,200,000 |
| US TREASURY NOTE | 912828UZ1 | 03-31-16 | 3,304,252.14 | 3,305,008.21 | 3,304,382.06 | 04-30-18 | 0.625% | 57.5521 | 30 | 8,708.31 | | 1,726.56 | 10,359.38 | | (19.19) | 56.30 | 56.30 | 3,315,000 |
| US TREASURY NOTE | 912828UZ1 | 03-31-16 | 184,400.20 | 184,600.29 | 184,465.23 | 04-28-16 | 0.625% | 3.2118 | 28 | 486.40 | | 89.93 | 571.77 | | (4.56) | (0.00) | (0.00) | 185,000 |
| US TREASURY NOTE | 912828WD8 | 10-13-15 | 2,721,726.56 | 2,721,726.56 | 2,725,839.00 | 10-31-18 | 1.250% | 93.7500 | 30 | 14,186.13 | | 2,812.50 | 16,875.00 | | (31.92) | 91.71 | 91.71 | 2,700,000 |
| US TREASURY NOTE | 912828F62 | 09-09-15 | 2,008,046.88 | 2,022,058.00 | 2,031,250.00 | 10-31-19 | 1.500% | 83.3333 | 30 | 12,609.89 | | 2,500.00 | 15,000.00 | | (28.37) | 81.52 | 81.52 | 2,000,000 |
| US TREASURY NOTE | 912828UQ1 | 11-09-15 | 1,233,544.92 | 1,233,886.25 | 1,256,201.25 | 02-29-20 | 1.250% | 43.4028 | 30 | 1,358.70 | | 1,302.08 | | | (28.31) | 2,632.47 | 2,632.47 | 1,250,000 |
| US TREASURY NOTE | 912828VF4 | 12-7-15 | 1,332,544.92 | 1,330,593.75 | 1,361,179.35 | 5-31-20 | 1.375% | 51.5625 | 30 | 6,238.22 | | 1,546.88 | | | (25.37) | 7,759.73 | 7,759.73 | 1,350,000 |
| US TREASURY NOTE | 912828VP2 | 3-2-16 | 1,236,515.63 | 1,236,515.63 | 1,239,516.00 | 7-31-20 | 2.000% | 66.6667 | 30 | 3,780.31 | | 2,000.00 | | | 219.69 | 6,000.00 | 6,000.00 | 1,200,000 |
| | | | | | | | | | | | | | | | | | | 97.72% |
| FEDERAL AGENCY COLLETERALIZED MORTGAGE OBLIGATION | | | | | | | | | | | | | | | | | | |
| FNMA | 3136ANJY4 | 4-30-15 | 171,699.39 | 171,268.37 | 170,977.47 | 04-01-18 | 1.550% | 7.3194 | 30 | 219.58 | | 219.58 | 219.58 | | | 219.58 | 219.58 | 170,000 |
| FHLMC | 3137BNMZ4 | 4-28-15 | 176,748.60 | 176,748.60 | 176,500.52 | 03-01-19 | 1.738% | 8.4486 | 3 | 0.00 | 228.11 | 25.35 | | | | 253.46 | 25.35 | 175,000 |
| FANIE MAE | 3136AQDQ0 | 10-30-15 | 232,303.20 | 232,303.20 | 231,220.10 | 09-01-19 | 1.646% | 10.5161 | 30 | 315.48 | | 315.48 | 315.48 | | | 315.48 | 315.48 | 230,000 |
| | | | | | | | | | | | | | | | | | | 2.28% |
| CASH AND CASH EQUIVALENTS | | | | | | | | | | | | | | | | | | |
| | | | 67,130.14 | 67,130.14 | 67,130.14 | | | | | 0.00 | | | | | 0.00 | 0.00 | 0.00 | 0 |
| CASH INVESTMENT | | | | | | | | | | | | | | | | | | |
| LAIF | | | 5,089,439.98 | 5,084,598.76 | 5,089,439.98 | | | | | 5,996.54 | 0.00 | 2,195.15 | 4,841.22 | | (1,155.32) | 2,195.15 | 2,195.15 | 5,089,440 |
| MATURED/CALLED | | | | | | | | | | | | | | | | | | |
| US TREASURY NOTE | 912828UZ1 | 03-31-16 | (184,400.20) | (184,600.29) | (184,465.23) | | | | | | | | | | | | | (185,000) |
| TOTAL LAIF | | | 5,089,439.98 | 5,084,598.76 | 5,089,439.98 | | | | | | | | | | | | | |
| TOTAL A/C 122010 | | | 25,033,272.09 | 25,095,279.22 | 25,134,679.49 | | | | | | | | | | | | | |
| TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS) | | | <u>25,033,272.09</u> | <u>25,095,279.22</u> | <u>25,134,679.49</u> | | | | | <u>75,779.08</u> | <u>228.11</u> | <u>19,986.28</u> | <u>54,028.71</u> | <u>0.00</u> | <u>(9.50)</u> | <u>41,955.26</u> | <u>41,727.15</u> | <u>25,010,000.00</u> |

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

BUDGET AMENDMENTS

| | Amount | Line Item | Description |
|--------|-------------|-----------|------------------------------------|
| Apr-16 | | | No Budget Revisions in April 2016. |
| | <u>\$ -</u> | Total | <u>\$ -</u> Total |

BUDGET REVISIONS

| | Amount | Line Item | Description |
|--------|-------------|-----------|------------------------------------|
| Apr-16 | | | No Budget Revisions in April 2016. |
| | <u>\$ -</u> | Total | <u>\$ -</u> Total |

SAN MATEO COUNTY TRANSIT DISTRICT
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY 2016
 APRIL 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 | 5,390,000 | Sep. 15 | 5,856,200 | 466,200 | 5,390,000 |
| Aug. 15 | 5,390,000 | 5,390,000 | Oct. 15 | 5,856,200 | 466,200 | 5,390,000 |
| Sep. 15 | 6,827,333 | 6,827,333 | Nov. 15 | 7,808,200 | 980,867 | 6,827,333 |
| 3 Months Total | 17,607,333 | 17,607,333 | | 19,520,600 | 1,913,267 | 17,607,333 |
| Oct. 15 | 5,877,667 | 5,877,667 | Dec. 15 | 6,636,477 | 758,810 | 5,877,667 |
| Nov. 15 | 5,877,667 | 5,877,667 | Jan. 16 | 6,064,300 | 186,633 | 5,877,667 |
| Dec. 15 | 7,140,467 | 7,140,467 | Feb. 16 | 8,085,700 | 945,233 | 7,140,467 |
| 6 Months Total | 36,503,134 | 36,503,134 | | 40,307,077 | 3,803,943 | 36,503,134 |
| Jan. 16 | 5,544,000 | 5,544,000 | Mar. 16 | 6,435,511 | 891,511 | 5,544,000 |
| Feb. 16 | 6,079,920 | 6,079,920 | Apr. 16 | 5,033,200 | (1,046,720) | 6,079,920 |
| Mar. 16 | 7,542,920 | 11,542,920 | May 16 | | | 11,542,920 |
| 9 Months Total | 55,669,974 | 59,669,974 | | 51,775,788 | 3,648,734 | 59,669,974 |
| Apr. 16 | 6,884,826 | 6,884,826 | Jun. 16 | | | 6,884,826 |
| May 16 | 6,997,760 | 6,997,760 | Jul. 16 | | | 6,997,760 |
| Jun. 16 | 7,447,440 | 7,447,440 | Aug. 16 | | | 7,447,440 |
| FY2016 Total | 77,000,000 | 81,000,000 | FY2016 Total | 51,775,788 | 3,648,734 | 81,000,000 |
| | 18,073,533 | | 1st Quarter | | | |
| | 21,101,678 | | 2nd Quarter | | | |
| | 21,190,217 | | 3rd Quarter | | | |
| | 5,838,106 | | 4th Quarter | | | |
| | <u>66,203,534</u> | | YTD Actual Per Statement of Revenues & Expenses | | | |

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Eli Kay
Chief Financial Officer

SUBJECT: **ADOPTION OF PROPOSED FISCAL YEAR 2017 OPERATING BUDGET**

ACTION

Staff proposes the Committee recommend the Board of Directors (Board) adopt the Proposed Fiscal Year (FY) 2017 Operating Budget in the amount of \$145,054,100.

SIGNIFICANCE

At the May 4th Board meeting, staff presented a preliminary FY2017 budget proposal for consideration of Committee recommendation for Board adoption. No changes have been made since the May 4 Board meeting.

The proposed budget is consistent with, and helps advance, the SamTrans Strategic Plan vision and goals related to the Plan's six focus areas: Financial Integrity, Multimodal Services, Transportation and Land Use, Customers, Business Practices, and Employees.

The proposed budget allows the San Mateo County Transit District (District) to continue to provide safe, reliable and high-quality services to existing SamTrans customers, advances efforts to modernize service and attract new riders, includes strategies to operate programs that are economically and environmentally sustainable, and helps build and maintain a workforce that proudly delivers services that are integral to enhancing quality of life in San Mateo County and beyond.

The proposed SamTrans FY2017 Operating Budget is shown in Attachment A.

Sources of Funds

Passenger Fares (page 1, line 1), which includes the annualization of a FY2016 mid-year fare increase for both Motor Bus and Americans with Disabilities Act (ADA) services, are projected at \$19.5 million in FY2017, an **increase** of \$572,000 or three percent from the FY2016 revised budget:

- Motor Bus Fares are projected to **increase** by \$508,000 or 2.8 percent.
- Redi-Wheels Fares are projected to **increase** by \$64,000 or 7.9 percent.

Local/State/Federal (page 1, lines 2, 4, and 7) funds of \$46.5 million are projected to **increase** \$2.7 million or 6.3 percent from the FY2016 revised budget, primarily due to an increase to State Transportation Development Act (TDA) funds and a positive carry-forward from FY2016.

Pass-through to Other Agencies (page 1, line 3) is \$69,000, a projected **decrease** of \$52,000 or 43 percent from the FY2016 revised budget, reflecting cessation of a New Freedom Grant which had been used in support of transportation services provided by the Peninsula Jewish Community Center. These grant funds are passed through to other agencies that cannot claim the funds directly. The equivalent pass-through expenditure can be found under Uses of Funds (page 1, line 22), and the amount has been decreased accordingly. The expenditure is greater than the pass-through revenue because the District contributes some of its own sales tax revenue to support the program.

SMCTA Measure A (page 1, line 5) funds are projected to **increase** by \$720,000 or 7.8 percent from the FY2016 revised budget based on projected sales tax receipts of \$83 million for FY2017.

San Mateo County Measure A (page 1, line 6) funding approved by the San Mateo County Board of Supervisors for the District's paratransit program is projected to be \$5 million. There is **no change** from the FY2016 revised budget.

District Half-cent Sales Tax (page 1, line 10) receipts are projected to be \$83 million, which is an **increase** of \$2 million or 2.5 percent from the FY2016 revised budget. Like the SMCTA Measure A sales tax, the increase in District sales tax revenues is due to anticipated year end revenues, with a prudent growth rate, consistent with estimates from the Metropolitan Transportation Commission and National Gross Domestic Product growth.

Investment Interest (page 1, line 11) of \$1.1 million reflects a projected **increase** of \$180,000 or 19.8 percent from the FY2016 revised budget of \$910,000. The increase is primarily due to increasing interest revenue in the investment portfolio.

Other Interest, Rent & Other Income (page 1, line 12) of \$7.3 million reflects a projected **decrease** of \$676,000 or 8.5 percent compared to the FY2016 revised budget mainly due to elimination of Genentech and Pacifica (weekend) shuttles and adjustment based upon actuals.

Uses of Funds

Operating costs (page 1, line 24) of \$145.1 million are projected to **increase** by \$6.7 million or 4.9 percent from the FY2016 revised budget of \$138.3 million. The increase is mostly due to an increase in wages and benefits, increased rates for renewed contract bus service, and an increase in demand for paratransit taxi service.

Sales Tax Allocation – Capital Programs (page 1, line 28) is projected to be \$6.1 million, a **decrease** of \$3.4 million or 35.7 percent compared to the FY2016 revised budget.

Motor Bus Highlights

Total Motor Bus Expense (page 1, line 18) of \$118 million, reflects a projected **increase** of \$6.5 million or 5.8 percent over the FY2016 revised budget of \$111.5 million. Critical Motor Bus elements include:

- *Wages and Benefits* (page 3, line 1) are projected to **increase** \$2.3 million or 4.1 percent, mainly due to the increase for represented employees and non-represented employees, along with a corresponding increase in benefits. Also included is the request for new positions for a total cost of \$515,000. This past year has demonstrated that the current staffing limits the ability to provide the level of service the agency strives towards. These seven new positions will result in widespread benefits throughout the operations: (HR-1) enhanced employee recruitment, retention and training, (Marketing-1) creation of web-based, customer-focused enhancements and social media presence, (C&P-2) improved contracting and procurement services, and (IT/Ops-3) heightened utilization of the technology resources of the company. These new positions address many District goals including the utilization of permanent staff where advantageous to manage the agency's operation and assure continuity of its core knowledge base.
- *Contracted Vehicle Maintenance* (page 3, line 4) is projected to **increase** \$31,000 or 2.1 percent, primarily due to adjustment to actuals for costs related to maintenance and warranty support.
- *Professional Services* (page 3, line 6) are projected to **increase** \$356,000 or 7.7 percent, primarily due to increased fees for Wipro Technical Infrastructure and Hosting Application Support. Included in the increase are rates increase for legal services and investment in the migration to an updated Safety Management and Customer Relationship Management software.
- *Technical Services* (page 3, line 7) are projected to **increase** \$1.1 million or 17.7 percent, primarily in revenue collection and security costs. Included in the revenue collection costs is a new contract to count and deposit cash. Included in security costs is an increase in the contract with the San Mateo County Sheriff's Office to provide Transit Police services. Both SamTrans and the Peninsula Corridor Joint Powers Board (JPB) fund this contract, with the JPB covering a larger share of the costs.
- *Other Services* (page 3, line 8) are projected to **increase** \$237,000 or eight percent, primarily due to PeopleSoft Enterprise Resource Planning enhancements.
- *Contracted Urban Bus Service* (page 3, line 34) is projected to **increase** \$1.2 million or 7.3 percent primarily due to a contractual rate increase and an increase in miles in the renewed contract for bus service.

ADA Programs Highlights

The FY2017 budget (page 1, line 19) of \$18.2 million represents a projected **increase** of \$1.4 million or 8.6 percent over the FY2016 revised budget mainly due to an upward trend in demand for taxi service.

Caltrain Service

In FY2017, the proposed SamTrans member agency share for Caltrain service (page 1, line 20) is \$6.64 million, an **increase** of \$560,000 or 9.2 percent from the FY2016 revised budget. Caltrain service share is currently limited to the Transportation Authority contribution as defined by the Measure A Transportation Expenditure Plan approved by voters in 2004.

Other Multimodal Programs

In FY2017, support costs for the SamTrans shuttle program and the multimodal facility maintenance are projected to be \$2.2 million (page 1, line 21), a **decrease** of \$1.7 million or 43.6 percent from the FY2016 revised budget, primarily because of a decrease in costs to support the employer-sponsored shuttle program related to the reduced demand for this service. This expense corresponds with an associated reduction in revenue.

Land Transfer Interest Expense

The FY2017 budget includes \$46,000 (page 1, line 23) in interest expense. There is **no change** from the FY2016 revised budget. The expense represents an interest payment to the San Mateo County Transportation Authority (TA) on a promissory note for four acres of property acquired from the TA which is located in the city of San Carlos along the Caltrain right of way.

Total Budget and Use of Reserves

The full amount of the Proposed FY2017 Budget, including capital expenditures and debt service, is \$172.8 million. The Proposed Budget uses \$376,000 in reserves to achieve a balanced budget. This represents 0.22 percent of the total budget.

BUDGET IMPACT

The amounts represent the FY2017 Proposed Budget.

BACKGROUND

On October 1, 2014, the District Board of Directors unanimously adopted the 2015-2019 Strategic Plan, which set five specific goals for the next five years. The proposed FY2017 budget helps advance specific goals and vision of the Strategic Plan.

The Proposed FY2017 Operating Budget will help increase ridership and farebox revenue by:

- Developing new Mobility Plans and Marketing Campaigns that focus on youth and senior markets
- Expanding Market Research to identify opportunities to connect employees to their jobs with new routes that will encourage Public Private Partnerships
- Take advantage of market trends by exploring new Express Bus Services
- Improving the overall ease of use of the system by developing mobile applications, implementing real-time departure and arrival enhancements and making it easier to purchase SamTrans fare and pass products
- Developing a Customer Experience Task Force to help identify and prioritize staff focus on improving service and creating customer amenities
- Integrating Social Media and Customer Service functions to modernize and streamline communication with customers

The Proposed FY 2017 Budget will help improve organizational performance and manage workforce change by:

- Expanding staff and consultant resources dedicated to internal communications
- Exploring opportunities to create affordable local housing opportunities for District workers
- Refreshing the District's Intranet to provide employees with easy access to useful information and resources
- Refining the District's Enterprise Resource Planning system to address reporting issues and reduce deficiencies

Prepared By:

Winnie Lum, Senior Accountant
Eileen Bettman, Manager, Budgets

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650-508-6425

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2017 PROPOSED OPERATING BUDGET**

Attachment A

| | FY2015 <u>ACTUAL</u> A | FY2016 <u>ADOPTED</u> B | FY2016 <u>REVISED</u> C | FY2017 <u>PROPOSED</u> D | FY17 PROPOSED Compared to FY16 REVISED Increase (Decrease) E = D-C | BUDGET PERCENT CHANGE F = E/C | |
|--|------------------------------|-------------------------------|-------------------------------|--------------------------------|---|--|----|
| SOURCES OF FUNDS: | | | | | | | |
| Operating Revenues | | | | | | | |
| 1 Passenger Fares | 18,816,425 | 18,945,000 | 18,945,000 | 19,517,000 | 572,000 | 3.0% | 1 |
| 2 Local TDA and STA Funds | 39,199,896 | 38,448,081 | 36,999,873 | 42,361,438 | 5,361,565 | 14.5% | 2 |
| 3 Pass through to Other Agencies | 383,948 | 121,000 | 121,000 | 69,000 | (52,000) | -43.0% | 3 |
| 4 Operating Grants | 7,581,303 | 6,131,812 | 6,131,812 | 4,010,671 | (2,121,141) | -34.6% | 4 |
| 5 SMCTA Measure A | 9,140,000 | 9,240,000 | 9,240,000 | 9,960,000 | 720,000 | 7.8% | 5 |
| 6 SM County Measure A | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | (0) | 0.0% | 6 |
| 7 AB434 Funds | 438,280 | 601,000 | 601,000 | 109,000 | (492,000) | -81.9% | 7 |
| 8 Subtotal - Operating Revenues | 80,559,852 | 78,486,893 | 77,038,685 | 81,027,109 | 3,988,424 | 5.2% | 8 |
| Other Revenue Sources | | | | | | | |
| 10 District 1/2 Cent Sales Tax | 80,974,725 | 77,000,000 | 81,000,000 | 83,000,000 | 2,000,000 | 2.5% | 10 |
| 11 Investment Interest | 915,996 | 910,357 | 910,357 | 1,090,519 | 180,162 | 19.8% | 11 |
| 12 Other Interest, Rent & Other Income | 6,362,116 | 7,985,257 | 7,985,257 | 7,308,988 | (676,269) | -8.5% | 12 |
| 13 Subtotal - Other Revenues | 88,252,837 | 85,895,614 | 89,895,614 | 91,399,507 | 1,503,893 | 1.7% | 13 |
| 15 Total Sources of Funds | 168,812,688 | 164,382,507 | 166,934,299 | 172,426,616 | 5,492,317 | 3.3% | 15 |
| USES OF FUNDS: | | | | | | | |
| 18 Motor Bus | 99,477,369 | 112,268,491 | 111,474,091 | 117,968,986 | 6,494,895 | 5.8% | 18 |
| 19 A.D.A. Programs | 14,060,620 | 16,725,800 | 16,725,800 | 18,157,910 | 1,432,110 | 8.6% | 19 |
| 20 Caltrain | 6,260,000 | 6,080,000 | 6,080,000 | 6,640,000 | 560,000 | 9.2% | 20 |
| 21 Other Multi-Modal Programs | 1,490,767 | 3,830,170 | 3,830,170 | 2,161,708 | (1,668,462) | -43.6% | 21 |
| 22 Pass through to Other Agencies | 383,948 | 141,780 | 141,780 | 79,780 | (62,000) | -43.7% | 22 |
| 23 Land Transfer Interest Expense | 41,315 | 45,716 | 45,716 | 45,716 | (0) | 0.0% | 23 |
| 24 Total Uses of Funds | 121,714,020 | 139,091,957 | 138,297,557 | 145,054,100 | 6,756,543 | 4.9% | 24 |
| 26 TOTAL OPERATING SURPLUS/(DEFICIT) | 47,098,668 | 25,290,550 | 28,636,742 | 27,372,516 | (1,264,226) | -4.4% | 26 |
| 28 Sales Tax Allocation - Capital Programs (Current year appropriation) | 5,857,267 | 5,496,160 | 9,446,160 | 6,071,968 | (3,374,192) | -35.7% | 28 |
| 30 SURPLUS/(DEFICIT) | 41,241,401 | 19,794,390 | 19,190,582 | 21,300,548 | 2,109,966 | 11.0% | 30 |
| DEBT SERVICE | | | | | | | |
| 33 Debt Service | 23,265,074 | 21,645,646 | 21,645,646 | 21,648,044 | 2,398 | 0.0% | 33 |
| 34 Fiscal Agent Fees | 31,002 | 28,399 | 28,399 | 28,401 | 2 | 0.0% | 34 |
| 35 Total Debt Service | 23,296,076 | 21,674,045 | 21,674,045 | 21,676,445 | 2,400 | 0.0% | 35 |
| 36 * Debt Service - BART - \$12.7M | | | | | | | 36 |
| 38 USE OF RESERVES FOR DEBT SERVICE | (23,296,076) | (21,674,045) | (21,674,045) | (21,676,445) | (2,400) | 0.0% | 38 |
| 40 TOTAL USES OF RESERVES | 17,945,325 | (1,879,655) | (2,483,463) | (375,897) | 2,107,566 | | 40 |

| PROJECTED UNRESTRICTED FUND BALANCE | FY2016 <u>REVISED</u> | FY2017 <u>PRELIMINARY</u> |
|-------------------------------------|--------------------------|------------------------------|
| Beginning Fund Balance | 103,857,000 | 98,819,697 |
| Operating Surplus/(Deficit) | 28,636,742 | 27,372,516 |
| Use of funds for Debt Service | (21,674,045) | (21,676,445) |
| Use of funds for Capital | (12,000,000) | (12,000,000) |
| Ending Unrestricted Fund Balance | <u>98,819,697</u> | <u>92,515,768</u> |

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2017 PROPOSED OPERATING BUDGET**

| | FY2015 <u>ACTUAL</u> A | FY2016 <u>ADOPTED</u> B | FY2016 <u>REVISED</u> C | FY2017 <u>PROPOSED</u> D | FY17 PROPOSED Compared to FY16 REVISED Increase (Decrease) E = D-C | BUDGET PERCENT CHANGE F = E/C |
|--|------------------------------|-------------------------------|-------------------------------|--------------------------------|---|--|
| OPERATING REVENUES - MOTOR BUS: | | | | | | |
| 1 TOTAL MOTOR BUS FARES | 18,025,765 | 18,130,000 | 18,130,000 | 18,638,000 | 508,000 | 2.8% |
| LOCAL (TDA) TRANSIT FUND: | | | | | | |
| 4 General Operating Assistance | 34,458,615 | 32,143,723 | 32,143,723 | 37,540,609 | 5,396,886 | 16.8% |
| STATE TRANSIT ASSISTANCE: | | | | | | |
| 7 STA Base | 2,650,181 | 4,061,556 | 2,715,313 | 2,609,106 | (106,207) | -3.9% |
| 8 STA TOTAL | 2,650,181 | 4,061,556 | 2,715,313 | 2,609,106 | (106,207) | -3.9% |
| OPERATING GRANTS: | | | | | | |
| 11 Operating Grants | 7,076,533 | 6,131,812 | 6,131,812 | 1,666,278 | (4,465,534) | -72.8% |
| DISTRICT 1/2 CENT SALES TAX: | | | | | | |
| 14 General Operating Assistance | 31,148,453 | 46,135,529 | 46,687,372 | 51,283,370 | 4,595,998 | 9.8% |
| 15 Accessibility Fixed Route | 1,151,019 | 1,124,750 | 1,124,750 | 1,133,217 | 8,467 | 0.8% |
| 16 TOTAL 1/2 CENT SALES TAX | 32,299,472 | 47,260,279 | 47,812,122 | 52,416,587 | 4,604,465 | 9.6% |
| INVESTMENT INTEREST INCOME | | | | | | |
| 19 Investment Interest Income | 660,080 | 647,475 | 647,475 | 882,519 | 235,044 | 36.3% |
| OTHER REVENUE SOURCES: | | | | | | |
| 22 Rental Income | 1,549,146 | 1,284,497 | 1,284,497 | 1,360,000 | 75,503 | 5.9% |
| 23 Advertising Income | 1,067,522 | 1,149,000 | 1,149,000 | 1,149,000 | 0 | 0.0% |
| 24 Other Income | 1,689,872 | 1,460,150 | 1,460,150 | 1,706,888 | 246,738 | 16.9% |
| 25 TOTAL OTHER REVENUES | 4,306,720 | 3,893,647 | 3,893,647 | 4,215,888 | 322,241 | 8.3% |
| 27 TOTAL MOTOR BUS | 99,477,366 | 112,268,492 | 111,474,092 | 117,968,987 | 6,494,895 | 5.8% |
| AMERICAN DISABILITIES ACT: | | | | | | |
| 30 Passenger Fares-Redi Wheels | 790,660 | 815,000 | 815,000 | 879,000 | 64,000 | 7.9% |
| 31 Local TDA 4.5 Redi Wheels | 1,653,834 | 1,771,554 | 1,771,554 | 1,844,243 | 72,689 | 4.1% |
| 32 Local STA - Paratransit | 437,266 | 471,248 | 369,283 | 367,480 | (1,803) | -0.5% |
| 33 Operating Grants | 504,770 | 0 | 0 | 2,344,393 | 2,344,393 | #DIV/0! |
| 34 Sales Tax - Paratransit District | 0 | 2,412,766 | 2,514,731 | 1,124,994 | (1,389,737) | -55.3% |
| 35 Sales Tax - Paratransit Suppl. Coastside | 1,138,176 | 1,512,350 | 1,512,350 | 1,669,800 | 157,450 | 10.4% |
| 36 Interest Income-Paratransit Fund | 255,916 | 262,882 | 262,882 | 208,000 | (54,882) | -20.9% |
| 37 SMCTA Measure A Redi-Wheels | 2,880,000 | 3,080,000 | 3,080,000 | 3,320,000 | 240,000 | 7.8% |
| 38 SM County Measure A | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | (0) | 0.0% |
| 39 Measure M Paratransit | 1,400,000 | 1,400,000 | 1,400,000 | 1,400,000 | (0) | 0.0% |
| 40 TOTAL ADA PROGRAMS | 14,060,622 | 16,725,800 | 16,725,800 | 18,157,910 | 1,432,110 | 8.6% |
| MULTI-MODAL TRANSIT PROGRAMS: | | | | | | |
| 43 Transfer from SMCTA for Caltrain | 6,260,000 | 6,160,000 | 6,160,000 | 6,640,000 | 480,000 | 7.8% |
| 44 AB434 Funds - SamTrans Shuttle | 438,280 | 601,000 | 601,000 | 109,000 | (492,000) | -81.9% |
| 45 Employer SamTrans Shuttle Funds | 655,395 | 2,691,610 | 2,691,610 | 1,693,100 | (998,510) | -37.1% |
| 46 Sales Tax - SamTrans Shuttle Program | 256,420 | 340,560 | 340,560 | 189,608 | (150,952) | -44.3% |
| 47 Sales Tax - Gen. Operating Asst. | 140,673 | 117,000 | 117,000 | 170,000 | 53,000 | 45.3% |
| 48 TOTAL MULTI-MODAL | 7,750,768 | 9,910,170 | 9,910,170 | 8,801,708 | (1,108,462) | -11.2% |
| 50 TOTAL REVENUES | 121,288,756 | 138,904,462 | 138,110,062 | 144,928,605 | 6,818,543 | 4.9% |
| Reconciliation to Sources : | | | | | | |
| Pass through to Other Agencies | 383,948 | 121,000 | 121,000 | 69,000 | | |
| Sales tax available for Capital and Debt Service | 47,139,984 | 25,357,045 | 28,703,237 | 27,429,011 | | |
| Total with Reconciling Items | 168,812,688 | 164,382,507 | 166,934,299 | 172,426,616 | | |

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2017 PROPOSED OPERATING BUDGET**

| | FY2015 ACTUAL | FY2016 ADOPTED | FY2016 REVISED | FY2017 PROPOSED | FY17 PROPOSED Compared to FY16 REVISED Increase (Decrease) E = D-C | BUDGET PERCENT CHANGE F = E/C | |
|---|--------------------------|---------------------------|---------------------------|----------------------------|---|--|----|
| | A | B | C | D | | F = E/C | |
| DISTRICT OPERATED BUSES | | | | | | | |
| 1 Wages and Benefits | 52,944,591 | 55,439,968 | 55,910,968 | 58,214,650 | 2,303,682 | 4.1% | 1 |
| 2 Services: | | | | | | | 2 |
| 3 Board of Directors | 190,461 | 54,750 | 54,750 | 86,000 | 31,250 | 57.1% | 3 |
| 4 Contracted Vehicle Maintenance | 1,264,726 | 1,476,960 | 1,476,960 | 1,508,154 | 31,194 | 2.1% | 4 |
| 5 Property Maintenance | 1,091,819 | 1,242,000 | 1,242,000 | 1,238,000 | (4,000) | -0.3% | 5 |
| 6 Professional Services | 3,290,977 | 4,366,600 | 4,601,200 | 4,956,711 | 355,511 | 7.7% | 6 |
| 7 Technical Services | 6,131,210 | 6,001,765 | 6,001,765 | 7,065,517 | 1,063,752 | 17.7% | 7 |
| 8 Other Services | 1,411,702 | 2,969,903 | 2,969,903 | 3,206,540 | 236,637 | 8.0% | 8 |
| 9 | | | | | | | 9 |
| 10 Materials & Supply: | | | | | | | 10 |
| 11 Fuel and Lubricants | 4,410,143 | 6,332,557 | 5,332,557 | 5,525,612 | 193,055 | 3.6% | 11 |
| 12 Bus Parts and Materials | 1,883,244 | 1,898,250 | 1,898,250 | 2,042,508 | 144,258 | 7.6% | 12 |
| 13 Uniform and Drivers Expense | 365,397 | 457,490 | 457,490 | 479,129 | 21,639 | 4.7% | 13 |
| 14 Timetables and Tickets | 119,128 | 197,600 | 197,600 | 263,645 | 66,045 | 33.4% | 14 |
| 15 Office Supplies/Printing | 349,220 | 357,497 | 357,497 | 485,062 | 127,565 | 35.7% | 15 |
| 16 Other Materials and Supply | 148,503 | 159,500 | 159,500 | 159,500 | 0 | 0.0% | 16 |
| 17 | | | | | | | 17 |
| 18 Utilities: | | | | | | | 18 |
| 19 Telecommunications | 464,125 | 697,134 | 697,134 | 731,991 | 34,857 | 5.0% | 19 |
| 20 Other Utilities | 1,093,466 | 1,140,000 | 1,140,000 | 1,140,000 | 0 | 0.0% | 20 |
| 21 Insurance Costs | 1,408,149 | 2,676,250 | 2,676,250 | 2,897,298 | 221,048 | 8.3% | 21 |
| 22 Workers' Compensation | 2,451,852 | 3,662,160 | 3,662,160 | 3,668,160 | 6,000 | 0.2% | 22 |
| 23 Taxes and License Fees | 498,487 | 773,629 | 773,629 | 735,136 | (38,493) | -5.0% | 23 |
| 24 Fixed Route Accessibility | 1,151,019 | 1,124,750 | 1,124,750 | 1,133,217 | 8,467 | 0.8% | 24 |
| 25 Leases and Rentals | 132,349 | 139,096 | 139,096 | 175,740 | 36,644 | 26.3% | 25 |
| 26 Prmtnl and Legal Advertising | 231,077 | 316,900 | 316,900 | 484,700 | 167,800 | 53.0% | 26 |
| 27 Training & Business Travel | 329,800 | 363,145 | 363,145 | 610,463 | 247,318 | 68.1% | 27 |
| 28 Dues and Membership | 89,532 | 89,289 | 89,289 | 118,620 | 29,331 | 32.8% | 28 |
| 29 Postage and other | 66,717 | 98,013 | 98,013 | 102,999 | 4,986 | 5.1% | 29 |
| 30 | | | | | | | 30 |
| 31 Total District Operated Buses | 81,517,694 | 92,035,206 | 91,740,806 | 97,029,352 | 5,288,546 | 5.8% | 31 |
| 32 | | | | | | | 32 |
| 33 CONTRACTED BUS SERVICES | | | | | | | 33 |
| 34 Contracted Urban Bus Service | 15,139,471 | 16,571,900 | 16,071,900 | 17,246,300 | 1,174,400 | 7.3% | 34 |
| 35 Other Related Costs | 370,073 | 410,130 | 410,130 | 392,150 | (17,980) | -4.4% | 35 |
| 36 Insurance Costs | 242,694 | 655,000 | 655,000 | 736,593 | 81,593 | 12.5% | 36 |
| 37 Coastside Services | 1,677,584 | 2,005,800 | 2,005,800 | 1,968,000 | (37,800) | -1.9% | 37 |
| 38 Redi Coast Non-ADA | 227,098 | 240,700 | 240,700 | 233,000 | (7,700) | -3.2% | 38 |
| 39 Other Related Costs | 66,674 | 122,670 | 122,670 | 124,525 | 1,855 | 1.5% | 39 |
| 40 La Honda Pescadero | 55,125 | 55,130 | 55,130 | 55,130 | (0) | 0.0% | 40 |
| 41 Southcoast - Pescadero | 175,512 | 165,165 | 165,165 | 177,100 | 11,935 | 7.2% | 41 |
| 42 Other Related Costs-SamCoast | 5,443 | 6,790 | 6,790 | 6,836 | 46 | 0.7% | 42 |
| 43 Total Contracted Bus Service | 17,959,675 | 20,233,285 | 19,733,285 | 20,939,634 | 1,206,349 | 6.1% | 43 |
| 44 | | | | | | | 44 |
| 45 TOTAL MOTOR BUS | 99,477,369 | 112,268,491 | 111,474,091 | 117,968,986 | 6,494,895 | 5.8% | 45 |

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2017 PROPOSED OPERATING BUDGET**

| | | FY17 PROPOSED Compared to FY16 REVISED | | | | | BUDGET |
|---|-------------------------------------|--|--------------------|--------------------|--------------------|-----------------------------------|------------------------------|
| | | FY2015 ACTUAL | FY2016 ADOPTED | FY2016 REVISED | FY2017 PROPOSED | Increase (Decrease) E = D-C | PERCENT CHANGE F = E/C |
| | | A | B | C | D | | |
| AMERICAN DISABILITY ACT PROGRAMS | | | | | | | |
| 46 | Elderly & Disabled/Redi-Wheels | 5,785,476 | 6,807,200 | 6,807,200 | 7,322,052 | 514,852 | 7.6% |
| 47 | Other Related Costs | 2,495,944 | 3,222,406 | 3,222,406 | 3,386,207 | 163,801 | 5.1% |
| 48 | ADA Sedan/Taxi Service | 3,240,663 | 3,150,800 | 3,150,800 | 3,628,328 | 477,528 | 15.2% |
| 49 | ADA Accessibility Support | 1,014,083 | 1,518,044 | 1,518,044 | 1,571,564 | 53,520 | 3.5% |
| 50 | Coastside ADA Support | 1,456,338 | 1,512,350 | 1,512,350 | 1,669,800 | 157,450 | 10.4% |
| 51 | Insurance Costs | 68,116 | 515,000 | 515,000 | 579,959 | 64,959 | 12.6% |
| 52 | TOTAL ADA PROGRAMS | 14,060,620 | 16,725,800 | 16,725,800 | 18,157,910 | 1,432,110 | 8.6% |
| 53 | | | | | | | |
| 54 | MULTI-MODAL TRANSIT PROGRAMS | | | | | | |
| 55 | | | | | | | |
| 56 | CALTRAIN SERVICE | | | | | | |
| 57 | Peninsula Rail Service | 6,260,000 | 6,080,000 | 6,080,000 | 6,640,000 | 560,000 | 9.2% |
| 58 | Total Caltrain Service | 6,260,000 | 6,080,000 | 6,080,000 | 6,640,000 | 560,000 | 9.2% |
| 59 | | | | | | | |
| 60 | OTHER SUPPORT | | | | | | |
| 62 | SamTrans Shuttle | 1,350,095 | 3,633,170 | 3,633,170 | 1,991,708 | (1,641,462) | -45.2% |
| 63 | Bicycle Coordinating Activities | 0 | 25,000 | 25,000 | 0 | (25,000) | -100.0% |
| 64 | Maintenance Multimodal Fac | 140,672 | 172,000 | 172,000 | 170,000 | (2,000) | -1.2% |
| 65 | Total Other Support | 1,490,767 | 3,830,170 | 3,830,170 | 2,161,708 | (1,668,462) | -43.6% |
| 66 | | | | | | | |
| 67 | TOTAL MULTI-MODAL PROGRAMS | 7,750,767 | 9,910,170 | 9,910,170 | 8,801,708 | (1,108,462) | -11.2% |
| 68 | | | | | | | |
| 69 | TOTAL OPERATING EXPENSES | 121,288,757 | 138,904,461 | 138,110,061 | 144,928,604 | 6,818,543 | 5% |
| Reconciliation to Uses: | | | | | | | |
| | Pass through to Other Agencies | 383,948 | 141,780 | 141,780 | 79,780 | | |
| | Land Transfer Interest Expense | 41,315 | 45,716 | 45,716 | 45,716 | | |
| | Total with Reconciling Items | 121,714,020 | 139,091,957 | 138,297,557 | 145,054,100 | | |

RESOLUTION NO. 2016 –

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

* * *

**ADOPTING FISCAL YEAR 2017 OPERATING BUDGET IN
THE AMOUNT OF \$145,054,100**

WHEREAS, Section 103141 (b) of the California Public Utilities Code requires the Board of Directors (Board) to adopt an annual budget for the San Mateo County Transit District (District); and

WHEREAS, the adoption of an operating budget is necessary for obtaining both Federal and State funds to support the District's transit improvement program; and

WHEREAS, the General Manager/CEO has prepared and presented to the Board a proposed final operating budget for Fiscal Year (FY) 2017 in the amount of \$145,054,100 that sets forth projected revenues and expenses associated with the District's operating and maintenance program.

NOW, THEREFORE, BE IT RESOLVED that the Board of the District adopts the FY2017 Operating Budget, a copy of which is attached hereto and incorporated herein as Attachment "A"; and

BE IT FURTHER RESOLVED that the General Manager/CEO is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this resolution at the earliest practical date.

Regularly passed and adopted this 1st day of June, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Eli Kay
Chief Financial Officer

SUBJECT: **ADOPTION OF FISCAL YEAR 2017 CAPITAL BUDGET**

ACTION

Staff proposes the Committee recommend the Board of Directors (Board) adopt the Proposed Fiscal Year (FY) 2017 Capital Budget in the amount of \$16,327,874.

SIGNIFICANCE

At the May 4, 2016 San Mateo County Transit District (District) Board meeting, staff presented a balanced, preliminary FY2017 Capital Budget. No changes have been made since the May 4th Board meeting.

The FY2017 Capital Budget, as presented in Attachment A, contains projects necessary and essential to sustain the District's existing service and infrastructure network, and to align with the District's vision as set forth in the Short-Range Transit Plan (2014-2023). The FY2017 Capital Budget contains the following major elements:

- **Revenue Vehicles and Support Equipment Replacement** – The Budget includes investment in a pilot program to procure, operate and maintain District's first (6) fully-electric buses. Incorporating electric buses into the District's fleet will help advance the State's air quality goals and supports the District's Strategic Plan goal to Strengthen Fiscal Health by controlling operating costs.

The Budget also includes funding for the procurement of (3) cutaway vehicles to meet growing demand for Redi-Wheels services.

This category also includes the annual procurement, replacement and maintenance of bus parts, engines and transmissions, and, = maintenance support equipment as well as the funding required to complete the installation of 3-bike racks, replacing 2-bike racks, on our fixed-route buses.

The amount budgeted for this category totals \$9,176,374.

- **Information Technology (IT) Upgrade & Replacement** – Many of the District's technology systems and resources are out-of-date or obsolete and need to be replaced. The Budget includes investment in the replacement and upgrade of Information Technology equipment, networks, and software applications necessary to improve system security and network traffic while maintaining the connectivity of

various departments and external communications. Also included are funds to upgrade the Interactive Voice Response system for our paratransit riders, and relocation of paratransit data center from Brewster site to Backup Central Control Facility. The amount budgeted for this category totals \$2,627,000.

- **Planning / Development** – To support the Strategic Plan goal of increasing ridership and farebox recovery, the Budget includes funding for a feasibility study to explore the development of Express Bus service on U.S. Highway 101 and other key transportation corridors. Funds are also included for an assessment of capital improvement needs at North Base and South Base. The amount budgeted for this category totals \$1,234,000.
- **Facilities** – The Budget includes funding for rehabilitation and improvement projects to ensure that maintenance and administrative facilities are adequately maintained to support the District's revenue service operations. Projects in this category include industrial waste line replacement at North Base, pavement rehabilitation at North Base and South Base, office improvements and maintenance of the existing heating, ventilation and air conditioning system at the Central offices, and funding required to complete installation of energy efficient LED lights at North Base and South Base. The amount budgeted for this category totals \$1,589,500.
- **Safety and Security** – The Budget invests \$1,451,000 in security improvement projects to continue existing programs. Projects in this category include installation of fencing at key locations along the Dumbarton Rail Corridor. The amount budgeted for this category totals \$1,451,000.
- **Contingency** – The budget includes funding for any unforeseen and emergency capital expenditures during the fiscal year. The amount budgeted for this category totals \$250,000.

BUDGET IMPACT

Of the \$16,327,874 recommended for the FY2017 Capital Budget, the total amount of District sales tax required is \$6,071,968. This investment would be used to leverage an additional \$10,255,906 in Federal, State and other sources to fully fund the FY2017 Capital Budget.

BACKGROUND

The District's Capital Budget is developed on an annual basis. A comprehensive call for projects was issued District-wide. The capital projects submitted were reviewed and prioritized for consistency with District policy directives and key Strategic Plan Initiatives. In keeping with the District's need to conserve financial resources, the final recommendations reflect the most critical projects that support existing District revenue service without compromising either safety or security. In addition, the program is developed to leverage as much external funding and grants as possible.

Prepared By: Aandy Ly, Manager, Budgets

650-508-6376



San Mateo County Transit District Proposed Fiscal Year 2017 Capital Budget

ATTACHMENT A

06/01/16

| PROJECT TITLE | PROJECT DESCRIPTION | Current Total Estimated Project Cost | Previously Budgeted | FY2017 Budget Request | Remaining | Funding Sources | | | | notes |
|---------------------------------------|---|---|------------------------|-----------------------------|--------------|-----------------|--------------|------------|-----------------------|-------|
| | | | | | | Federal | State | Other | District Sales Tax | |
| i. REVENUE VEHICLE REPLACEMENT | | | | | | | | | | |
| 1.1 | Redi-Wheels Expansion Vehicles | Acquire 3 cutaway vehicles to accommodate Redi-Wheels' growth for service | \$ 475,000 | \$ - | \$ 475,000 | \$ - | \$ 380,000 | \$ 95,000 | | (1) |
| 1.2 | Electric Bus Procurement | A pilot program to procure, operate and maintain 6 fully-electric buses including charging infrastructure | \$ 7,250,000 | \$ - | \$ 7,250,000 | \$ - | \$ 3,793,320 | \$ 949,523 | \$ 2,507,157 | (2) |
| Subtotal | | | | \$ 7,725,000 | | | | | | |
| ii. REVENUE VEHICLE SUPPORT | | | | | | | | | | |
| 2.1 | Major Bus Components | Annual funding for procurement of bus parts | \$ 1,183,074 | \$ - | \$ 1,183,074 | \$ - | | | \$ 1,183,074 | |
| 2.2 | Maintenance Equipment | Replace maintenance support equipment at the end of its useful life | \$ 70,000 | \$ - | \$ 70,000 | \$ - | | | \$ 70,000 | |
| 2.3 | Installation of 3-Bike Racks | Replace existing 2-bike racks with 3-bike racks | \$ 422,600 | \$ 224,300 | \$ 198,300 | \$ - | | \$ 160,000 | \$ 38,300 | (3) |
| Subtotal | | | | \$ 1,451,374 | | | | | | |
| iii. INFORMATION TECHNOLOGY | | | | | | | | | | |
| 3.1 | Technology Refresh Project | Adopt new technology to meet changing needs and mitigate the risk of obsolescence of existing technology | \$ 2,627,000 | \$ - | \$ 2,627,000 | \$ - | | | \$ 2,627,000 | |
| Subtotal | | | | \$ 2,627,000 | | | | | | |
| iv. PLANNING / DEVELOPMENT | | | | | | | | | | |
| 4.1 | Assessment - NB and SB Facilities | Identify and prioritize capital improvements needed at the North and South Base bus maintenance and operations bases. | \$ 250,000 | \$ - | \$ 250,000 | \$ - | | | \$ 250,000 | |
| 4.2 | Express Bus Feasibility Study | A planning analysis of alternatives to developing Express Bus service to improve mobility on the US-101 and associated transportation network influenced by US-101. | \$ 484,000 | \$ - | \$ 484,000 | \$ - | \$ 180,000 | | \$ 304,000 | (4) |
| 4.3 | Capital Program and Project Development | Capitalized funds for annual program development including but not limited to plans, budgets, programs, funding strategies, and preliminary engineering | \$ 250,000 | \$ - | \$ 250,000 | \$ - | | | \$ 250,000 | |
| 4.4 | Capital Program Management | Capitalized funds for program and project controls support, including monitoring project performance and delivery | \$ 250,000 | \$ - | \$ 250,000 | \$ - | | | \$ 250,000 | |
| Subtotal | | | | \$ 1,234,000 | | | | | | |

| PROJECT TITLE | PROJECT DESCRIPTION | Current Total Estimated Project Cost | Previously Budgeted | FY2017 Budget Request | Remaining | Funding Sources | | | | notes | |
|-------------------------------------|--|--|------------------------|-----------------------------|----------------------|-----------------|--------------|--------------|-----------------------|--------------|--|
| | | | | | | Federal | State | Other | District Sales Tax | | |
| v. FACILITIES / CONSTRUCTION | | | | | | | | | | | |
| 5.1 | North Base Industrial Waste Line Replacement | Replace the North Base Industrial Waste (IW) Line which drains the steam cleaning area of the Maintenance Building. | \$ 575,000 | \$ 75,000 | \$ 500,000 | \$ - | \$ 400,000 | \$ 100,000 | | (1) | |
| 5.2 | Facilities Smaller Projects | Facility Maintenance/Improvement Account | \$ 282,000 | \$ - | \$ 282,000 | \$ - | | | \$ 282,000 | | |
| 5.3 | Lighting Upgrade at North Base and South Base | Replace lighting fixtures for more energy efficient and environmentally friendlier LED lights at North Base and South Base | \$ 1,428,000 | \$ 843,500 | \$ 584,500 | \$ - | \$ 467,600 | \$ 116,900 | | (1) | |
| 5.4 | Concrete Pavement Rehab at North Base and South Base | Rehab pavement at North and South Bases to bring the pavement to a state of good repair | \$ 23,000 | \$ - | \$ 23,000 | \$ - | | | \$ 23,000 | | |
| 5.5 | Office Reconfiguration at Central | Remodel office space to increase operation efficiency and productivity. | \$ 200,000 | \$ - | \$ 200,000 | | | | \$ 200,000 | | |
| Subtotal | | | | \$ 1,589,500 | | | | | | | |
| vi. SAFETY AND SECURITY | | | | | | | | | | | |
| 6.1 | Dumbarton Corridor Right of Way Fencing | Install vandal resistant fencing at key locations along the Dumbarton Rail Corridor to deter trespassing, illegal dumping and homeless encampments | \$ 4,500,000 | \$ 2,110,000 | \$ 1,451,000 | \$ 939,000 | \$ 1,106,406 | | \$ 344,594 | (5) | |
| Subtotal | | | | \$ 1,451,000 | | | | | | | |
| vii. Other | | | | | | | | | | | |
| 7.1 | Contingency | Annual set-aside for unforeseen and emergency capital expenditures | \$ 250,000 | \$ - | \$ 250,000 | \$ - | | | \$ 250,000 | | |
| Subtotal | | | | \$ 250,000 | | | | | | | |
| GRAND TOTAL | | | | | \$ 16,327,874 | | \$ 5,040,920 | \$ 2,235,929 | \$ 2,979,057 | \$ 6,071,968 | |

NOTES:

- (1) 3 projects: \$1,247,600 (80%) from FTA Formula Fund for ADA Operating with \$311,900 (20%) Local Match from AB664 Bridge Toll fund.
- (2) Electric Bus: Working to secure potential funds from Federal (5307) and FTA LoNo Program, with AB664 and Caltrans Low Carbon Transportation Operations Program (LCTOP) Funds as local match.
- (3) 3-Bike Rack: \$160,000 from C/CAG AB434 Transportation Fund for Clean Air.
- (4) Express Bus Feasibility Study: \$180,000 from State funding.
- (5) Dumbarton ROW Fencing: \$1,106,406 from Prop 1B, last year of California Transit Security Grants Program (CTSGBP) funds.

RESOLUTION NO. 2016 –

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

*** * ***

ADOPTING FISCAL YEAR 2017 CAPITAL BUDGET IN THE AMOUNT OF \$16,327,874

WHEREAS, Section 103141 (b) of the California Public Utilities Code requires the Board of Directors (Board) to adopt an annual budget for the San Mateo County Transit District (District); and

WHEREAS, the adoption of a Capital Budget is necessary for obtaining Federal, State and other grant funds to support the District's capital transit improvement program; and

WHEREAS, the annual Capital Budget is developed in alignment with the District's vision set forth in the 2015-2019 Strategic Plan; and

WHEREAS, staff has prepared a proposed Capital Budget for Fiscal Year (FY) 2017 in the total amount of \$16,327,874; and

WHEREAS, the anticipated federal and other grant programming anticipated for the proposed Capital Budget for FY2017 is \$10,255,906; and

WHEREAS, the local sales tax required for the proposed Capital Budget for FY2017 is \$6,071,968.

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors of the San Mateo County Transit District hereby adopts a Capital Budget in the amount of \$16,327,874 for FY2017, a copy of which is attached hereto and incorporated herein as Attachment A; and

BE IT FURTHER RESOLVED that the General Manager/CEO is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this resolution, at the earliest practicable date.

Regularly passed and adopted this 1st day of June, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO/Chief Administrative Officer

SUBJECT: **SALARY ORDINANCE NO. 99 AND WAGE ADJUSTMENT FOR ADMINISTRATIVE
(NON-REPRESENTED) EMPLOYEES**

ACTION

The General Manager/CEO proposes the Committee recommend the Board of Directors (Board):

1. Approve Salary Ordinance 99 which includes:
 - Fifteen (15) new positions and the restoration of three (3) previously traded positions.
 - A 3.5 percent adjustment to the salary ranges contained in the Table of Position Classifications.
2. Approve a 3.5 percent increase in wages for the administrative (non-represented) employees.

SIGNIFICANCE

Throughout the current fiscal year, the General Manager/CEO (GM/CEO), utilizing authority previously delegated to him by the Board in June 2000 (Salary Ordinance No. 80), authorized certain changes to the Table of Position Classifications (Exhibit A). Minor adjustments were required so that the San Mateo County Transit District (District) could effectively and efficiently carry out the missions of the District, the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority (TA). The Table of Position Classifications has been amended to reflect the changes.

The GM/CEO is asking that the Board approve fifteen (15) new positions and restore three (3) previously traded positions to the Table of Position Classifications, increasing the number of full-time and part-time employees from 750 to 768. Effective August 1, 2016 the number of positions will total 767 due to the elimination of the Deputy CEO/Organizational Support and Special Projects position. The three positions proposed for restoration were previously traded for the three Chief positions in Bus, Finance, and Rail. In support of the District's 2015-19 Strategic Plan, specifically the Improve Organizational Performance and the Manage Workforce Change goals, and the District's reorganization last fall, the GM/CEO is requesting the Salary Ordinance include the following positions:

Administrative Division:

HR Analyst
Telecommunications Analyst

Bus Division:

Intelligent Transportation Systems (ITS) Analyst
Intelligent Transportation Systems (ITS) Senior Technician

Communications Division:

Web Developer

Finance Division:

Contract Officer
Executive Assistant
Senior PeopleSoft Business Systems Analyst

Planning, Grants, and TA Division:

Project Manager

Rail Division:

Scheduler
RAMS Engineer
Deputy Director, Rail Services
Director, Rail Services
Manager, Train Control & PTC
Manager, PTC On-Board

Positions Previously Traded Away for Chief Officer Positions:

Manager, Engineering (traded for Chief Operating Officer, Rail)
Accountant (traded for Chief Financial Officer/Treasurer)
Signal Engineer (traded for Chief Operating Officer, Bus)

The 3.5 percent adjustment to the salary ranges and the 3.5 percent increase to the compensation of the administrative employees are intended to allow the District to retain and continue to attract employees with the background and experience needed to carry out the missions of the District, the JPB and the TA.

BUDGET IMPACT

The proposed Fiscal Year 2017 Operating and Capital budgets contain the necessary funds to underwrite all proposed changes and wage increases for administrative (non-represented) employees. The JPB and the TA are required to reimburse the District for all expenses associated with the positions necessary to carry out the missions of the JPB and the TA.

BACKGROUND

The District must continue to attract and retain a highly skilled and motivated workforce to carry out critical programs of the District, the JPB and the TA. The proposed ordinance reflects an adjustment to the salary ranges consistent with recommendations by the Hay Group and the District's compensation and benefits philosophy as a means of achieving the District's continuing goal of being an employer of choice in the Bay Area.

Table of Position Classifications, (Ord. 99 effective 06/26/2016)

Exhibit "A"

| Job Title | Authorized Positions | FTE(a) Offloads | Class | Salary Range | |
|---|----------------------|-----------------|-------|--------------|---------|
| Accessibility Coordinator | 1 | | 16 | 70,802 | 106,203 |
| Accessibility Specialist | 1 | | 13 | 56,119 | 86,569 |
| Accountant | 14 | 6 | 16 | 70,802 | 106,203 |
| Accounting Technician | 1 | | 12 | 51,722 | 80,298 |
| Administrative Accountant | 1 | | 16 | 70,802 | 106,203 |
| Administrative Analyst | 1 | | 15 | 65,659 | 98,486 |
| Assistant District Secretary | 2 | 2 | 15 | 65,659 | 98,486 |
| Assistant Manager, Transit Operations Training | 1 | | 18 | 83,545 | 121,142 |
| Assistant Superintendent, Bus Maintenance | 2 | | 18 | 83,545 | 121,142 |
| Assistant Superintendent, Bus Transportation | 2 | | 18 | 83,545 | 121,142 |
| Associate Contract Officer | 1 | | 14 | 60,513 | 90,772 |
| Associate Manager, Rail Equipment | 1 | 1 | 18 | 83,545 | 121,142 |
| Associate Operations Contract Administrator | 1 | 1 | 16 | 70,802 | 106,203 |
| Associate Operations Contract Administrator (Bus) | 1 | | 16 | 70,802 | 106,203 |
| Associate Operations Contract Administrator (Facilities) | 1 | | 16 | 70,802 | 106,203 |
| Associate Operations Contract Administrator (Shuttles) | 1 | 1 | 16 | 70,802 | 106,203 |
| Associate Scheduler Planner | 1 | | 14 | 60,513 | 90,772 |
| Buyer | 1 | | 14 | 60,513 | 90,772 |
| CAD Operator | 1 | 1 | 14 | 60,513 | 90,772 |
| Caltrain Systems Integration | 1 | 1 | 22 | 128,842 | 186,821 |
| Capital Program Specialist | 1 | 1 | 14 | 60,513 | 90,772 |
| Chief Communications Officer | 1 | | 25 | 177,713 | 257,682 |
| Chief Financial Officer/Treasurer | 1 | | 25 | 177,713 | 257,682 |
| Chief of Protective Services | 1 | | 20 | 107,458 | 155,813 |
| Chief Officer, Planning, Grants, and Transportation Authority | 1 | 1 | 25 | 177,713 | 257,682 |
| Chief Operating Officer, Bus | 1 | | 25 | 177,713 | 257,682 |
| Chief Operating Officer, Rail | 1 | 1 | 25 | 177,713 | 257,682 |
| Claims Administrator | 1 | | 15 | 65,659 | 98,486 |
| Communications Officer | 1 | 1 | 19 | 98,584 | 142,947 |
| Contract Officer | 8 | 6 | 17 | 77,174 | 113,673 |
| Customer Relations Specialist | 2 | | 12 | 51,722 | 80,298 |
| Data Technician (Bus Transportation) | 1 | | 12 | 51,722 | 80,298 |
| Data Technician (Intelligent Transportation Systems) | 1 | 1 | 12 | 51,722 | 80,298 |
| Data Technician (Maintenance) | 1 | | 12 | 51,722 | 80,298 |
| Data Technician (Operations) | 1 | | 12 | 51,722 | 80,298 |
| Data Technician (Rail Services) | 1 | 1 | 12 | 51,722 | 80,298 |
| Database Administrator | 2 | | 18 | 83,545 | 121,142 |
| DBE Officer | 1 | 1 | 18 | 83,545 | 121,142 |
| Deputy CEO/Chief Administrative Officer | 1 | | 26 | 199,438 | 288,685 |
| Deputy CEO/Organizational Support & Special Projects*** | 1 | | 26 | 199,438 | 288,685 |
| Deputy Director, Engineering Support | 1 | 1 | 21 | 117,128 | 169,836 |
| Deputy Director, Facilities | 1 | | 21 | 117,128 | 169,836 |
| Deputy Director, Maintenance | 1 | | 21 | 117,128 | 169,836 |
| Deputy Director, Rail Contracts and Budget | 1 | 1 | 21 | 117,128 | 169,836 |
| Deputy Director, Rail Services* | 1 | 1 | 21 | 117,128 | 169,836 |
| Director of Finance | 1 | | 22 | 128,842 | 186,821 |
| Director, Budgets and Financial Analysis | 1 | | 22 | 128,842 | 186,821 |
| Director, Bus Transportation | 1 | | 22 | 128,842 | 186,821 |
| Director, Contracts and Procurement | 1 | | 21 | 117,128 | 169,836 |
| Director, Engineering and Construction* | 1 | 1 | 22 | 128,842 | 186,821 |
| Director, Human Resources | 1 | | 22 | 128,842 | 186,821 |
| Director, Information Technology and Telecommunications | 1 | | 22 | 128,842 | 186,821 |

Table of Position Classifications, (Ord. 99 effective 06/26/2016)

Exhibit "A"

| Job Title | Authorized Positions | FTE(a) Offloads | Class | Salary Range | |
|--|----------------------|-----------------|-------|--------------|---------|
| Director, Marketing and Communications | 1 | 1 | 22 | 128,842 | 186,821 |
| Director, Planning | 1 | | 22 | 128,842 | 186,821 |
| Director, Rail Operations* | 1 | 1 | 22 | 128,842 | 186,821 |
| Director, Rail Services* | 1 | 1 | 22 | 128,842 | 186,821 |
| Director, Safety and Security | 1 | 1 | 22 | 128,842 | 186,821 |
| Director, Transportation Authority Program | 1 | 1 | 22 | 128,842 | 186,821 |
| Director, Treasury | 1 | | 22 | 128,842 | 186,821 |
| Distribution Clerk | 2 | | 10 | 38,119 | 59,180 |
| Employee Relations Officer | 2 | | 18 | 83,545 | 121,142 |
| Engineer | 4 | 4 | 18 | 83,545 | 121,142 |
| Engineering Contract Administrator | 1 | 1 | 17 | 77,174 | 113,673 |
| Executive Assistant | 6 | 2 | 12 | 51,722 | 80,298 |
| Executive Officer, District Secretary, Executive Administration | 1 | | 21 | 117,128 | 169,836 |
| Facilities Technician | 4 | | 12 | 51,722 | 80,298 |
| Government and Community Relations Officer | 1 | 1 | 17 | 77,174 | 113,673 |
| Grants and Real Estate Analyst | 1 | 1 | 15 | 65,659 | 98,486 |
| Graphic Specialist | 1 | | 12 | 51,722 | 80,298 |
| Human Resources Analyst | 1 | | 15 | 65,659 | 98,486 |
| Human Resources Specialist | 4 | | 12 | 51,722 | 80,298 |
| Information Technology Analyst | 1 | | 16 | 70,802 | 106,203 |
| Intelligent Transportation Systems (ITS) Administrator | 1 | | 17 | 77,174 | 113,673 |
| Intelligent Transportation Systems (ITS) Analyst | 1 | | 16 | 70,802 | 106,203 |
| Intelligent Transportation Systems (ITS) Senior Technician | 1 | | 16 | 70,802 | 106,203 |
| Internal Communications Specialist | 1 | | 14 | 60,513 | 90,772 |
| Labor Compliance Officer | 1 | 1 | 18 | 83,545 | 121,142 |
| Maintenance Contract Administrator | 2 | | 18 | 83,545 | 121,142 |
| Maintenance Instructor | 2 | | 16 | 70,802 | 106,203 |
| Manager, Accessible Transit Services | 1 | | 19 | 98,584 | 142,947 |
| Manager, Budgets | 2 | 1 | 20 | 107,458 | 155,813 |
| Manager, Bus Contracts | 1 | | 19 | 98,584 | 142,947 |
| Manager, Capital Projects and Environmental Planning | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Civil Rights Programs | 1 | 1 | 19 | 98,584 | 142,947 |
| Manager, Customer Service | 1 | | 19 | 98,584 | 142,947 |
| Manager, Employee Relations | 1 | | 21 | 117,128 | 169,836 |
| Manager, Employee Services | 1 | | 19 | 98,584 | 142,947 |
| Manager, Engineering | 3 | 3 | 20 | 107,458 | 155,813 |
| Manager, Engineering Configuration Control | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Engineering, Traction Power/OCS | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, ERP Hosting and Support Services | 1 | | 20 | 107,458 | 155,813 |
| Manager, Fare Revenue | 1 | | 20 | 107,458 | 155,813 |
| Manager, General Ledger | 1 | | 20 | 107,458 | 155,813 |
| Manager, Government and Community Affairs | 1 | | 19 | 98,584 | 142,947 |
| Manager, Government and Community Affairs - Caltrain Modernization | 1 | 1 | 19 | 98,584 | 142,947 |
| Manager, Grants and Capital Accounting | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Grants and Fund Programming | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Information Technology and Telecommunications | 1 | | 20 | 107,458 | 155,813 |
| Manager, Intelligent Transportation Systems (ITS) | 1 | | 19 | 98,584 | 142,947 |
| Manager, Maintenance of Way | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Maintenance Rail Equipment | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Market Research and Development | 1 | | 20 | 107,458 | 155,813 |
| Manager, Marketing and Creative Services | 1 | | 20 | 107,458 | 155,813 |

Table of Position Classifications, (Ord. 99 effective 06/26/2016)

Exhibit "A"

| Job Title | Authorized Positions | FTE(a) Offloads | Class | Salary Range | |
|---|----------------------|-----------------|-------|--------------|---------|
| Manager, Operations Planning, Bus | 1 | | 20 | 107,458 | 155,813 |
| Manager, Operations Planning, Rail | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Organizational Development and Talent Management | 1 | | 21 | 117,128 | 169,836 |
| Manager, Payroll | 1 | | 21 | 117,128 | 169,836 |
| Manager, Programming and Monitoring | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Project Controls | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, PTC On-Board* | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Rail Compliance | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Rail Operations | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Real Estate and Property Development | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Software Systems Development | 1 | | 20 | 107,458 | 155,813 |
| Manager, Standards and Procedures | 1 | 1 | 19 | 98,584 | 142,947 |
| Manager, Stations and Access | 1 | 1 | 18 | 83,545 | 121,142 |
| Manager, Technology Research and Development | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Train Control & PTC* | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Transit Operations Training | 1 | | 19 | 98,584 | 142,947 |
| Manager, Transportation Communications (Rail)* | 1 | 1 | 20 | 107,458 | 155,813 |
| Manager, Treasury | 1 | | 20 | 107,458 | 155,813 |
| Manager, TVM Program | 1 | 1 | 20 | 107,458 | 155,813 |
| Market Development Assistant | 1 | 1 | 11 | 44,206 | 68,631 |
| Market Development Specialist | 1 | 1 | 13 | 56,119 | 86,569 |
| Market Research Specialist | 1 | 1 | 16 | 70,802 | 106,203 |
| Marketing Specialist | 2 | | 15 | 65,659 | 98,486 |
| Network Administrator | 2 | 1 | 18 | 83,545 | 121,142 |
| Office Technician (full-time/part-time**) | 5 | | 11 | 44,206 | 68,631 |
| Payroll Accountant | 1 | | 16 | 70,802 | 106,203 |
| Planner | 1 | 1 | 15 | 65,659 | 98,486 |
| Principal Planner | 2 | | 19 | 98,584 | 142,947 |
| Principal Planner, Sustainability | 1 | | 19 | 98,584 | 142,947 |
| Procurement Specialist | 1 | | 12 | 51,722 | 80,298 |
| Program Manager | 1 | 1 | 20 | 107,458 | 155,813 |
| Program Manager, Construction Services | 1 | 1 | 21 | 117,128 | 169,836 |
| Project Manager* | 6 | 6 | 19 | 98,584 | 142,947 |
| Public Affairs Specialist | 3 | 2 | 14 | 60,513 | 90,772 |
| Rail Compliance Inspector | 1 | 1 | 16 | 70,802 | 106,203 |
| Rail Contract Cost Administrator | 1 | 1 | 18 | 83,545 | 121,142 |
| Rail Safety Officer | 2 | 1 | 18 | 83,545 | 121,142 |
| RAMS Engineer* | 1 | 1 | 20 | 107,458 | 155,813 |
| Real Estate Specialist | 1 | 1 | 14 | 60,513 | 90,772 |
| Records Administrator | 1 | 1 | 11 | 44,206 | 68,631 |
| Recruitment Officer | 1 | | 15 | 65,659 | 98,486 |
| Revenue Collections Accounting Assistant | 1 | | 11 | 44,206 | 68,631 |
| Risk Management Specialist | 1 | | 12 | 51,722 | 80,298 |
| Safety Officer | 1 | | 18 | 83,545 | 121,142 |
| Scheduler Planner | 2 | | 15 | 65,659 | 98,486 |
| Scheduler, Rail Operations | 1 | 1 | 18 | 83,545 | 121,142 |
| Scheduling Aide | 1 | | 11 | 44,206 | 68,631 |
| Secretary | 4 | 3 | 11 | 44,206 | 68,631 |
| Senior Accountant | 7 | 3 | 18 | 83,545 | 121,142 |
| Senior Administrative Analyst | 1 | 1 | 18 | 83,545 | 121,142 |
| Senior Advisor/Strategic Initiatives | 1 | | 24 | 159,041 | 230,608 |

Table of Position Classifications, (Ord. 99 effective 06/26/2016)

Exhibit "A"

| Job Title | Authorized Positions | FTE(a) Offloads | Class | Salary Range | |
|---|----------------------|-----------------|-------|--------------|---------|
| Senior Budget Analyst | 4 | 4 | 18 | 83,545 | 121,142 |
| Senior Business Systems Analyst | 1 | | 19 | 98,584 | 142,947 |
| Senior Contract Officer | 5 | 4 | 19 | 98,584 | 142,947 |
| Senior Designer | 1 | 1 | 15 | 65,659 | 98,486 |
| Senior Engineer | 2 | 2 | 19 | 98,584 | 142,947 |
| Senior Engineer, Stations | 1 | 1 | 18 | 83,545 | 121,142 |
| Senior Engineer, Third Party | 1 | 1 | 19 | 98,584 | 142,947 |
| Senior Engineer, Track | 1 | 1 | 19 | 98,584 | 142,947 |
| Senior Executive Assistant | 1 | | 14 | 60,513 | 90,772 |
| Senior Financial Analyst | 1 | 1 | 18 | 83,545 | 121,142 |
| Senior Grants Analyst | 1 | 1 | 18 | 83,545 | 121,142 |
| Senior Information Technology Analyst | 2 | | 17 | 77,174 | 113,673 |
| Senior Mobility Project Coordinator** (part-time) | 1 | | 17 | 77,174 | 113,673 |
| Senior Operations Financial Analyst | 1 | | 19 | 98,584 | 142,947 |
| Senior Payroll Specialist | 1 | | 13 | 56,119 | 86,569 |
| Senior PeopleSoft Business Systems Analyst | 1 | 1 | 19 | 98,584 | 142,947 |
| Senior Planner | 3 | 1 | 17 | 77,174 | 113,673 |
| Senior Programmer Analyst | 1 | 1 | 18 | 83,545 | 121,142 |
| Senior Project Controls Engineer | 1 | 1 | 19 | 98,584 | 142,947 |
| Senior Project Manager | 1 | 1 | 20 | 107,458 | 155,813 |
| Senior Real Estate Officer | 2 | 2 | 19 | 98,584 | 142,947 |
| Senior Recruitment Officer | 1 | | 16 | 70,802 | 106,203 |
| Senior Scheduler/Planner | 1 | | 17 | 77,174 | 113,673 |
| Senior Systems Accountant | 1 | | 18 | 83,545 | 121,142 |
| Senior Systems and Security Analyst | 1 | | 19 | 98,584 | 142,947 |
| Senior Systems Software Analyst | 2 | | 19 | 98,584 | 142,947 |
| Signal Engineer | 1 | 1 | 18 | 83,545 | 121,142 |
| Social Media Officer | 1 | 1 | 17 | 77,174 | 113,673 |
| Social Media Specialist | 1 | 1 | 13 | 56,119 | 86,569 |
| Stores Coordinator | 1 | | 14 | 60,513 | 90,772 |
| Superintendent, Bus Maintenance | 2 | | 19 | 98,584 | 142,947 |
| Superintendent, Bus Transportation | 2 | | 19 | 98,584 | 142,947 |
| Superintendent, Maintenance Technical Services | 1 | | 19 | 98,584 | 142,947 |
| Superintendent, Materials and Inventory Control | 1 | | 18 | 83,545 | 121,142 |
| Supervisor, Customer Service | 1 | | 15 | 65,659 | 98,486 |
| Supervisor, Distribution | 1 | | 13 | 56,119 | 86,569 |
| Supervisor, Facilities Maintenance | 1 | | 16 | 70,802 | 106,203 |
| Supervisor, Staffing Services | 1 | | 18 | 83,545 | 121,142 |
| Systems and Business Analyst | 1 | | 16 | 70,802 | 106,203 |
| Telecommunications Analyst | 1 | | 16 | 70,802 | 106,203 |
| Telecommunications Specialist | 1 | | 17 | 77,174 | 113,673 |
| Warranty Administrator | 1 | | 14 | 60,513 | 90,772 |
| Web Developer | 1 | 1 | 15 | 65,659 | 98,486 |

Table of Position Classifications, (Ord. 99 effective 06/26/2016)**Exhibit "B"**

| Job Title | Authorized Positions | FTE(a) Offloads | Class | Salary Range | |
|---|----------------------|-----------------|-------|--------------|---------|
| <u>Caltrain Modernization Program</u> | | | | | |
| Chief Officer, Planning, Caltrain Modernization Program | 1 | 1 | 24 | 159041 | 230,608 |
| Deputy Director, Project Delivery | 1 | 1 | 21 | 117128 | 169,836 |
| Director, Program Management | 1 | 1 | 22 | 128842 | 186,821 |
| Director, Project Delivery* | 1 | 1 | 22 | 128842 | 186,821 |
| Executive Assistant | 1 | 1 | 12 | 51722 | 80,298 |
| Manager, Caltrain Planning | 1 | 1 | 20 | 107458 | 155,813 |
| Principal Planner | 3 | 3 | 19 | 98584 | 142,947 |
| Rail Construction Liaison | 1 | 1 | 15 | 65659 | 98,486 |
| Senior Budget Analyst | 1 | 1 | 18 | 83545 | 121,142 |
| Senior Planner | 1 | 1 | 17 | 77174 | 113,673 |

Table of Position Classifications, (Ord. 99 effective 06/26/2016)

Exhibit "C"

| Job Title | Authorized Positions | FTE(a) Offloads | Class | Salary Range |
|--|----------------------|-----------------|-------|--------------|
| <u>Represented</u> | | | | |
| Bus Contracts Inspector | 3 | | IBT2 | c |
| Bus Operator (full-time/part-time) | 308 | | ATU1 | c |
| Bus Operator Trainee | as needed | | ATU1 | \$20.00 hour |
| Bus Transportation Supervisor | 14 | | IBT1 | c |
| Customer Service Representative 2 | 2 | | ATU2 | c |
| Customer Service Representative 1 (extra-help) | 8 | | ATU2 | c |
| Customer Service Representative 1 (full-time) | 11 | | ATU2 | c |
| Customer Service Representative 1 (part-time) | 4 | | ATU2 | c |
| Dispatcher | 4 | | IBT1 | c |
| Maintenance Supervisor | 7 | 1 | IBT4 | c |
| Mechanic "A" | 37 | 1 | ATU1 | c |
| Mechanic "B" | 21 | 4 | ATU1 | c |
| Mechanic "C" | 8 | 1 | ATU1 | c |
| Radio Controller | 3 | | IBT1 | c |
| Receptionist | 1 | | ATU2 | c |
| Storeskeeper | 7 | | ATU1 | c |
| Transit Instructor | 3 | | IBT3 | c |
| Utility Maintenance Supervisor | 2 | | IBT4 | c |
| Utility Worker | 29 | | ATU1 | c |

Table of Position Classifications, (Ord. 99 effective 06/26/2016)**Exhibit "D"**

| Job Title | Authorized Positions | FTE(a) Offloads | Class | Salary Range |
|---------------------|----------------------|-----------------|--------|--------------|
| General Manager/CEO | 1 | | GM/CEO | 271,547 |

*Market conditions require that certain positions be regarded as highly competitive to attract employees and must be provided a level of compensation reflective of the competitiveness of the marketplace.

** For part-time positions salary range reflects full-time wages; however, actual earnings are based on reduced hours worked.

*** The Deputy CEO/Organizational Support & Special Projects position will be eliminated August 1, 2016.

(a) The expenses associated with 146 positions are 50% or more funded in the District's Capital Budget and/or JPB's and TA's Operating and Capital Budgets.

(b) Part-time operators shall not exceed 17 percent of the total number of operators, in accordance with the current Amalgamated Transit Union (ATU1) Collective Bargaining Agreement.

(c) Wages established in accordance with the Collective Bargaining Agreements with the Amalgamated Transit Union, Local 1574 (ATU1 - Bus Operators and Maintenance Employee Unit and ATU2 - Customer Service Unit) and the International Brotherhood of Teamsters, Local 856 (IBT1 - Bus Transportation Supervisory Unit, IBT2 - Bus Contracts Inspectors Unit, IBT3 - Transit Instructor Unit, and IBT4 - Maintenance Supervisor Unit).

**ORDINANCE NO. 99
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA**

**AUTHORIZING RECLASSIFICATIONS,
TITLE CHANGES, MODIFICATION AND ADDITION OF POSITIONS,
AND EFFECTING AN INCREASE IN THE TABLE OF POSITION CLASSIFICATIONS AND A
WAGE ADJUSTMENT FOR ADMINISTRATIVE (NON-REPRESENTATED) EMPLOYEES**

WHEREAS, the General Manager/CEO, pursuant to the authority previously conferred by the Board of Directors (Board), has implemented position reclassifications, changed titles and changed positions in the San Mateo County Transit District's (District) Table of Position Classifications, which he deemed necessary to organize and manage effectively the transit needs of the public within the parameters of the District's Operating and Capital Budgets and for the District to remain competitive as an employer in the Bay Area; and

WHEREAS, consistent with Ordinance 91 enacted by the Board on July 30, 2008, approving the compensation and benefits philosophy recommended by the Hay Group upon completion of a comprehensive compensation study and adopting a new pay structure, staff proposes that salary ranges be adjusted by 3.5 percent to maintain external competitiveness, as shown in the revised Table of Position Classifications attached hereto and incorporated herein as Exhibits "A" and "B"; and

WHEREAS, the General Manager/CEO further recommends that the Board approve a 3.5 percent increase in wages for administrative (non-represented) employees, effective June 26, 2016; and

WHEREAS, to prepare for future staffing needs of the District, the General Manager/CEO recommends that the Board authorize the addition of eighteen (18) positions to the District's Table of Position Classifications, increasing the District's Table of Position Classifications (Exhibits "A" Administrative positions, "B" Caltrain Modernization positions, "C" bargaining unit positions, and "D" General Manager/CEO) from to 750 to 768 Full-time and Part-time positions; and

WHEREAS, effective August 1, 2016 the number of positions will total 767 due to the elimination of the Deputy CEO/Organizational Support and Special Projects position; and

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority (TA) are obligated to reimburse the District for all expenses associated with positions required to carry out the missions of the JPB and TA; and

WHEREAS, in June, 2000, by Salary Ordinance No. 80, the Board granted the General Manager/CEO the power, authority and discretion to implement and administer the Ordinance and subsequent amendments thereto within the overall constraints of the annual operating and capital budgets adopted by the Board and within the salary ranges approved by the Board; and

WHEREAS, the aforementioned General Manager/CEO's recommendations and actions are reflected in the revised District's Table of Position Classifications attached hereto and incorporated herein as Exhibits "A", "B", "C", and "D."

NOW, THEREFORE, BE IT ORDAINED that the Board of Directors of the San Mateo County Transit District adopts the revised Table of Position Classifications, attached as Exhibits "A," "B," "C," and "D" effective on June 26, 2016.

Regularly passed and adopted this 1st day of June, 2016 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Chair, San Mateo County Transit District

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM : Gigi Harrington
Deputy CEO/Chief Administrative Officer

SUBJECT: **AUTHORIZE REDUCTION OF EMPLOYER PAID MEMBER CONTRIBUTIONS TO
THE CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM**

ACTION

Staff proposes that the Committee recommend the Board authorize to decrease the Employer Paid Member Contribution (EPMC) made by the San Mateo County Transit District (District) to the California Public Employees' Retirement System (CalPERS) on behalf of represented and administrative (non-represented) employees who are considered Classic Members under CalPERS from two percent to one percent effective June 26, 2016.

SIGNIFICANCE

This additional one percent reduction of the EPMC is the fourth installment in a series of EPMC reductions and is part of a long-term effort to enhance the District's fiscal sustainability. If the change is approved, the District will withhold 6 percent from the wages of all represented and administrative (full-time and part-time) employees who are considered Classic Members under CalPERS and will pay that amount to CalPERS.

BUDGET IMPACT

Anticipated savings of \$611,000 are included in the Fiscal Year 2017 budget. No adjustment to the budget is required.

BACKGROUND

As part of the District's long-term efforts to incrementally reduce spending, obtain budget efficiencies, and enhance its fiscal sustainability, the District sought and obtained reductions in the EPMC through collective bargaining with the employee groups represented by the Amalgamated Transit Union (ATU) and the International Brotherhood of Teamsters (IBT) who are considered Classic Members under CalPERS. The current collective bargaining agreements with ATU and IBT are set to expire in 2017.

The same reduction in the EPMC would be applied to the administrative employees who are considered Classic Members under CalPERS. This action does not impact employees who are "New Members" as defined under California Government Code §7522.04(f) following passage of the California Public Employees' Pension Reform Act.

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

RESOLUTION FOR EMPLOYER PAID MEMBER CONTRIBUTIONS

WHEREAS, the governing body of the San Mateo County Transit District has the authority to implement Government Code Section 20691;

WHEREAS, the governing body of the San Mateo County Transit District has a written labor policy or agreement which specifically provides for the normal member contributions to be paid by the employer;

WHEREAS, one of the steps in the procedures to implement Section 20691 is the adoption by the governing body of the San Mateo County Transit District of a Resolution to commence said Employer Paid Member Contribution (EPMC);

WHEREAS, the governing body of the San Mateo County Transit District has identified the following conditions for the purpose of its election to pay EPMC:

- This benefit shall apply to all employees of the Miscellaneous Group – Classic Members.
- This benefit shall consist of paying 1.0% as EPMC.
- The effective date of this Resolution shall be June 26, 2016.

NOW, THEREFORE, BE IT RESOLVED that the governing body of the San Mateo County Transit District elects to pay EPMC, as set forth above.

BY

Zoe Kersteen-Tucker

Chair, San Mateo County Transit District
(Title of Official)

(Date adopted and approved)

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO/Chief Administrative Officer

SUBJECT: **PROPOSED DBE OVERALL GOAL FOR FEDERAL FISCAL YEARS 2017
THROUGH 2019 FOR FTA-ASSISTED CONTRACTS**

ACTION

The San Mateo County Transit District's (District) Disadvantaged Business Enterprise (DBE) Review Committee proposes the Committee recommend Board approval of the following:

1. Adopt an overall DBE goal of 0 percent for Federal Transit Administration (FTA) funds for Federal Fiscal Years (FFY) 2017-2019;
2. Authorize the General Manager/CEO to submit the overall DBE goal to the FTA by the designated deadline of August 1, 2016.

SIGNIFICANCE

The U.S. Department of Transportation (DOT) regulations require DOT grantees to establish a DBE overall goal as a percentage of all FTA funds expected to be expended in the three forthcoming FFY. Pursuant to prescribed Federal methodologies, the proposed DBE overall goal of zero percent for FTA-assisted contracts is based upon the District's assessment of FTA-assisted contracting activity for FFY2017-2019, and the projected availability of ready, willing, and able DBEs to participate in the activity.

BUDGET IMPACT

The proposed goal should have no impact on the budget.

BACKGROUND

The DOT regulations, 49 Code of Federal Regulations Part 26, pertaining to the Disadvantaged Business Enterprise Program (Regulations) require DOT grantees to establish an overall triennial goal for DBE participation in Federally assisted contracts, and prescribe various methods for doing so.

Consistent with the Regulations and DOT guidance, staff analyzed the projected FTA-assisted expenditures for FFY 2017-2019 and determined that the proposed zero percent overall DBE goal is appropriate. For the next three Federal fiscal years, the

District expects to expend approximately \$2.6 million in Federal funds for the replacement of cutaway buses and minivans. DBE goals for transit vehicles are established by the transit vehicle manufacturers that report directly to FTA. Staff found no market area DBE dealers available for minivan purchases.

For FFY2014-2016, the overall DBE goal was established at 1 percent for Federal funds based on limited DBE availability to provide bus communications equipment purchased with FTA funds.

On April 12, 2016, and May 3, 2016, staff participated in direct consultation with DBE contractors, trade associations, and interested members of the public regarding the goal setting process. The Board received an informational presentation on the DBE goal setting process and the proposed overall goal at the May 4 meeting. The proposed overall goal was then published on the District's website on May 10, 2016.

With the Board's approval, the proposed FFY2017-2019 overall DBE goal of 0 percent and the methodology used to develop that goal will be submitted for approval by the FTA. If reconsideration is needed, the Board will be asked to review and approve a revised goal for FFY2017-2019. The District will submit the proposed FFY2017-2019 goal to the FTA by the statutory due date of August 1, 2016.

Prepared By: John Barker, Manager, Civil Rights Programs 650-508-7940

RESOLUTION NO. 2016 –

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

*** * ***

**ADOPTING A ZERO PERCENT OVERALL DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR
FEDERAL FISCAL YEARS 2017 THROUGH 2019 FOR
FEDERAL TRANSIT ADMINISTRATION-ASSISTED PROJECTS**

WHEREAS, the U.S. Department of Transportation (DOT) regulations, 49 CFR Part 26, pertaining to the Disadvantaged Business Enterprise (DBE) Program (Regulations), require that an overall goal for DBE participation in Federally assisted contracts be established for the three forthcoming fiscal years for each operating administration that the San Mateo County Transit District (District) receives Federal funds from; and

WHEREAS, staff finds no DBE availability for projected non-revenue vehicle purchases; and

WHEREAS, Regulations require transit vehicle procurements to be excluded from an overall goal; and

WHEREAS, on April 12, 2016, and May 3, 2016, staff participated in direct consultation with DBE contractors, trade associations, and interested members of the public regarding the goal setting process; and

WHEREAS, the proposed overall goal was published on the District's website on May 10, 2016; and

WHEREAS, the General Manager/CEO recommends on the establishment of a proposed zero percent DBE overall goal for Federal Transit Administration (FTA) funds for Federal Fiscal Years (FFY) 2017 through 2019, in accordance with the methodology set forth in the Regulations; and

WHEREAS, the Board of Directors finds the recommended FFY2017 through 2019 DBE overall goal is appropriate.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District authorizes the General Manager/CEO to adopt the DBE overall goal set forth above for FFY2017 through 2019 on behalf of the San Mateo County Transit District, in the event that no comments from the public or the FTA are received that require the Board to reconsider or modify the proposed goal; and

BE IT FURTHER RESOLVED the Board directs the General Manager/CEO to submit the DBE overall goal for FFY2017 through 2019 to the DOT through the FTA by August 1, 2016, in accordance with the Regulations.

Regularly passed and adopted this 1st day of June, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZATION TO EXECUTE CONTRACTS FOR TECHNOLOGY RELATED PRODUCTS AND SERVICES TO VENDORS UNDER COOPERATIVE PURCHASING AGREEMENTS FOR FISCAL YEAR 2017 FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$1.5 MILLION**

ACTION

Staff proposes the Committee recommend the Board authorize the General Manager/CEO or his designee to enter into contracts over \$100,000 with vendors under cooperative purchasing agreements as required, for the purchase, lease and/or rental of computer and telecommunications equipment and related services, digital reprographic equipment, hardware, software, licensing, installation and configuration of telecommunications equipment, maintenance agreements, and computer peripherals. Expenditures with vendors under these programs will not exceed the budgeted amount of \$1.5 million throughout Fiscal Year (FY) 2017.

SIGNIFICANCE

Approval of this contracting authority will provide the San Mateo County Transit District (District) with a cost effective means to support its standardization policy and provide the latest technology and services through cooperative intergovernmental purchasing programs. Contracts issued under this authority will address the District's requirements for equipment, services, licensing, maintenance agreements, and programmed replacement of equipment that has reached the end of its useful life or has become unsuited for future needs.

BUDGET IMPACT

Funds for these purchases are programmed in FY2017 capital and operating budgets.

BACKGROUND

Given the rapidly changing technology of information system hardware, software and related services, the State of California, among other state agencies nationwide, has established agreements with vendors under various cooperative purchasing programs such as the California Multiple Award Schedule, the State of California Strategic Sourcing Initiative and the Western States Contracting Alliance, the California Integrated Information Network 2, the Foundation for California Community Colleges, the National Intergovernmental Purchasing Alliance Company, the National Association of State Procurement Officials, and the National Joint Powers Alliance. Special Districts are given statutory permission to procure competitively priced goods and services arising out of these vendor agreements. The Federal Government's own General Services Administration Schedules (also referred to as Multiple Award Schedules and Federal Supply Schedules) also will be utilized as allowable. By utilizing such cooperative purchasing programs, the District saves considerable time and expense associated with independent procurements which would be unlikely to yield more favorable pricing or service.

All vendors selected will hold valid agreements under the corresponding cooperative purchasing program. Contracts will be executed only with vendors whose contracts were awarded under a cooperative buying agreement on a basis that complies with the District's statutory procurement authority and policy and will include the District's terms and conditions, as appropriate. Other cooperative purchasing consortia may be added to this program for acquisition of technology items during FY2017 but only to the extent each fully complies with the District's statutory procurement authority and policy.

Prepared by: David Verderosa, Director, Information Technology

650-508-7954

RESOLUTION NO. 2016-

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

AUTHORIZING EXECUTION OF CONTRACTS FOR TECHNOLOGY RELATED PRODUCTS AND SERVICES TO VENDORS UNDER COOPERATIVE PURCHASING PROGRAMS FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$1.5 MILLION FOR FISCAL YEAR 2017

WHEREAS, the San Mateo County Transit District (District) will require new personal computers, computer and telecommunications equipment and related services, digital reprographic equipment, software, hardware, licensing and maintenance agreements and computer peripherals throughout Fiscal Year (FY) 2017 to fulfill new technology requirements, to support the District's standardization policy and to replace technology equipment that has reached the end of its useful life; and

WHEREAS, in light of the need to standardize and purchase the latest technology in personal computers, telecommunications equipment, and other related equipment and services in the most cost-effective manner, the District has determined that a District-initiated solicitation process for the procurements described above is unlikely to be in the District's best interest; and

WHEREAS, the State of California and other cooperative purchasing consortiums including the California Multiple Award Schedule (CMAS), the State of California Strategic Source Initiative (CSSI), the Foundation for California Community Colleges (FCCC), the National Intergovernmental Purchasing Alliance Company (National IPA), the National Joint Powers Alliance (NJPA), the National Association of State Procurement Officials (NASPO), the Western States Contracting Alliance (WSCA), the California Integrated Information Network 2 (CALNET 2), and the General Services Administration (GSA) have established programs in which the District can participate in order to procure favorably priced technology systems equipment and related services; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee (Committee) concurs, that the District participate in the above mentioned program as well as additional cooperative purchasing programs, to the extent that

such programs fully comply with the District's statutory procurement authority and policy for FY2017; and

WHEREAS, the General Manager/CEO also recommends, and the Committee concurs, that the General Manager/CEO or his designee be authorized to enter into contracts that exceed \$100,000 with vendors under District-approved cooperative purchasing programs to meet its personal computer, telecommunications, and other related equipment and services requirements for FY2017, pursuant to the terms and conditions of each programs' vendor agreements, up to an aggregate, not-to-exceed amount of \$1.5 million.

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

1. Determines that a District-initiated solicitation for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, and computer peripherals is unlikely to be in the District's best interest; and

2. Authorizes the procurement of technology systems equipment and related services through District-approved cooperative purchasing programs, including CMAS, CSSI, WSCA, CALNET 2, National IPA, NJPA, NASPO, and GSA vendors to meet its technology equipment and services requirements for FY2017 pursuant to the terms and conditions of each vendor agreement and to the extent that each vendor agreement fully complies with the District's statutory procurement authority and policy; and

3. Authorizes the General Manager/CEO or his designee to utilize additional cooperative purchasing programs for FY2017 to the extent that each additional individual program fully complies with the District's statutory procurement authority and policy; and

4. Authorizes the General Manager/CEO or his designee to enter into contracts exceeding \$100,000 with vendors under the District-approved cooperative purchasing programs up to an aggregate, not-to-exceed, amount of \$1,500,000 for FY2017; and

5. Authorizes the General Manager/CEO or his designee to execute all necessary purchase orders and contracts to effectuate this resolution, including any

agreements with the State of California or other agency program for administrative fees for processing these purchases; and

6. Requests the General Manager/CEO to present a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this resolution.

Regularly passed and adopted this 1st day of June 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **AUTHORIZATION TO EXECUTE CONTRACTS OVER \$100,000 FOR
INFORMATION TECHNOLOGY LICENSE RENEWALS, MAINTENANCE SERVICES
AND PROFESSIONAL SERVICES FOR FISCAL YEAR 2017 FOR AN AGGREGATE
NOT-TO-EXCEED AMOUNT OF \$850,000**

ACTION

Staff proposes the Committee recommend the Board authorize the General Manager/CEO or his designee to enter into contracts for more than \$100,000 with original equipment manufacturers, product licensors and maintainers and their distributors or consultants, directly and without the utilization of cooperative purchasing agreements or competitive procurement, to procure recurring maintenance services and license renewals necessary to permit continued effective use and upkeep of San Mateo County Transit District (District)-owned computer and telecommunications hardware and software. Further, this authorization shall also include contracts for the provision of sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services. Expenditures with manufacturers, vendors and consultants under this authority will not exceed the budgeted amount of \$850,000 throughout Fiscal Year (FY) 2017.

SIGNIFICANCE

Delegation of this contract approval authority will allow the District to pay for recurring maintenance services, additional licenses, license renewal fees and professional services for proprietary software in excess of \$100,000 without bringing actions individually before the Board for approval. This delegation would not eliminate the requirement that all other procurement policies and procedures be followed with respect to these actions.

Recurring support and license agreements are, by their nature, repetitive and routine, and are required to ensure continued and effective operation of information technology assets owned by the District. The sole source purchase of additional modules to existing software or professional services to modify existing proprietary software will allow the District's changing business needs to be met in a timely manner.

Delegating this authority supports the District's ability to continue needed operations and services while reducing the time and resources otherwise required to obtain individual approval of recurring maintenance and license renewals.

BUDGET IMPACT

Funds for these purchases are programmed in FY2017 capital and operating budgets.

BACKGROUND

Software and hardware are typically sold with licenses and maintenance agreements that require periodic renewal. Failing to renew maintenance support means loss of software updates, problems obtaining resolution assistance, and repair services typically needed to keep a product in good operating order. In some cases, the product may not be legally used if a maintenance and license renewal has not been made.

It is not always possible to find cooperative purchasing agreements with contracts for the necessary maintenance support and license renewals. This is particularly true for transit industry-specific information technology products. The types of licensing and maintenance agreements contemplated are generally unobtainable under any other method because they are proprietary in nature to the manufacturers of the software. Similarly, many manufacturers do not allow third parties access to source code or to provide services. As a result, professional services to upgrade, modify, or add to existing software must be performed by the original manufacturer.

District assets requiring payment of recurring annual or multi-year maintenance services support and license fees in excess of \$100,000 that may need to be accommodated in FY2017 outside of cooperative purchase agreements or other pre-existing contracts include, but are not necessarily limited to:

- Oracle PeopleSoft ERP (Finance, Budget, HR management system) and Database
- Microsoft applications
- ACS Bus System

Issuance of contracts for maintenance and continued operation of assets like these will need to be brought individually before the Board for approval, unless authority is delegated to the General Manager/CEO or his designee.

RESOLUTION NO. 2016-

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

**AUTHORIZING EXECUTION OF CONTRACTS FOR INFORMATION TECHNOLOGY LICENSES,
MAINTENANCE SERVICES AND PROFESSIONAL SERVICES FOR AN AGGREGATE NOT-TO-
EXCEED AMOUNT OF \$850,000 FOR FISCAL YEAR 2017**

WHEREAS, the San Mateo County Transit District (District) will require continuing product support and licenses for computer and telecommunications hardware and software throughout Fiscal Year (FY) 2017, to permit the continued effective use and upkeep of information technology assets owned by the District; and

WHEREAS, maintenance support and software license agreements for the information technology assets in use are, by their nature, repetitive and routine; and

WHEREAS, the District will also require professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the General Manager/CEO or his designee be authorized to execute contracts that exceed \$100,000 with original equipment manufacturers, product licensors, and their authorized distributors and consultants pursuant to the District's statutory procurement authority and policy, up to an aggregate, not-to-exceed amount of \$850,000.

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

1. Authorizes the procurement of product support and annual or multi-year license renewal agreements for information technology assets owned by the District for FY2017, pursuant to the District's statutory procurement authority and policy, in an aggregate not-to-exceed amount of \$850,000 for FY2017; and

2. Authorizes the General Manager/CEO or his designee to enter into contracts exceeding \$100,000 with original equipment manufacturers, product licensors, or their authorized distributors for recurring product support, additional licenses, and license renewals necessary to permit continued effective use and upkeep of District owned computer and telecommunications hardware and software; and

3. Authorizes the General Manager/CEO or his designee to enter into contracts orders exceeding \$100,000 with original equipment manufacturers, product licensors, or their authorized consultants for the provision of sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

4. Authorizes the General Manager/CEO or his designee to execute all necessary purchase orders, contracts and other documents and to take such other actions as may be necessary to give effect to this resolution; and

5. Requests the General Manager/CEO to present a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this resolution.

Regularly passed and adopted this 1st day of June, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

Staff intends to issue a new solicitation soon and do a more extensive outreach in order to attract more bidders.

| | | |
|-------------------|---|--------------|
| Contract Officer: | Robert Isom | 650-508-7933 |
| Project Manager: | Jeff Thomas, Maintenance Contract Administrator | 650-508-6309 |



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, JUNE 1, 2016 – 3:00 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Legislative Committee Meeting of May 4 , 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
MAY 4, 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, C. Stone, A. Tissier

Staff Present: J. Averill, S. Bhatnagar, 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 Peter Ratto called the meeting to order at 3:44 p.m.

Approval of Minutes of April 6, 2016

Motion/Second: Stone/Harris

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

Update on the State and Federal Legislative Program

Shweta Bhatnagar, Manager, Government Affairs, said Senator Jim Beall recently amended his transportation funding bill, Senate Bill X 1-1. This bill provides \$6.5 billion for improving the State's highways, roads, streets, public transit and commuter and intercity rail systems. The amended bill also doubles the allocation in the Cap and Trade's Transit and Intercity Rail programs. The amount goes from 10 percent to 20 percent and also doubles the allocation to the Low Carbon Transit Operations Program from 5 percent to 10 percent. This equates to roughly an additional \$300 million, which would be available annually for public transit projects. The bill also redirects \$550 million from High-speed Rail's Cap and Trade allocation to intercity rail and commuter projects for which Caltrain would be eligible. The last day for bills to move out of their house of origin is June 3.

Ms. Bhatnagar said the Senate Appropriations Committee approved a \$56.6 billion Fiscal Year 2017 Transportation, Housing and Urban Development appropriations bill. This bill provides \$16.9 billion for the U.S. Department of Transportation, \$525 million for the TIGER Grant Program, \$44 billion for Federal aid highways and \$1.7 billion to the Federal Railroad Administration. The bill also includes \$330 million for the Core Capacity Program. The House is going to take their similar appropriations bill beginning mark-up sometime the second week of May.

Adjourned: 3:47 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 5/19/16:

Consistent with the SamTrans Legislative Program, staff has sponsored Assembly Bill 2030 (Mullin). This bill would increase the threshold for the purchase of supplies, equipment, and materials from \$100,000 to \$150,000 without first having to put the contract out to bid. Additionally the bill increases the threshold for small purchases from \$2,500 to \$5,000. This change will allow our Contracts and Procurement team to process regular maintenance and small procurements faster, more efficiently, and more cost effectively. The bill passed out of the Assembly and is now in the Senate. Bay Area Rapid Transit is also included in the bill and Santa Clara Valley Transportation Authority will be amended into the bill as it moves through the Senate.

On May 13, Governor Brown released the "May Revise," his Administration's update to the Proposed 2016-2017 Budget, which was released on January 7. The Revise shows that revenues have decreased by \$1.9 billion, reflecting poor April income tax receipts and smaller sales tax receipts than expected. The May Revise continues to reflect the Governor's transportation package that would provide \$36 billion over the next decade to improve the maintenance of highways and roads, expand public transit and improve critical trade routes. The increased funding would be coupled with California State Department of Transportation efficiencies, streamlined project delivery and accountability measures. The Revise also updates revenue projections for the State

Transit Assistance Program, decreasing the amount currently projected for the 2016-2017 program from \$315.2 million to \$266.9 million, a decrease of \$48.3 million. Additionally, revenues for 2015-16 are now projected to finish at \$297.6 million, a decrease of \$1.8 million from the January estimate of \$299.4 million.

FEDERAL ISSUES

As of 5/25/16:

On May 19, 2016, the Senate approved (89-8) the Fiscal Year (FY) 2017 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act. The THUD section of the legislation appropriates \$16.9 billion in discretionary appropriations for the U.S. Department of Transportation, \$1.7 billion below the FY2016 enacted level and \$2.5 billion below the president's request.

The Senate THUD bill includes \$332 million for the Federal Transit Administration (FTA) Core Capacity Program, but did not call out specific projects for funding. The bill leaves that to the discretion of FTA.

On May 24, 2016, the House Appropriations Committee approved the FY2017 THUD funding bill. The bill includes \$19.2 billion in discretionary appropriations for the Department of Transportation for FY2017. This is \$540 million above the FY2016 enacted level and \$4.0 billion below the president's request.

The House THUD bill includes \$333 million for the FTA Core Capacity Program and recommends that the Peninsula Corridor Electrification Project (PCEP) receive \$100 million. The House has not yet set a schedule to bring the bill to the floor for a vote.

The Peninsula Corridor Joint Powers Board submitted a request that the PCEP be accepted into the engineering phase of the Core Capacity Program and staff is working towards a full funding grant agreement with the FTA by the end of 2016.

Prepared by: Shweta Bhatnagar, Manager, Government and
Community Relations

650-508-6385

San Mateo County Transit District State Legislative Matrix 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>AB 33 <u>Quirk D</u></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 <u>Frazier D</u></p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p> | <p>5/10/2016-S. L. & I.R. 5/10/2016-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re- 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 either the conclusion of all administrative and judicial review or upon written notice being received by the department from the commissioner, his or her designee, or a representative of an authorized labor compliance program of an awarding body of a settlement or other final disposition of the assessment or notice. This bill contains other existing laws.</p> | |

San Mateo County Transit District State Legislative Matrix 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------------|
| <p>AB 516 <u>Mullin D</u></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> |

San Mateo County Transit District State Legislative Matrix 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------|
| <p>AB 779 <u>Garcia, Cristina D</u></p> <p>Transportation: congestion management program.</p> | <p>8/24/2015-S. APPR. 8/25/2015-In committee: Set, first hearing. Hearing canceled at the request of author.</p> | <p>Existing law requires the development, adoption, and updating of a congestion management program with specified elements for each county that includes an urbanized area, as defined. The program is required to contain specified elements and to be submitted to regional agencies, as defined, for determination of whether the program is consistent with regional transportation plans. The regional agency is then directed to monitor the implementation of all elements of each congestion management program. Existing law defines "infill opportunity zone" for purposes of the above-described provisions to mean a specified area designated by a city or county according to certain provisions and that is within a specified distance of a major transit stop or high-quality transit corridor.</p> <p>This bill would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring measures of effectiveness for a system of highways and roadways. The bill would also require the program to analyze the relationship between local land use decisions and regional transportation systems, instead of analyzing impacts of the land use decisions on the transportation systems. The bill would delete existing law's prohibition on including an estimate of the costs of mitigating the impacts of interregional travel and the requirement that the program provide credit for local public and private contributions to improvements to regional transportation systems. The bill would also require, to the extent the program identifies capacity enhancements, the evaluation of the potential for capacity enhancement to induce additional travel. To the extent this bill would impose additional duties on local officials relating to the development of a congestion management program, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |

San Mateo County Transit District State Legislative Matrix 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|--|---|--|----------|
| <p>AB 857 <u>Cooper D</u></p> <p>Firearms: identifying information.</p> | <p>5/17/2016-S. THIRD READING 5/17/2016-Read second time. Ordered to third reading.</p> | <p>Existing law authorizes the Department of Justice to assign a distinguishing number or mark of identification to any firearm whenever the firearm lacks a manufacturer's number or other mark of identification, or whenever the manufacturer's number or other mark of identification or distinguishing number or mark assigned by the department has been destroyed or obliterated.</p> <p>This bill would, commencing July 1, 2018, and subject to exceptions, require a person who manufactures or assembles a firearm to first apply to the department for a unique serial number or other identifying mark, as provided. The bill would, by January 1, 2019, and subject to exceptions, require any person who, as of July 1, 2018, owns a firearm that does not bear a serial number to likewise apply to the department for a unique serial number or other mark of identification. The bill would, except as provided, prohibit the sale or transfer of ownership of a firearm manufactured or assembled pursuant to these provisions. The bill would prohibit a person from aiding in the manufacture or assembly of a firearm by a person who is prohibited from possessing a firearm. The bill would make a violation of these provisions a misdemeanor. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1364 <u>Linder R</u></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> | |

San Mateo County Transit District State Legislative Matrix 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>AB 1550 <u>Gomez D</u></p> <p>Greenhouse gases: investment plan: disadvantaged communities.</p> | <p>5/11/2016-A. APPR. SUSPENSE FILE 5/11/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act 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, and benefitting individuals living in, disadvantaged communities and a separate and additional unspecified percentage to projects that benefit low-income households, as specified, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level.</p> | |
| <p>AB 1555 <u>Gomez D</u></p> <p>Greenhouse Gas Reduction Fund.</p> | <p>5/4/2016-A. BUDGET 5/4/2016- Re-referred to Com. on BUDGET. pursuant to Assembly Rule 96. (Set for hearing on 5/11/2016)</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 appropriate \$800,000,000 from the Greenhouse Gas Reduction Fund for the 2016-17 fiscal year to various state agencies in specified amounts for various purposes including, among other things, low carbon transportation and infrastructure, clean energy communities, wetland and watershed restoration, and carbon sequestration. The bill would state the intent of the Legislature to reserve \$150,000,000 from the fund to fund future legislative priorities.</p> | |

San Mateo County Transit District State Legislative Matrix 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>AB 1572 <u>Campos D</u></p> <p>School transportation.</p> | <p>5/4/2016-A. APPR. SUSPENSE FILE 5/4/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</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 public, noncharter school that receives Title 1 federal funding to free transportation to and from school if certain conditions are met. The bill would require a school district not currently providing transportation to all pupils attending schools that receive Title 1 federal funding to implement a plan developed, in consultation with specified stakeholders, to ensure that all pupils entitled to free transportation receive the transportation. The bill would authorize school districts to contract with a municipally owned transit system to transport pupils if certain conditions are met. By imposing new duties on a local educational agency, the bill would constitute a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1591 <u>Frazier D</u></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 |
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| <p>AB 1595 <u>Campos D</u></p> <p>Employment: human trafficking training; mass transportation employers.</p> | <p>5/11/2016-A. APPR. SUSPENSE FILE 5/11/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</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 the Department of justice to develop guidelines for the training, including, but not limited to, guidance on how to report human trafficking. 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 <u>Stone, Mark D</u></p> <p>Retirement: public employees.</p> | <p>5/5/2016-S. P.E. & R. 5/5/2016-Referred to Com. on P.E. & R.</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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| <p><u>AB 1641</u> <u>Allen, Travis R</u></p> <p>Shuttle services: loading and unloading of passengers.</p> | <p>2/4/2016-A. TRANS. 4/4/2016-In committee: Set, second 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><u>AB 1661</u> <u>McCarty D</u></p> <p>Local government: sexual harassment training and education.</p> | <p>5/4/2016-A. APPR. SUSPENSE FILE 5/4/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</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. The bill would also require an entity that develops curricula to satisfy this requirement to consult with the Attorney General regarding the sufficiency and accuracy of that proposed content.</p> | |
| <p><u>AB 1665</u> <u>Bonilla D</u></p> <p>Transactions and use taxes: County of Alameda, County of Contra Costa, and Contra Costa Transportation Authority.</p> | <p>5/16/2016-S. RLS. 5/16/2016-In Senate. Read first time. To Com. on RLS. for assignment.</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 remove this taxing authority from the County of Alameda and the County of Contra Costa and grant this taxing authority to the Contra Costa Transportation Authority. This bill contains other related provisions.</p> | |

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| <p>AB 1676 <u>Campos D</u></p> <p>Employers: salary information.</p> | <p>5/4/2016-A. APPR. SUSPENSE FILE 5/4/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</p> | <p>Existing law imposes various restrictions on employers with respect to applicants for employment. A violation of those restrictions is a misdemeanor.</p> <p>This bill would prohibit an employer, including state and local government employers, from seeking salary history information about an applicant for employment, except as otherwise provided. The bill would require an employer, except state and local government employers, upon reasonable request, to provide the pay scale for a position to an applicant for employment. The bill would specify that a violation of its provisions would not be subject to the misdemeanor provision.</p> | |
| <p>AB 1746 <u>Stone, Mark D</u></p> <p>Transit buses.</p> | <p>4/28/2016-S. T. & H. 4/28/2016-Referred to Com. on T. & H.</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 7 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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| <p><u>AB 1815</u> <u>Alejo D</u></p> <p>California Global Warming Solutions Act of 2006: disadvantaged communities.</p> | <p>5/11/2016-A. APPR. SUSPENSE FILE 5/11/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities.</p> <p>This bill would require the agency to establish a comprehensive technical assistance program, upon the appropriation of moneys from the fund, for eligible applicants, as specified, assisting eligible communities, as defined. The bill would require the agency to provide technical assistance to eligible communities based on a specified priority. This bill contains other related provisions.</p> | |
| <p><u>AB 1833</u> <u>Linder R</u></p> <p>Transportation projects: environmental mitigation.</p> | <p>5/11/2016-A. APPR. SUSPENSE FILE 5/11/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</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. 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, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.</p> | |

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| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1873 <u>Holden D</u></p> <p>Office of Planning and Research: Board of Infrastructure Planning, Development, and Finance.</p> | <p>5/11/2016-A. APPR. SUSPENSE FILE 5/11/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</p> | <p>Existing law establishes the Office of Planning and Research within the office of the Governor and further establishes, within the Office of Planning and Research, the Planning Advisory and Assistance Council. Existing law requires the Office of Planning and Research to, among other duties, assist the council engage in the formulation, evaluation, and updating of long-range goals and policies for land use, population growth and distribution, urban expansion, development, open space, resource preservation and utilization, air and water quality, and other factors that shape statewide development patterns and significantly influence the quality of the state's environment.</p> <p>This bill would establish, within the Office of Planning and Research, the Board of Infrastructure Planning, Development, and Finance, to be composed of the Governor, Treasurer, Controller, Secretary of Transportation, Director of General Services, or their designee, one member appointed by the President pro Tempore of the Senate, and one member appointed by the Speaker of the Assembly. The bill would require the board to categorize and recommend the priority of the state's infrastructure needs and develop funding to finance those projects.</p> | |
| <p>AB 1886 <u>McCarty D</u></p> <p>California Environmental Quality Act: transit priority projects.</p> | <p>5/12/2016-A. THIRD READING 5/12/2016-Read second time. Ordered to third reading.</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, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%. This bill contains other existing laws.</p> | |
| <p>AB 1889 <u>Mullin D</u></p> <p>Peninsula Rail Transit District.</p> | <p>5/12/2016-S. T. & H. 5/12/2016-Referred to Com. on T. & H.</p> | <p>Existing law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers.</p> <p>This bill would repeal obsolete provisions relating to the Peninsula Rail Transit District.</p> | |

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| <p>AB 1919 <u>Quirk D</u></p> <p>Local transportation authorities: bonds.</p> | <p>5/12/2016-S. RLS. 5/12/2016-In Senate. Read first time. To Com. on RLS. for assignment.</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 require the 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> | |
| <p>AB 1964 <u>Bloom D</u></p> <p>High-occupancy vehicle lanes: vehicle exceptions.</p> | <p>5/12/2016-S. RLS. 5/12/2016-In Senate. Read first time. To Com. on RLS. for assignment.</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 the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would provide that identifiers issued for specified vehicles are valid until January 1, 2019. The bill would authorize the Department of Motor Vehicles to issue other identifiers 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> | |

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| <p>AB 2030 <u>Mullin D</u></p> <p>Transportation districts: contracts.</p> | <p>5/12/2016-S. RLS. 5/12/2016-In Senate. Read first time. To Com. on RLS. for assignment.</p> | <p>Existing law requires contracts of the San Francisco Bay Area Rapid 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 contract exceeds \$150,000 and would require a minimum of 3 quotations for those contracts between \$5,000 and \$150,000. The bill would also require, with respect to district contracts for the construction of facilities and works, a minimum of 3 quotations for those contracts between \$5,000 and \$10,000. This bill contains other related provisions and other existing laws.</p> | <p>Sponsor</p> |
| <p>AB 2090 <u>Alejo D</u></p> <p>Low Carbon Transit Operations Program.</p> | <p>4/27/2016-A. APPR. SUSPENSE FILE 4/27/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law 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> | |

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| <p><u>AB 2126</u> <u>Mullin D</u></p> <p>Public contracts: Construction Manager/General Contractor contracts.</p> | <p>5/9/2016-S. RLS. 5/9/2016-In Senate. Read first time. To Com. on RLS. for assignment.</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> | |
| <p><u>AB 2152</u> <u>Gray D</u></p> <p>Elections: ballots: ballot order.</p> | <p>3/8/2016-A. E. & R. 4/27/2016-In committee: Set, first hearing. Failed passage.</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><u>AB 2170</u> <u>Frazier D</u></p> <p>Trade Corridors Improvement Fund: federal funds.</p> | <p>4/20/2016-A. APPR. SUSPENSE FILE 4/20/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</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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| <p>AB 2222 <u>Holden D</u></p> <p>Greenhouse Gas Reduction Fund: Transit Pass Program.</p> | <p>4/27/2016-A. APPR. SUSPENSE FILE</p> <p>4/27/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</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 require that funding be allocated by the Controller, as specified, upon a determination by the department, that transit pass programs of public agencies to provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California meet certain requirements. The bill would require the Department of Transportation, in coordination with the State Air Resources Board, to develop guidelines that describe the criteria that eligible transit providers shall use to make available free or reduced-fare transit passes to eligible participants and the methodologies that eligible participants would use to demonstrate that the proposed expenditures will reduce greenhouse gas emissions. The bill would require that at least 30% of the moneys allocated under the Transit Pass Program benefit disadvantaged communities, as specified. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students . This bill contains other related provisions.</p> | |

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| <p>AB 2257 <u>Maienschein R</u></p> <p>Local agency meetings: agenda: online posting.</p> | <p>5/12/2016-A. APPR. 5/12/2016-Re-referred to Com. on APPR.</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 for the legislative body of a local agency, if the local agency has an Internet Web site, to be posted on the local agency's primary Internet Web site homepage accessible through a prominent, direct link, as specified. The bill would exempt a city, county, city and county, and special district from this requirement if it has an integrated agenda management platform that meets specified requirements, including that the current agenda of the legislative body of the local agency is the first agenda available at the top of the integrated agenda management platform. The bill would require an online posting of any agenda by a local agency to be posted in an open format that meets specified requirements, including that the agenda is platform independent and machine readable. The bill would also define terms for these purposes. The bill would make these provisions applicable on and after January 1, 2019. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 2343 <u>Garcia, Cristina D</u></p> <p>Greenhouse Gas Reduction Fund: study.</p> | <p>5/11/2016-A. APPR. SUSPENSE FILE 5/11/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys in the fund.</p> <p>This bill would require the department to include additional data in that annual report, as specified.</p> | |

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| <p>AB 2348 <u>Levine D</u></p> <p>Department of Finance: infrastructure investment.</p> | <p>5/11/2016-A. APPR. SUSPENSE FILE 5/11/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</p> | <p>Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning the financial and business policies of the state.</p> <p>This bill would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees ' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund. The bill would also state the intent of the Legislature to identify special funds to be transferred into the fund for the purposes of these provisions. By creating a new continuously appropriated fund, this bill would make an appropriation. This bill contains other existing laws.</p> | |
| <p>AB 2411 <u>Frazier D</u></p> <p>Transportation revenues.</p> | <p>4/20/2016-A. APPR. SUSPENSE FILE 4/20/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</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> | |

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| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>AB 2415 <u>Garcia, Eduardo D</u></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p> | <p>5/11/2016-A. APPR. SUSPENSE FILE 5/11/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.</p> <p>This bill, between January 2, 2018, and January 1, 2023, would require no less than 50% 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 and heavy-duty bus technology that meets or exceeds a specified emission standard, with at least 2/3 of these funds to be allocated to heavy-duty truck projects. The bill would authorize the state board to increase those emission standards based on specified findings. The bill would require the state board to limit the incentives that may be allocated to any one vehicle or engine manufacturer in each year under these provisions to 49% of the moneys available for allocation in that year. The bill would require allocations under these provisions to be made for projects that are shown to achieve the greatest greenhouse gas emissions reductions, as specified. The bill also would require the state board to post on its Internet Web site the results of emissions reductions or benefits. This bill contains other existing laws.</p> | |
| <p>AB 2702 <u>Atkins D</u></p> <p>Greenhouse gases: study.</p> | <p>5/11/2016-A. APPR. SUSPENSE FILE 5/11/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</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.</p> <p>This bill would require the state board to conduct a study that outlines best practices and policies for meeting state goals to reduce greenhouse gas emissions. The bill also would authorize the state board to collaborate with air pollution control and air quality management districts.</p> | |

San Mateo County Transit District State Legislative Matrix 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| <p><u>AB 2722</u> <u>Burke D</u></p> <p>Transformative Climate Communities Program.</p> | <p>4/21/2016-A. APPR. 4/21/2016-Re-referred to Com. on APPR.</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 provide that, upon appropriation by the Legislature, up to \$250,000,000 shall be available 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 the development of transformative climate community plans, and projects that implement plans, that contribute to the reduction of emissions of greenhouse gases and demonstrate potential climate, economic, workforce, health, and environmental benefits in disadvantaged communities, as defined, that have a demonstrated need for climate, economic, workforce, health, and environmental benefits. This bill contains other existing laws.</p> | |
| <p><u>AB 2742</u> <u>Nazarian D</u></p> <p>Transportation projects: comprehensive development lease agreements.</p> | <p>4/27/2016-A. APPR. SUSPENSE FILE 4/27/2016-In committee: Set, first hearing. Referred to APPR. suspense file.</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</p> <p>Transportation: omnibus bill.</p> | <p>5/12/2016-A. CONSENT CALENDAR 5/12/2016-Read second time. Ordered to Consent Calendar.</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 <u>Alejo D</u></p> <p>Transportation funding.</p> | <p>6/23/2015-A. PRINT 6/24/2015-From printer.</p> | <p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.</p> | |
| <p>ABX1 2 <u>Perea D</u></p> <p>Transportation projects: comprehensive development lease agreements.</p> | <p>6/25/2015-A. PRINT 6/26/2015-From printer.</p> | <p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p> | |
| <p>ABX1 3 <u>Frazier D</u></p> <p>Transportation funding.</p> | <p>9/24/2015-A. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.</p> | <p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.</p> | |

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| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>ABX1 4 <u>Frazier D</u></p> <p>Transportation funding.</p> | <p>9/3/2015-S. RLS. 9/3/2015-Referred to Com. on RLS.</p> | <p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p> | |
| <p>ABX1 6 <u>Hernández, Roger D</u></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 <u>Nazarian D</u></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><u>ABX1 8</u> <u>Chiu D</u></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><u>ABX1 10</u> <u>Levine D</u></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><u>ABX1 13</u> <u>Grove R</u></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><u>ABX1 14</u> <u>Waldron R</u></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><u>ABX1 15</u> <u>Patterson R</u></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. 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.</p> <p>This bill contains other existing laws.</p> | |

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| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p><u>ABX1 17</u> <u>Achadjian R</u></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><u>ABX1 18</u> <u>Linder R</u></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><u>ABX1 19</u> <u>Linder R</u></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><u>ABX1 23</u> <u>Garcia, Eduardo D</u></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><u>ABX1 24</u> <u>Levine D</u></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><u>ABX1 25</u> <u>Allen, Travis R</u></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 <u>Frazier D</u></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 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> | |

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| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------------|
| <p>SB 824 <u>Beall</u> D</p> <p>Low Carbon Transit Operations Program.</p> | <p>5/9/2016-S. APPR. SUSPENSE FILE 5/9/2016-May 9 hearing: Placed on APPR. suspense file.</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 any eligible expenditures under the program 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>Support</p> |
| <p>SB 882 <u>Hertzberg</u> D</p> <p>Crimes: public transportation: minors.</p> | <p>4/25/2016-S. APPR. SUSPENSE FILE 4/25/2016-April 25 hearing: Placed on APPR. suspense file.</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> | |

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| Bill ID/Topic | Location | Summary | Position |
|---|---|---|---------------|
| <p>SB 885 <u>Wolk D</u></p> <p>Construction contracts: indemnity.</p> | <p>5/10/2016-S. THIRD READING 5/10/2016-Read second time and amended. Ordered to third reading.</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, with certain exceptions, for construction contracts entered into on or after January 1, 2017, that a design professional, as defined, only has the duty to defend himself or herself from claims or lawsuits that arise out of, or pertain or relate to, negligence, recklessness, or willful misconduct of the design professional. The bill would prohibit these provisions from being construed to affect any duty of a design professional to pay a reasonable allocated share of defense fees and costs with respect to claims and lawsuits alleging negligence, recklessness, or willful misconduct of the design professional, as specified. The bill would prohibit waiver of these provisions and would provide that any clause, covenant, or agreement contained in, collateral to, or affecting a contract that requires a design professional to defend claims or lawsuits 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 903 <u>Nguyen R</u></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> | |

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| Bill ID/Topic | Location | Summary | Position |
|--|---|--|----------|
| <p>SB 944 Committee on Transportation and Housing</p> <p>Housing omnibus.</p> | <p>5/12/2016-A. DESK 5/12/2016-In Assembly. Read first time. Held at Desk.</p> | <p>(1) The Mobilehome Residency Law governs tenancies in mobilehome parks and, among other things, authorizes the management of a mobilehome park, under specified circumstances, to either remove the mobilehome from the premises and place it in storage or store the mobilehome on its site. Existing law provides the management with a warehouse lien for these costs and imposes various duties on the management to enforce this lien, including requiring the management to file a notice of disposal with the Department of Housing and Community Development no less than 10 days after the date of sale to enforce the lien against the mobilehome in order to dispose of a mobilehome after a warehouse lien sale, as specified.</p> <p>This bill would instead require the management to file a notice of disposal with the department no less than 30 days after the date of sale to enforce the lien against the mobilehome. This bill contains other related provisions and other existing laws.</p> | |
| <p>SB 1128 <u>Glazer D</u></p> <p>Commute benefit policies.</p> | <p>5/5/2016-A. TRANS. 5/5/2016-Referred to Com. on TRANS.</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> | Support |
| <p>SB 1383 <u>Lara D</u></p> <p>Short-lived climate pollutants.</p> | <p>5/2/2016-S. APPR. SUSPENSE FILE 5/2/2016-May 2 hearing: Placed on APPR. suspense file.</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The 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, no later than January 1, 2018, to approve and begin implementing that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon 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 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| <p>SB 1398 <u>Leyva</u> D</p> <p>Public water systems: lead pipes.</p> | <p>5/9/2016-S. APPR. SUSPENSE FILE 5/9/2016-May 9 hearing: Placed on APPR. suspense file.</p> | <p>Existing law requires public water systems to take specified actions to test for and remediate certain contaminants in drinking water, including lead and copper. Existing law prohibits the use of any pipe, pipe or plumbing fitting or fixture, solder, or flux that is not lead free in the installation or repair of any public water system or any plumbing in a facility providing water for human consumption, except as specified.</p> <p>This bill would require a public water system to compile an inventory of lead pipes in use by July 1, 2018, and, after completing the inventory, to provide a timeline for replacement of lead pipes in the system to the board. This bill would require the board to establish best practices to ensure that chemicals introduced into public water systems do not create corrosion or contamination within the system.</p> | |
| <p>SB 1405 <u>Pavley</u> D</p> <p>Zero-emission vehicles: transportation systems.</p> | <p>5/16/2016-S. APPR. SUSPENSE FILE 5/16/2016-May 16 hearing: Placed on APPR. suspense file. (Ayes 7. Noes 0.)</p> | <p>Existing law describes the powers and duties of the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to adopt and implement emission standards for new motor vehicles. Existing law authorizes the state board to adopt regulations in furtherance of its powers and duties.</p> <p>This bill would require the state board, by March 1, 2017, to revise its zero-emission vehicle standard regulation to expand the definition of "transportation systems eligible for zero-emission vehicle credits" under that regulation to include additional entities utilizing fleets of zero-emission vehicles, including rental car companies, transportation network companies, taxicab companies, and car-sharing companies, to the extent that the operations of those entities involve ridesharing features offered by those entities that reduce per-passenger emissions. This bill contains other related provisions and other existing laws.</p> | |
| <p>SB 1443 <u>Galgiani</u> D</p> <p>Incarcerated persons: health records.</p> | <p>5/9/2016-S. APPR. SUSPENSE FILE 5/9/2016-May 9 hearing: Placed on APPR. suspense file.</p> | <p>Existing law, the Confidentiality of Medical Information Act, prohibits a health care provider, a contractor, or a health care service plan from disclosing medical information, as defined, regarding a patient of the provider or an enrollee or subscriber of the health care service plan without first obtaining an authorization, except as specified. Existing law authorizes a provider of health care or a health care service plan to disclose medical information when, among other things, the information is disclosed to an insurer, employer, health care service plan, hospital service plan, employee benefit plan, governmental authority, contractor, or other person or entity responsible for paying for health care services rendered to the patient, to the extent necessary to allow responsibility for payment to be determined and payment to be made.</p> <p>This bill would additionally authorize the disclosure of information between a county correctional facility, a county medical facility, a state correctional facility, or a state hospital to ensure the continuity of health care of an inmate being transferred between those facilities. This bill contains other related provisions and other existing laws.</p> | |

San Mateo County Transit District State Legislative Matrix 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p><u>SB 1464</u> <u>De León</u> D</p> <p>California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.</p> | <p>5/9/2016-S. APPR. SUSPENSE FILE 5/9/2016-May 9 hearing: Placed on APPR. suspense file.</p> | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions.</p> <p>This bill would require, in identifying priority programmatic investments, that the investment plan assess how proposed investments interact with current state regulations, policies, and programs, and evaluate if and how the proposed investments could be incorporated into existing programs. The bill would also require the investment plan to recommend metrics that would measure progress and benefits from the proposed programmatic investments. This bill contains other existing laws.</p> | |
| <p><u>SBX1 1</u> <u>Beall</u> D</p> <p>Transportation funding: environmental mitigation: oversight.</p> | <p>4/21/2016-S. APPR. 4/21/2016-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, 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, by June 30, 2016, of outstanding loans made in previous years from certain transportation funds to the General Fund. The bill would provide that revenues from future adjustments in the applicable portion of the fuel tax rates, the annual vehicle registration fee increase, and the road access charge would also be deposited in the account. This bill contains other related provisions and other existing laws.</p> | |

San Mateo County Transit District State Legislative Matrix 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------------|
| <p><u>SBX1 2</u> <u>Huff R</u></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><u>SBX1 4</u> <u>Beall D</u></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><u>SBX1 5</u> <u>Beall D</u></p> <p>Transportation funding.</p> | <p>9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.</p> | <p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p> | |
| <p><u>SBX1 7</u> <u>Allen D</u></p> <p>Diesel sales and use tax.</p> | <p>9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.</p> | <p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, as of July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.</p> | <p>Support</p> |

San Mateo County Transit District State Legislative Matrix 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------------|
| <p>SBX1 8 <u>Hill D</u> 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 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------|
| <p><u>SBX1 10</u> <u>Bates R</u></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 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|---|---|--|----------|
| <p>SBX1 11 <u>Berryhill</u> 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 <u>Runner</u> 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 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>SBX1 13 <u>Vidak R</u></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 <u>Cannella R</u></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 5/18/16

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>SCA 5 <u>Hancock</u> D</p> <p>Local government finance.</p> | <p>4/12/2016-S. GOV. & F. 4/12/2016-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. This measure would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes.</p> <p>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 <u>Huff</u> 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>(1) Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law.</p> <p>This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. O 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, JUNE 1, 2016 – 3:30 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of May 4, 2016
2. Authorize Executing a Cooperative Agreement to Provide Right-of-Way Certification and Eminent Domain Services to Support Future Peninsula Corridor Joint Powers Board Capital Projects
3. Authorize Enrollment in the Peninsula Clean Energy Community Choice Energy Program
4. Proclamation Declaring June 16, 2016 as National Dump the Pump Day

INFORMATIONAL

5. Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2016

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
MAY 4, 2016**

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

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, C. Derwing, G. Harrington, J. Hartnett, C. Harvey, E. Kay, M. Martinez, N. McKenna, S. Murphy, D. Olmeda, M. Reggiardo, M. Simon, S. van Hoften

Committee Chair Adrienne Tissier called the meeting to order at 3:47 p.m.

Approval of Minutes of Planning, Development and Sustainability Committee Meeting of April 6, 2016

Motion/Second: Kersteen-Tucker/Guilbault

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

Dumbarton Transportation Corridor Study Update

Melissa Reggiardo, Principal Planner, reported:

- Aerial photo on Dumbarton Rail corridor was shown
- Growth Imbalance
 - Jobs-housing imbalance
 - Major employers driving growth
 - Congestion, lengthy and unpredictable travel times
 - Gaps in transportation network, limited options
- Background
 - Dumbarton Rail Corridor Alternatives Study completed in 2011
 - Environmental review process on hold due to high costs and lack of funding
 - Bay Area has since experienced job growth, increased congestion and greater jobs-housing imbalance
- Transportation Study
 - SamTrans to manage study
 - Study partners:
 - San Mateo County Transportation Authority
 - Alameda County Transportation Commission
 - Alameda-Contra Costa Transit
 - Facebook
 - 15-month schedule

- Goals
 - Study operational and capital improvements that enhance mobility
 - Work with regional partners to expedite improvements
 - Assess how the rail bridge may be used, and make effective use of the transportation asset
- Scope of Work
 - Study mobility improvements on rail bridge, highway bridge and approach arterials
 - Focus on short-term (2020) and long-term (2030) improvements and phasing
- Population
 - High density in East Palo Alto, Redwood City and Union City
 - Peninsula study area to increase by 200,000 people (25 percent) by 2040
 - East Bay study area to increase by 155,000 (28 percent) by 2040
- Employment
 - Existing high density pockets in Fremont, Palo Alto, Redwood City
 - Peninsula “hot spots”
 - Peninsula study area jobs to increase by 140,000 (28 percent) by 2040
 - East Bay study area jobs to increase by 62,000 (24 percent) by 2040
- Highway Bridge, Arterials
 - Short-term
 - Dumbarton Express Bus Improvements
 - Queue jumps
 - Queue warning
 - Bus-only turn lanes
 - Signal coordination/transit signal priority
 - Metering lights
 - Lane use signs
 - Variable speed limits
 - Signage/wayfinding
 - Long-term
 - Bus lanes
 - Added general purpose lanes
 - Auxiliary lanes
 - High-Occupancy Vehicle 2 plus or 3 plus lanes
 - Toll/express lanes
 - Direct access ramps
 - Tolling policies
 - Autonomous vehicle lanes
- Rail Bridge, Right of Way
 - Short-term
 - Bike-pedestrian (West Bay)
 - Long-term
 - Bike-pedestrian
 - Bus Rapid Transit
 - Light Rail Transit
 - Diesel/Electric Trains
 - Personal Rapid Transit

- Separate from bridge:
 - Hyperloop
 - Ferry
 - Gondola
 - Monorail
- Outreach
 - Outreach at major milestones:
 - May 2016: Existing conditions, project goals and objectives, initial alternatives
 - September 2016: Initial alternatives, screening, alternatives carried forward
 - April 2017: Evaluation of alternatives carried forward, funding plan, phasing plan
 - Two stakeholder and two public meetings per milestone (East Bay and Peninsula)
- Next Steps:
 - Screen initial alternatives
 - Further study short-list alternatives (e.g. conceptual engineering, ridership modeling)
 - Develop financial plan, consider Public Private Partnerships
 - Recommend phasing
 - Board update September 2016

Chair Zoe Kersteen-Tucker asked what hyperloop is. Ms. Reggiardo said it is Elon Musk's dream of tube-based travel.

Community Choice Energy and SamTrans Electricity Service Update

Committee Chair Tissier asked that due to time this item be brought back to the June 1 meeting.

Adjourned: 3:59 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO, Chief Administration Officer

SUBJECT: AUTHORIZE GENERAL MANAGER/CEO TO EXECUTE A COOPERATIVE AGREEMENT TO PROVIDE RIGHT-OF-WAY CERTIFICATION AND EMINENT DOMAIN SERVICES TO SUPPORT FUTURE PENINSULA CORRIDOR JOINT POWERS BOARD CAPITAL PROJECTS

ACTION

Staff proposes the Committee recommend the Board of Directors authorize the General Manager/CEO to execute a Cooperative Agreement (Agreement) with the Peninsula Corridor Joint Powers Board (JPB) for the San Mateo County Transit District (District) to provide right-of-way certification services and undertake eminent domain proceedings that may be necessary to support future JPB capital projects (Projects).

SIGNIFICANCE

The Agreement would enable the District to perform right-of-way certification services required by certain project funding sources and to provide eminent domain services that cannot otherwise be performed by the JPB.

BUDGET IMPACT

The District's out-of-pocket costs, including all costs incurred in connection with condemnation of any property required by the Projects, would be reimbursed by the JPB.

BACKGROUND

State funding sources for the certain Projects may require the certification of real property acquisitions by an agency certified by the California State Department of Transportation (Caltrans). Because the JPB is not a Caltrans-certified right-of-way agency, the Agreement would allow the District to perform the necessary services under the District's certification. The services include appraisal review and submissions to all funding authorities of all required right-of-way certification documentation.

The Agreement also provides that the District would undertake any necessary property condemnations on behalf of, and in coordination, with the JPB, at the JPB's expense.

Project Manager: Brian W. Fitzpatrick, Manager,
Real Estate and Development

650-508-7781

RESOLUTION NO. 2016-

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

**AUTHORIZING THE GENERAL MANAGER/CEO TO EXECUTE A COOPERATIVE AGREEMENT
TO PROVIDE RIGHT-OF-WAY CERTIFICATION AND EMINENT DOMAIN SERVICES TO
SUPPORT FUTURE PENINSULA CORRIDOR JOINT POWERS BOARD CAPITAL PROJECTS**

WHEREAS, the Peninsula Corridor Joint Powers Board (JPB) has a capital improvement program that includes projects which may require real property rights to be purchased; and

WHEREAS, the JPB does not have the authority to acquire property by eminent domain for transit projects, although such authority has been granted by law to its member agencies, including the San Mateo County Transit District (District); and

WHEREAS, if certain State funds are used for capital projects, pursuant to policies and regulations adopted by the California Transportation Commission and the California State Department of Transportation (Caltrans), certain right-of-way certification services must be performed by an agency certified by Caltrans as a precondition of the receipt of state funds for such projects, and the JPB is not a certified agency, and

WHEREAS, staff has arranged for the District, which is a certified agency, to perform the necessary eminent domain and right-of-way certification services as a member agency of the JPB, with the District's out-of-pocket costs, including all costs incurred in connection with condemnation of any property required for such projects, to be reimbursed from JPB capital project budgets; and

WHEREAS, the General Manager/CEO recommends that the Board authorize him to execute a Cooperative Agreement with the JPB for the District to perform right-of-way certification and eminent domain services in connection with future JPB capital projects.

NOW, THEREFORE, BE IT RESOLVED that the Board of Direction of the San Mateo County Transit District authorizes the General Manager/CEO to execute a Cooperative Agreement with JPB for the District to perform right-of-way certification and eminent domain services in connection with future JPB projects, in accordance with the terms recited above.

Regularly passed and adopted this 1st day of June, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development & Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **APPROVAL OF SAN MATEO COUNTY TRANSIT DISTRICT ENROLLMENT IN THE
PENINSULA CLEAN ENERGY COMMUNITY CHOICE ENERGY PROGRAM**

ACTION

Staff proposes the Committee recommend the Board approve the San Mateo County Transit District's (District) enrollment in the Peninsula Clean Energy (PCE) Community Choice Energy Program at the default electricity service offering.

SIGNIFICANCE

Beginning in October 2016, 100 percent of the District's electricity will be supplied by PCE, the San Mateo County Community Choice Energy Program, unless the District chooses to opt-out of the program back to the incumbent utility, Pacific Gas & Electric (PG&E). PCE offers the promise of "greener" electricity that comes from sources that emit less criteria pollutant and greenhouse gas emissions, resulting in fewer environmental impacts. Electricity transmission and distribution infrastructure, repairs, billing, and most customer service will continue to be administered by PG&E. Reliable electricity service is essential to District's vehicle fleet operations, facilities, and administrative operations, particularly as the District begins to transition to zero-emission electric buses.

The District has several options available for securing its electricity:

1. Stay enrolled in PCE at the default service offering (at least 50 percent renewable energy)
2. Stay enrolled in PCE and choose the voluntary service offering (100 percent renewable energy)
3. Opt-out of PCE and go back to PG&E, at PG&E's default service offering (currently 27 percent renewable energy)
4. Opt-out of PCE and go back to PG&E, and choose a voluntary service offering (50 or 100 percent solar energy)

Staff proposes the Board approve Option 1, which is the budget-neutral option that achieves higher renewable energy content and lower greenhouse gas emissions. This option supports the District's 2015-2019 Strategic Plan commitment to "provide public transportation in the most environmentally and economically sustainable manner possible."

In addition, staff has initiated a technical evaluation of PCE as compared to PG&E, based on the following criteria: supply and infrastructure reliability, rates and cost, environmental benefits, administrative procedures, and compatibility with future District operations (i.e., electric bus fleet). The results of this evaluation, as well as evaluation of approximately 1 year of actual PCE electricity billing data, will inform future staff recommendations to the Board.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Community Choice Energy (CCE) programs enable local municipalities to aggregate the electricity demand of their communities and procure power separate from the incumbent investor owned utility (PG&E, in the case of San Mateo County). The CCE model allows for more local control over the cost and source of electricity supply, and in the case of existing CCE programs, has resulted in customer options for higher renewable energy content at competitive rates. The electricity continues to be delivered over the existing electricity lines by the incumbent utility.

Peninsula Clean Energy (PCE) is a CCE program administered by a Joint Powers Authority seated in March 2016, composed of all 20 municipalities in San Mateo County as well as the unincorporated areas of the County. All members have elected to allow PCE to provide electric service within their jurisdictions; therefore every electricity customer in San Mateo County, including the District, will be automatically enrolled in the PCE program unless that customer submits an opt-out request. PCE anticipates launching service to customers in October 2016.

There are three CCE programs currently operating in California: Marin Clean Energy in Marin County since 2010, Sonoma Clean Power in Sonoma County since 2014, and Lancaster Choice Energy in the City of Lancaster since 2015. Two additional CCE programs are expected to launch service over the next year: CleanPowerSF in San Francisco beginning in May 2016, and Silicon Valley Energy Authority in portions of Santa Clara County beginning in Winter/Spring 2017. These two CCE programs will impact Caltrain but not SamTrans.

Prepared By: Michelle Senatore, Principal Planner, Sustainability

650-508-6384

RESOLUTION NO. 2016 –

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

*** * ***

**APPROVING SAN MATEO COUNTY TRANSIT DISTRICT ENROLLMENT IN THE
PENINSULA CLEAN ENERGY COMMUNITY CHOICE ENERGY PROGRAM**

WHEREAS, Peninsula Clean Energy (PCE) is a Community Choice Energy Program administered by a Joint Powers Authority composed of all 20 municipalities located within San Mateo County as well as the unincorporated areas of the County; and

WHEREAS, all members of the PCE Joint Powers Authority have elected to allow PCE to supply electricity within their jurisdictions, and therefore all electricity customers in San Mateo County, including the San Mateo County Transit District (District), will be automatically enrolled in PCE unless the District submits an opt-out request to return to the incumbent utility, Pacific Gas & Electric Company (PG&E); and

WHEREAS, PG&E will continue to provide electricity delivery, line maintenance, repairs, most customer service, and billing services; and

WHEREAS, the District can opt-out to go back to PG&E-sourced electricity at any time, potentially with an administrative fee; and

WHEREAS, reliable electricity service is essential to District fleet operations, facilities, and administrative operations; and

WHEREAS, PCE intends to offer customers a default electricity service of at least 50 percent renewable energy at costs equal to or less than PG&E, and a voluntary electricity service of 100 percent renewable energy at a cost premium; and

WHEREAS, PG&E's default electricity service is currently 27 percent renewable energy, and PG&E offers 50 and 100 percent solar options at higher cost premiums; and

WHEREAS, the District's 2015-2019 Strategic Plan commits the District to "provide public transportation in the most environmentally and economically sustainable manner possible"; and

WHEREAS, the District has initiated a technical evaluation to assess the advantages, disadvantages, and risks of securing electricity through PCE or PG&E; and

WHEREAS, staff recommends, and the Planning, Development and Sustainability Committee concurs, that the Board of Directors approve the District's enrollment in the PCE Community Choice Energy Program.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District approves the enrollment of the District in the Peninsula Clean Energy Community Choice Energy Program at the default electricity service, which will have higher renewable energy content and lower greenhouse gas emissions than PG&E's default electricity service.

Regularly passed and adopted this 1st day of June, 2016 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **PROCLAMATION DECLARING JUNE 16, 2016 AS “NATIONAL DUMP THE PUMP DAY”**

ACTION

Staff proposes the Committee recommend the Board adopt the proclamation designating June 16, 2016 as “National Dump the Pump Day.”

SIGNIFICANCE

By proclaiming June 16 as “National Dump the Pump Day,” the San Mateo County Transit District (District) Board of Directors is reaffirming its commitment as a mobility leader, providing safe transportation choices and a sustainable future that meets the needs of our customers and diverse communities. The District operates a host of transportation services, including SamTrans bus service, paratransit service and Caltrain commuter rail service to the residents of San Mateo County. In partnership with the American Public Transportation Association (APTA), Dump the Pump Day is an annual opportunity to encourage people to give up driving and use public transportation, steps that reduce greenhouse gases, ease congestion and pollution and save money.

SamTrans is a proven method by which San Mateo County commuters can unhook from the gas pump. The most recent survey of SamTrans customers found that 66 percent ride five or more days a week and 67 percent don't own a car, underscoring the important role that public transportation plays in providing mobility and independence for people with limited transit alternatives. Nearly 75 percent of all trips are to work or school.

A recent study commissioned by APTA and titled Economic Impact of Public Transportation Investment reported that reduced congestion and less reliance on automobile use, and the resulting congestion reduction, increases household purchasing power by at least \$18.4 billion per year. Savings to businesses, by improving employers' access to the labor market with more efficient commutes for its current and potential employees, along with reducing congestion costs and logistics, contributes an additional \$10.1 billion to the U.S. economy.

In addition, this enhanced productivity and access results in \$3.3 billion per year in increased tax revenue for the Federal government and \$1.1 billion for State and local governments the study shows. An additional \$6 billion in annual tax revenue comes from the traditional impact of spending, with \$2.2 billion going to State and local governments and \$3.8 billion going to the Federal government. Total tax receipts are estimated at \$10.4 billion per year.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

“National Dump the Pump Day” began in June 2006 when gas prices were \$3 per gallon. Gas prices have stabilized, but traffic is pushing our freeways and roads to the limit. Using transit options such as SamTrans is one of the most effective ways to beat congestion.

To encourage drivers to try transit on National Dump the Pump Day, SamTrans will promote free rides on routes ECR and 294. SamTrans will also hold events at the Palo Alto Transit Center and Hillsdale Caltrain Station to reward customers choosing to Dump the Pump.

Prepared by: Jeremy Lipps, Social Media Officer

650-622-7845

Proclamation

ESTABLISHING 11th ANNUAL NATIONAL DUMP THE PUMP DAY ON JUNE 16, 2016

WHEREAS, June 16, 2016 marks the American Public Transportation Association's (APTA) 11th annual National Dump the Pump Day; and

WHEREAS, the San Mateo County Transit District (District) supports National Dump the Pump Day as a day to encourage people to ride public transportation to save money, revitalize communities, protect the environment, reduce our dependence on foreign oil, and improve the quality of life for all Americans; and

WHEREAS, the District recognizes that public transportation is a vital resource for residents across the nation, in communities of all sizes; and

WHEREAS, to highlight the importance of getting commuters out of their cars and onto transit, the District will be promoting Dump the Pump Day by offering free rides on SamTrans routes ECR and 294 and thanking riders at the Palo Alto Transit Center and Hillsdale Caltrain Station for participating in National Dump the Pump Day by using our service; and

WHEREAS, the District operates 75 bus routes in San Mateo County, connecting passengers from communities throughout the Peninsula; and

WHEREAS, the District carried more than 34 million passengers across all its modes in Fiscal Year 2014; and

WHEREAS, in 2014, Americans took 10.8 billion trips on public transportation, the highest total in 58 years, and since 1995 trips on public transit have increased 39 percent; and

WHEREAS, according to APTA's most recent Transit Saving Report, a two-person household can save, on the average, more than \$9,394 a year by downsizing to one car; and

WHEREAS, public transportation is a \$61 billion industry that employs more than 400,000 people.

NOW, THEREFORE BE IT RESOLVED on the 1st day of June, 2016 the San Mateo County Transit District Board of Directors, in support of APTA's efforts, encourages citizen to get out of their vehicles and onto public transportation, and does hereby proclaim Thursday, June 16, 2016, as *NATIONAL DUMP THE PUMP DAY*.



Chair, San Mateo County Transit District

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Eli Kay
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –
3rd QUARTER FISCAL YEAR 2016**

ACTION

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

SIGNIFICANCE

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

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

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

Prepared by: Kelvin Yu, Manager, Project Controls

650-622-7853



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

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, JUNE 1, 2016 – 3:45 p.m.
or immediately following Committee meetings

6. RECONVENE FROM COMMITTEE MEETINGS

7. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of Board of Directors Meeting of May 4, 2016
- b. Acceptance of Statement of Revenues and Expenses for April 2016

8. PUBLIC COMMENT

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

9. REPORT OF THE CHAIR

10. REPORT OF THE GENERAL MANAGER/CEO

- a. Strategic Initiatives Update

11. COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

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

12. FINANCE COMMITTEE

ORDINANCE

- a. Approval of Salary Ordinance No. 99

RESOLUTIONS

- b. Approval of Fiscal Year 2017 Operating Budget in the Amount of \$145,054,100
- c. Approval of Fiscal Year 2017 Capital Budget in the Amount of \$16,327,874

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

- d. Authorize Reduction of Employer Paid Member Contributions to the California Public Employees' Retirement System (Classic Members) Effective June 26, 2016
- e. Approval of Proposed Disadvantaged Business Enterprise Goal of Zero Percent for Federal Fiscal Years 2017 Through 2019 for Federal Transit Administration-Assisted Contracts
- f. Authorize Executing Contracts Over \$100,000 for Technology Related Products and Services to Vendors Under Cooperative Purchasing Agreements for Fiscal Year 2017 for an Aggregate Not-to-Exceed Amount of \$1.5 Million
- g. Authorize Executing Contracts Over \$100,000 for Information Technology License Renewals, Maintenance Services and Professional Services for Fiscal Year 2017 for an Aggregate Not-to-Exceed Amount of \$850,000

MOTION

- h. Rejection of All Bids for Electrical Maintenance Services

13. LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

14. PLANNING, DEVELOPMENT AND SUSTAINABILITY – A. TISSIER

RESOLUTIONS

- a. Authorize Executing a Cooperative Agreement to Provide Right-of-Way Certification and Eminent Domain Services to Support Future Peninsula Corridor Joint Powers Board Capital Projects
- b. Authorize Enrollment in the Peninsula Clean Energy Community Choice Energy Program

MOTION

- c. Proclamation Declaring June 16, 2016 as National Dump the Pump Day

INFORMATIONAL

- d. Capital Projects Quarterly Status Report – 3rd Quarter Fiscal Year 2016

15. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

16. BOARD MEMBER REQUESTS/COMMENTS

17. DATE, TIME AND PLACE OF NEXT MEETING – July 6, 2016 at 2 p.m., San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 Carlos Ave., San Carlos 94070

18. GENERAL COUNSEL PROPOSAL

- a. Closed Session: Conference with Labor Negotiator – Pursuant to Government Code Section 54957.6
Agency designated representatives: Pat Glenn and Bill Carson
Employee organization: Teamsters Union, Local 856 (Maintenance Supervisors)

- b) Closed Session: Conference with Legal Counsel – Anticipated Litigation Pursuant to Government Code Section 54956.9(d)(4): One potential case

19. 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
MAY 4, 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, D. Kim, M. Martinez, N. McKenna, S. Murphy, D. Olmeda, M. Simon, S. van Hoften

Chair Zoe Kersteen-Tucker called the meeting to order at 3:59 p.m.

CONSENT CALENDAR

- a. Approval of Minutes of Board of Directors Meeting of April 6, 2016
- b. Acceptance of Statement of Revenues and Expenses for March 2016
- c. Acceptance of Quarterly Investment Review and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2016

Motion/Second: Stone/Tissier

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

PUBLIC COMMENT

None

CALL FOR A PUBLIC HEARING AT THE JUNE 1, 2016 MEETING TO CONSIDER ELIMINATION OF FLX SAN CARLOS

Doug Kim, Director, Planning, said despite staff's best efforts these last two years the FLX San Carlos Route is averaging about two passengers per shuttle ride. Mr. Kim said staff has been in discussions with the city of San Carlos and received some good ideas on how to move to a better model. In order to do this, staff is asking the Board to call for a public hearing on June 1 to accept formal input from members of the community and take action on the staff recommendation.

Motion/Second: Tissier/Stone

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

REPORT OF CHAIR

No report.

REPORT OF THE GENERAL MANAGER/CEO – J. Hartnett

Jim Hartnett, General Manager/CEO, provided an update on Emergency Procurements.

- The emergency procurement for the industrial waste line at North Base was installed to allow for the use of a steam rack at a cost of \$75,000. A capital

project has been submitted in the amount of \$500,000 in the Fiscal Year (FY) 2017 Capital Budget to replace the entire line.

- On March 2 the Board adopted Resolution No. 2016-25 authorizing an emergency procurement of \$24,995 for corrective actions on the number two diesel tank spill bucket secondary fuel line. The repairs were approved by the San Mateo County Inspector and have been completed.

Mr. Hartnett thanked Director Carole Groom for introducing him at the Commission on Disabilities meeting and attending and helping staff with the presentation.

COMMUNITY RELATIONS COMMITTEE – J. Gee

MOTION:

- a. Designate May as “Older Americans Month”

Motion/Second: Gee/Stone

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

SUBJECTS DISCUSSED

- b. Student “Art Takes a Bus Ride” Contest
- c. Accessibility Update
- d. Paratransit Coordinating Council
- e. Citizens Advisory Committee Liaison Report
- f. Multimodal Ridership Report – March 2016
- g. Board Meeting Webcasting Project

FINANCE COMMITTEE – C. Stone

a. RESOLUTION

Authorize Filing an Application to the Metropolitan Transportation Commission (MTC) to Receive \$352,381 in Program Performance Initiative Funding and Execute a Subsequent Funding Agreement with MTC to Receive the Federal Funds

Motion/Second: Stone/Ratto

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

SUBJECTS DISCUSSED

- b. Preliminary FY2017 Operating Budget
- c. Preliminary FY 2017 Capital Budget
- d. Disadvantaged Business Enterprise Triennial Goal Setting Methodology

LEGISLATIVE COMMITTEE – P. Ratto

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE – A. Tissier

SUBJECT DISCUSSED

- a. Dumbarton Transportation Corridor Study Update

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

Director Karyl Matsumoto said the Board Retreat Ad Hoc Committee met to review the FY2017 budgets, the webcasting presentation, and receive an update on the Strategic Plan goals and objectives that were set at last year's Board retreat. Staff reiterated the Board's commitment to bettering and expanding core ridership through the youth and senior mobility plan, private partnerships, the Dumbarton Corridor Study and the San Francisco International Airport shuttle service. Staff also provided a six month look ahead report. The Committee is recommending the Board have a half-day retreat this year to review the results of the last year. It was recommended to look at the Board standing committees and evaluate if there are changes necessary to incorporate some of the things the Ad Hoc Committee is looking at.

DATE AND TIME OF NEXT REGULAR MEETING – June 1, 2016, at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

Recessed to closed session at 4:10 p.m.

Reconvened to open session at 4:40 p.m.

CLOSED SESSION

- a. Public Employee Performance Evaluation Pursuant to Government Code Section 54957(b)(1), Conference with Labor Negotiator Pursuant to Government Code Section 54957.6:

Agency designated representative: Board Chair

Title/Unrepresented Employee: General Manager/CEO Jim Hartnett

The Board approved a first amendment to the employment agreement with Mr. Hartnett, to extend the contract for an additional year (Through March 30, 2021), increase the base salary by 3.25 percent from \$263,000 to \$271,547, and increase the annual stipend for Mr. Hartnett's service as Executive Director of the Peninsula Corridor Joint Powers Board by \$5,000 for a new total of \$80,000.

Motion/Second: Stone/Ratto

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

Director Gee said the Board was very pleased with the goals and accomplishments of Mr. Hartnett over the past year and requested that a report regarding same be made part of the record.

- b. Public Employee Performance Evaluation Pursuant to Government Code Section 54957(b)(1), Conference With Labor Negotiator Pursuant to Government Code Section 54957.6:

Agency designated representative: Board Chair

Title/Unrepresented Employee: General Counsel Joan L. Cassman (Hanson Bridgett LLP)

The Board approved the hourly rate for the non-fixed fee component of General Counsel services shall be increased from \$360 TO \$380 effective July 1, 2016 and from \$380 to \$400 effective July 1, 2018 to continue in effect for at least two years. The fixed fee portion of the overall legal services, encompassing day-to-day general advice to the management team and Board, attention to Brown Act, Public Records Act and basic governmental compliance laws and regulations, basic procurement services and attendance at staff, committee and Board meetings shall be increased from \$40,000 to \$45,000 effective July 1, 2016 and from \$45,000 to \$50,000 effective July 1, 2018 through June 30, 2020.

Motion/Second: Stone/Ratto

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

The meeting adjourned at 4:47 p.m. in memory of James Davis, cousin of Director Shirley Harris.