

DECEMBER 2, 2015 SAMTRANS BOARD MEETING

- [COMMUNITY RELATIONS COMMITTEE LINK](#)
- [FINANCE COMMITTEE LINK](#)
- [LEGISLATIVE COMMITTEE LINK](#)
- [PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE LINK](#)
- [BOARD OF DIRECTORS LINK](#)



BOARD OF DIRECTORS 2015

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

JIM HARTNETT
GENERAL MANAGER/CEO

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, DECEMBER 2, 2015 – 2:00 P.M.

ACTION

1. Approval of Minutes of Community Relations Committee Meeting of November 4, 2015

INFORMATIONAL

2. Accessibility Update – Tina Dubost
3. Paratransit Coordinating Council Update – Mike Levinson
4. Paratransit Customer Survey Results
5. Citizens Advisory Committee Liaison Report
6. Mobility Management Report – Caltrain
7. Multimodal Ridership Report – October 2015
8. Overview of Social Media Properties and Program Growth

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

NOTE:

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

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

Draft

**MINUTES OF COMMUNITY RELATIONS COMMITTEE (CRC) MEETING
COMMITTEE OF THE WHOLE
NOVEMBER 4, 2015**

Committee Members Present: P. Ratto, C. Stone

Committee Members Absent: Z. Kersteen-Tucker (Committee Chair)

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

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

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

Director Peter Ratto called the meeting to order at 2:04 p.m.

Approval of Minutes of CRC Meeting of October 7, 2015

Motion/Second: Gee/Stone

Ayes: Gee, Guilbault, Harris, Matsumoto, Ratto, Stone

Absent: Groom, Kersteen-Tucker, Tissier

Director Adrienne Tissier arrived at 2:05 p.m.

Accessibility Update – Tina Dubost

Tina Dubost, Manager, Accessible Transit Services, said staff recently attended a regional eligibility workshop. On behalf of the chair of the Paratransit Coordinating Council (PCC) she distributed the PCC's annual work plan and announced the PCC will have a table at the Seniors on the Move event on November 10.

Director Jeff Gee said the PCC minutes contained comments about safety issues and asked if staff follows up on them. Ms. Dubost said it was an unusual month and staff follows up with the contractor on all complaints and does routine monitoring.

Citizens Advisory Committee (CAC) Liaison Report – John Baker

John Baker, Chair, CAC, said the CAC received a presentation on the customer complaint process. The CAC was very impressed the District receives only 20 complaints for every 100,000 rides. Mr. Baker said staff reported Route 294 had a 179 percent increase in ridership over the Half Moon Bay Pumpkin Festival weekend.

Multimodal Ridership Report – September 2015

David Olmeda, Chief Operating Officer, Bus, reported:

- September 2015 Compared to September 2014
 - Average Weekday Ridership
 - Bus ridership was 47,920, a decrease of 0.8 percent.
 - Paratransit ridership was 1,280, an increase of 6.1 percent.
 - Caltrain ridership was 62,830, an increase of 3.9 percent.
 - Shuttle ridership was 11,160, a decrease of 8.2 percent.
 - Total weekday ridership was 123,200, an increase of 0.9 percent.
 - Total Monthly Ridership
 - Bus ridership was 1,194,470, a decrease of 0.9 percent.
 - Paratransit ridership was 30,410, an increase of 11.6 percent.
 - Caltrain ridership was 1,640,890, an increase of 4.2 percent.
 - Shuttle ridership was 243,880, a decrease of 6.7 percent.
 - Total weekday ridership was 3,109,640, an increase of 1.3 percent.
 - Total year-to-date monthly ridership
 - Bus ridership was 3,280,530, a decrease of 0.7 percent.
 - Shuttle ridership was 753,830, a decrease of 6 percent.

Adjourned: 2:11 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 (formerly the Americans with Disabilities Act Technical Advisory Committee or ATAC) is a SamTrans committee that advises on accessibility issues, particularly related to fixed-route service. Each group has requested that the Board be informed of the issues discussed at meetings.

The PCC meets monthly (except for August). The SamTrans Accessibility Advisory Committee (SAAC) meets every two months. The PCC AL-Com meetings are held on a quarterly basis.

The minutes of the October 13 PCC meeting are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No additional information.

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

650-508-6475
650-508-6247

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

**MEETING MINUTES
October 13, 2015**

ATTENDANCE: Members Present: Mike Levinson, Chair; Vincent Merola, Vice-Chair; Sammi (Wilhelmina) Riley, Consumer; Maureen Dunn, Senior Focus; Tina Dubost, SamTrans; Judy Garcia, Consumer; Michal Settles, CTC; Dale Edwards, Consumer; Dinae Cruise, Consumer; Susan Capeloto, DOR; Dr. Aki Eejima, Consumer; Barbara Kalt, Rosener House; Patti Clement-Cihak, Catholic Charities.

GUESTS: Maria Kozak, Consumer; Richard Weiner, Nelson-Nygaard; John Sanderson, SamTrans; Dave Daley, First Transit; Talib Salamin, Serra Taxicab; Ashish John, SamTrans; Elly Colwell, SamTrans; Erin Swartz, PCC Staff.

ABSENTEES: Sandra Lang, COA; and Marie Violet, Sequoia Hospital.

(Member Attendance: 12; Quorum—YES.)

WELCOME/INTRODUCTION

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

APPROVAL OF THE SEPTEMBER PCC MINUTES

Vincent motioned to approve the September PCC minutes and Michal seconded the motion. Dinae, Barbara, and Aki abstained from voting.

Mike asked if any PCC members had corrections for the September PCC meeting minutes. Vincent requested that the discussion of proposed PAL (AL-Com) changes show that the focus was on reviewing Redi-Wheels/RediCoast policies, not comment cards. In the liaison report from COD, Vincent noted that the correct website addresses were transitionfair.org and disabilityunityfestival.org.

COMMITTEE REPORTS

POLICY ADVOCACY- LEGISLATIVE COMMITTEE (AL-COM)

Mike reported that an additional meeting will be held on December 8, from 11:30-1:00 p.m. prior to the PCC. The meeting has been scheduled to continue a discussion of the PCC and PAL (AL-Com) by-laws.

GRANT/BUDGET REVIEW

Barbara reported that a budget presentation scheduled for today's ERC meeting has been moved to November.

EDUCATION COMMITTEE

Maureen reported that the Education Committee participated in the Transition to Independence Fair on Saturday, October 10, 2015. The event was well attended with a

lot of interest in the PCC. Volunteers from the PCC will be doing more outreach at Seniors on the Move November 10, 2015.

The next Education Committee meeting has been scheduled as a conference call for November 13, 2015 @ 12:45 p.m. Erin will email out a meeting reminder with the updated access codes for the conference call.

Richard, Mike and Maureen discussed the need for recruitment of new PCC members. Richard reported that he met Craig McCullough last week and reviewed The 2015 San Mateo County Community Information Handbook of human services agencies that may be useful to contact for recruiting new PCC members. Richard asked if the Nominating Committee or Executive Committee could work with him to make follow up phone calls, after he sends out an introductory email. Barbara and Dale agreed to work with Richard and then make their recommendations to the Executive Committee.

EXECUTIVE COMMITTEE

Mike reported that the Executive Committee last met on October 5, 2015 and the group discussed policy issues. Some of the same policy issues are being explored through the PAL (AL-Com) Committee. The Executive Committee also reviewed and approved Maria Kozak's application to the PCC and then discussed upcoming outreach events.

Comments for the final draft of the FY 2015/16 and 2016/17 PCC Work Plan were requested at today's meeting. Vincent motioned and Sammi seconded the motion to approve the final draft of the Work Plan. The PCC members voted to approve the Work Plan with no abstentions.

Tina suggested that the PCC could email a copy of the PCC Work Plan to the SamTrans Board of Directors as a separate document or include it as part of the October meeting minutes. Erin will send this document to Tina who can forward it to the Board.

Vincent motioned to approve Maria's application to the PCC and Barbara seconded. The PCC voted to approve her application with no abstentions.

Consumer Corps Quarterly Report

Erin reviewed the Consumer Corps Report for July through September 2015. A total of 187 reports were received, which is an increase from the second quarter of 2015. Consumer Corps members reported having observed Comment Cards in Redi-Wheels vehicles in about 84% of the trips this quarter. Third quarter On-Time Performance was reported as falling within the 20 minute pick-up time window in 82% of the Consumer Corps reports. The longest wait time reported was 45 minutes longer than the scheduled 20 minute pick-up time window. Night Before Calls continue to have a high rate of success, with only 6 incomplete or inaccurate calls reported the entire quarter. Telephone hold times were reported to be less than one minute in 91% of the Consumer Corps ride evaluations. Consumer Corps members reported that their experience with drivers was positive in 92% of trips taken. In the third quarter, 56% of Consumer Corps members reported having rides in Redi-Wheels vehicles, while the other 44% of trips were taken by taxicab. Erin noted the Consumer Corps members on the Coastside

who live in Pacifica would have trips taken on Redi-Wheels vehicles, instead of RediCoast vehicles. The Comments and Trends category showed that Night Before Calls continue to have a high rate of success. More than 70% of the trips taken in the third quarter by Consumer Corps members were less than twenty miles. And, taxicabs are increasingly found to be carrying Redi-Wheels Comment Cards.

Monthly Redi-Wheels Paratransit Comment Statistics Report

John followed up on the Redi-Wheels Comments Review report that he provided at last week's AL-Com meeting. John pointed out in the Monthly Redi-Wheels Comment Statistics Report that he gave today, the year-to-date totals may look different, due to the date that the report was run. Late Vehicle and Driver Assistance continue to be the majority of the customer comments that are received by Redi-Wheels staff. After investigating the trip details for all of the customer comments received, about half of the Driver Assistance complaints are found to be valid, about two-thirds of Late Vehicle complaints are found to be valid, and less than half of Missed Trip complaints are found to be valid.

John added that in the Monthly Redi-Wheels Paratransit Comment Statistics Report, the number of working days in the Average Response Time to Customer category is improving. Service Related complaints take longer to process than Policy Related complaints because of the in-depth research needed to complete the investigation.

Mike asked John if an annual summary of Redi-Wheels Paratransit Comment Statistics could be made available. John reported that the Ad-hoc Committee reviewed a full year's worth of data from 2014, so that type of report can also be produced. John agreed to present the 2015 year-in-review data for all of 2015 at a PCC meeting in early 2016. Barbara added that a year-to-year comparison might be useful to review as well.

SAMTRANS/REDI-WHEELS REPORT

Operational Report

Tina reported that next weekend the Pumpkin Express bus service will be operating between Hillside Mall in San Mateo and the Pumpkin Festival in Half Moon Bay. The buses will run Saturday and Sunday from 6 a.m. to 7 p.m.

Vincent thanked the SamTrans Ambassador Program volunteers for participating at the Transition to Independence Fair that was sponsored by the San Mateo County Commission on Disabilities.

Performance Summary

Tina gave the Monthly Redi-Wheels Paratransit Performance Summary for August 2015. She reported that ridership and the number of individuals using Redi-Wheels is increasing. The total number of No-shows and Late Cancels looks good. In August, 22% of the rides taken were in taxicabs. On-time performance met the standard of 90% or better and Productivity was 1.7 passengers/hour.

Michal asked Tina for an update on outreach to the Coastside agencies about the proposed SamTrans fare increase. Tina stated that she contacted the agencies and informed them of all of the ways that they could submit comments.

Richard noted that the percentage of late cancels and no shows in Tina's report is the lowest he's seen in the Country. Tina confirmed that riders can have their service suspended for excessive no shows and late cancels. Tina and John recognized Jim Rusconi's hard work and focus on working with riders to manage No-Shows and Late Cancels. Sammi noted that the Night Before Calls might also be a positive contributing factor to the low number of No-Shows and Late Cancels. Mike reported that Chester Patton also delivered a compliment to First Transit for their service at the SamTrans BOD meeting.

Dave noted that driver schedules are going out to bid in the next month to maximize daily vehicle trips.

Safety Report

Dave reported that in August, there were two incidents and September had one incident reported. No injuries were reported in any of the accidents. In September, First Transit employees completed a regularly-scheduled in-service training while all vehicle drivers completed a Company-wide lane positioning exercise.

LIAISON REPORTS

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

Michal reminded the PCC members that the Pumpkin Festival is taking place this weekend. Michal approached the three Coastside agencies to work with them to let them know of the proposed SamTrans fare increases. Mike reminded everyone that the deadline for comments is October 19. Michal also reported on a local project with art programs. Hope Services clients designed thank you cards for the Coastside paratransit drivers. Cara Schmaljohn will be the Coastside representative attending the Nov. PCC meeting. The final Coastside meeting has been rescheduled for Thursday, December 17 and holiday caroling will also take place on that date.

B. AGENCY

Barbara reported on the September Agency meeting to discuss the proposed SamTrans fare increases. The agency representatives discussed the potential impacts of fare increases on day center participants and their families. Many interested parties sent letters to the SamTrans Board of Directors about the proposed Fare Increase. Barbara pointed out that agency participants already pay more for paratransit service than the regular fare for individual riders.

Maria asked when the SamTrans Board of Directors would be voting on the proposed fare increases. Mike confirmed that the Board had a hearing last week and would vote on the fare increase in November. Mike added that at the hearing held last week, some of the Board members read letters from riders who would be negatively impacted by a fare increase. Judy asked how much more Fare Assistance riders would pay. Mike confirmed that Fare Assistance riders would pay .25 cents per ride more a year for the next two years. Judy commented that in San Francisco, paratransit fares are significantly lower. Mike agreed and said that a tax subsidy in San Francisco County helps to keep paratransit fares lower. Maria asked when the final vote would be

announced from the SamTrans Board. Mike said that it would probably be announced during the first week of November.

C. EFFICIENCY REVIEW COMMITTEE (ERC)

Mike reported that the Redi-Wheels policy for Inter-County Transfers was discussed, in regard to vehicles waiting for passengers to catch their connecting ride. Richard reviewed some earlier research completed by Linda and Erin about Inter-County Transfer policies in use by other Bay Area transit agencies. Richard summarized the policy research findings for San Francisco, East Bay Paratransit, VTA, and Livermore Amador Valley Transit. John asked for clarification of which individual at each agency was contacted and if the same information is available in each agency's Rider's Guide. Richard also agreed to follow up with East Bay Paratransit to ask if they have had any feedback on their policy for Inter-County Transfers. Talib confirmed that Serra Taxicab follows the Redi-Wheels and First Transit policies of not waiting for connecting rides on Inter-County Transfer trips.

Mike added that the ERC also discussed the Renewal-by-Mail policy for Redi-Wheels riders who have illnesses and conditions that are not likely to improve. How the process is currently implemented has been a focus, based on who is currently eligible for Renewal-by-Mail and the individuals who could potentially be eligible. Richard reviewed three follow up points from the ERC meeting. First, on the Renewal-by-Mail forms sent to Care Evaluators, the PCC requested that a check box be added to allow the evaluator to state that an individual was either "eligible for renewal-by-mail" or "not eligible for renewal-by-mail." Barbara said that she needs follow up with John on a few specific clients who were not found to be eligible for renewal-by-mail at the time they were certified for eligibility. John agreed to review the list of clients provided by Barbara and work with the eligibility contractor to have them changed to renewal-by-mail status if a mistake in the initial evaluation process is found to have occurred. Richard confirmed with Tina that the clients do not get a copy of the interview summary form. Aki and Mike discussed the positive and negative impacts to increases in renewal-by-mail.

Judy shared that she has been using Redi-Wheels since 1976. Judy said that she has been in a wheelchair the entire time she has been a Redi-Wheels customer and her condition has remained the same, although she has had to complete an in-person interview for her renewal every three years. The PCC members discussed whether the Redi-Wheels eligibility letter sent to riders should include the statement "Eligible for renewal-by-mail" or "Not eligible for renewal-by-mail."

Tina reviewed the various types of eligibility for paratransit riders that are currently in place at SamTrans.

Imminent Calls were also reported on by Mike. He noted that IVR is still not at a point where imminent arrivals calls can be made.

The next ERC meeting will be Tuesday, Nov. 3 from 11:00-12:30 p.m.

D. COMMISSION ON AGING (COA)

Sandra submitted an update via email. The COA last met on September 14, 2015. At the meeting, a presentation on the Brown Act was given by the SMC Counsel and then Sandra gave the PCC liaison report. The next COA meeting is scheduled for Monday October 19, from 9:00-10:30 a.m.

E. COMMISSION ON DISABILITIES (COD)

Vincent reported that the Transition to Independence Fair took place on Saturday, Oct. 10. Vincent also thanked the Department of Rehabilitation staff for their assistance and participation at the event.

Vincent said that the COD-sponsored 2015 Art Showcase will run from 8:00 a.m. to 5:00 p.m. on weekdays October 1 through the 20. The Art Showcase is in the Caldwell Gallery-Hall of Justice, located at 400 County Center Road in Redwood City. The Artist Reception and Silent Auction will be held on Tuesday, October 20, 2015 from 5:30-7:30 p.m. Admission to the Reception and Auction is free.

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

Vincent reported that he was on the planning committee for CiD's participation in the COD Transition to Independence Fair. CiD also participated in the Disability Unity Festival in September.

G. DEPARTMENT OF REHABILITATION (DOR)

Susan reported on a new Work Incentive Planners Program (WIPA). A successful pilot ended last year and resulted in the creation of more than 30 WIPAs statewide. Two WIPAs are available in the North Bay and Peninsula. Susan said that a need exists for even more WIPAs statewide. Susan explained that job-ready clients and clients who are already working are the individuals who would qualify for work with a WIPA. Work incentives and overpayment guidance are some of the WIPA services available for clients.

OTHER BUSINESS

Dinae asked if the swish insignia could be placed on older Redi-Wheels vehicles to improve visibility. Tina agreed to make this request and provide an update at the November PCC meeting.

Dinae commented that she submitted a complaint over a week ago via email, but that she still hadn't received a response from the Redi-Wheels Staff. Talib reported that Serra Taxicab has taken corrective measures with the driver reported in the complaint. Tina said that she would follow up with Lynn on any remaining details related to Dinae's complaint and call Dinae soon when the investigation is completed.

Vincent asked Tina about what Redi-Wheels drivers could do to accommodate riders who have to travel to polling centers during the all-mail in election on November 3, 2015. Vincent added that the all-mail in election has created a significant hardship for many disabled and elderly individuals who lack Internet access and the ability to travel to the Post Office easily. Vincent noted that there are only 32 polling centers in San Mateo County, when there were close to 1,000 polling centers in years past. Tina said

that service quality could be negatively impacted by longer wait times, if drivers wait for riders at polling centers. She also added that riders can book a trip to and from a polling center with an hour between the initial home pick up time and pick up time from the polling center, making a short trip, and noted that the elections department seemed satisfied with the response.

Aki asked Tina for information about how many riders have cell phones and how many have Internet access. Tina noted that the Paratransit Survey included this information and a report should be available at the January PCC meeting.

Richard reported that the PCC meeting packet calendar should show that the next PCC meeting is scheduled for Tuesday, Nov. 17, 2015.

MEETING ADJOURNED: 3:05 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **PARATRANSIT CUSTOMER SURVEY KEY FINDINGS**

ACTION

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

SIGNIFICANCE

Staff will present the key findings of the comprehensive Paratransit Customer Survey conducted in the summer 2015. Five hundred paratransit customers were interviewed during that time to gather information about the trip characteristics, service level usage, trip purpose, fare category, service characteristics rating and demographics.

The information will be used to plan future customer communications, demographics studies and promotions.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

SamTrans has an on-call service contract with EMC Research of Oakland. EMC interviewed 500 customers in June 2015. The telephone interview was conducted in English, Spanish, Cantonese and Tagalog.

The last time a similar study was conducted was in 1996.

Prepared By: Christiane Kwok, Manager, Market Research and Development 650-508-7926
Project Manager: Patrick Thompson, Market Research Specialist 650-508-6245

**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: CALTRAIN**

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 Caltrain service.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff will report on the major indices involving the Caltrain operations, on-time performance, ridership, fare collection, and project updates.

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

Prepared by: Donald G. Esse, Senior Operations Financial Analyst 650-508-6329

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – OCTOBER 2015**

ACTION

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

SIGNIFICANCE

Table "A" summarizes the average weekday ridership (AWR) statistics for all modes of transportation for which SamTrans is responsible and Table "B" summarizes the total monthly ridership figures for all SamTrans transportation modes. Chart "A" features year-to-date comparisons of AWR for Fiscal Year (FY) 2014, FY2015, and FY2016. Chart "B" has figures for total ridership year-to-date for FY2014, FY2015, and FY2016.

Tables "A" and "B" also provide the corresponding data for the Bay Area Rapid Transit San Francisco International Airport Extension as a separate line.

AVERAGE WEEKDAY RIDERSHIP – OCTOBER 2015 COMPARED TO OCTOBER 2014

Total District Modes – 172,770, a decrease of 0.8 percent.

Bus – 46,820, a decrease of 1.1 percent.

Paratransit – 1,300, an increase of 11.1 percent.

Caltrain – 60,940, a decrease of 1.2 percent.

Shuttles – 11,410, a decrease of 1.8 percent.

**Table A
Average Weekday Ridership**

October 2015 Average Weekday Ridership				Percent Change FY2015/2016
Mode	FY2014	FY2015	FY2016	
Bus	46,070	47,350	46,820	-1.1%
Paratransit	1,100	1,170	1,300	11.1%
Caltrain	51,740	61,670	60,940	-1.2%
Shuttles	9,890	11,620**	11,410	-1.8%
Total	108,810	121,810	120,460	-1.1%
BART Extension (No Daly City)	41,820	52,430	52,310	-0.2%
Grand Total	150,630	174,240	172,770	-0.8%
Weekdays	23	23	22	

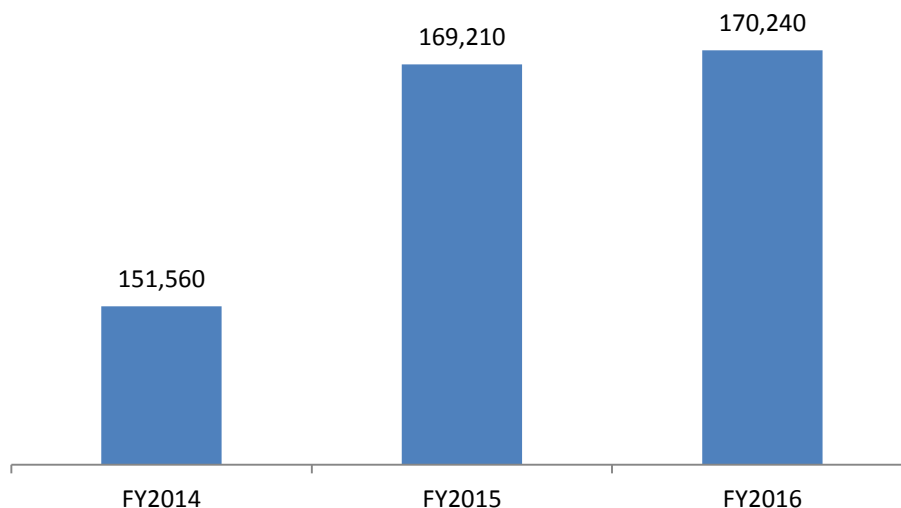
October 2015 Year-to-date				Percent Change FY2015/2016
Mode	FY2014	FY2015	FY2016	
Bus	41,970	43,750	43,320	-1.0%
Paratransit	1,100	1,160	1,250	7.8%
Caltrain	53,720	60,400	62,310	3.2%
Shuttles	9,970	12,130**	11,410***	-5.9%
Total	106,760	117,630	118,290	0.6%
BART Extension (No Daly City)	44,800*	51,580	51,940	0.7%
Grand Total	151,560	169,210	170,240	0.6%

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

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

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

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



The following summary and figures include total ridership for all modes of transportation for which SamTrans is responsible. These numbers are a gross count of each boarding across all modes and all service days for the month of October for the past three fiscal years.

MONTHLY TOTAL RIDERSHIP – OCTOBER 2015 COMPARED TO OCTOBER 2014

All District Modes – 4,541,080, a decrease of 2.8 percent.

Bus – 1,221,960, a decrease of 3 percent.

Paratransit – 32,250, an increase of 7.6 percent.

Caltrain – 1,659,890, a decrease of 2.3 percent.

Shuttles – 254,390, a decrease of 5.2 percent.

**Table B
Total Monthly Ridership**

October 2015 Total Monthly Ridership				Percent Change FY2015/2016
Mode	FY2014	FY2015	FY2016	
Bus	1,222,960	1,259,490	1,221,960	-3.0%
Paratransit	28,370	29,960	32,250	7.6%
Caltrain	1,435,690	1,699,130	1,659,890	-2.3%
Shuttles	229,760	268,270**	254,390	-5.2%
Total	2,916,780	3,256,840	3,168,490	-2.7%
BART Extension (No Daly City)	1,095,780	1,414,890	1,372,590	-3.0%
Grand Total	4,012,560	4,671,730	4,541,080	-2.8%
Weekdays	23	23	22	

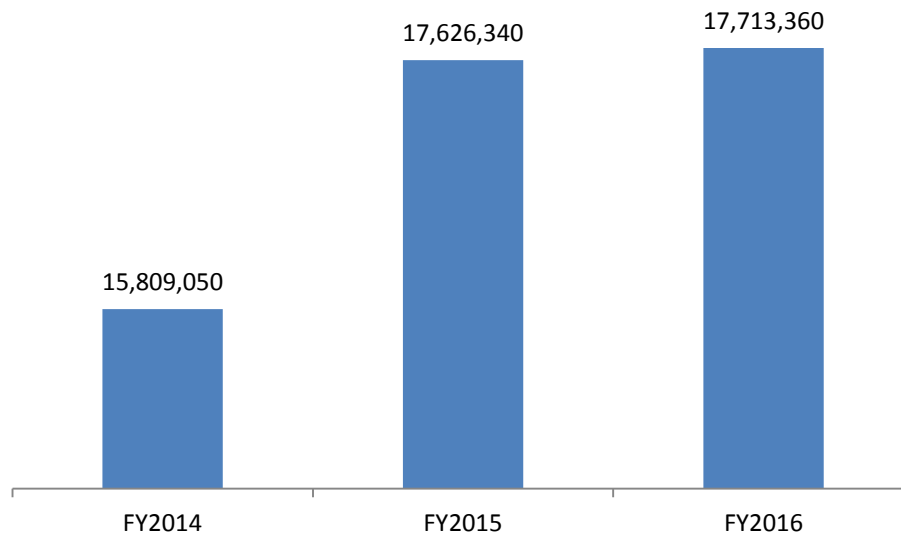
October 2015 Year-to-date				Percent Change FY2015/2016
Mode	FY2014	FY2015	FY2016	
Bus	4,354,530	4,561,680	4,502,490	-1.3%
Paratransit	108,310	114,080	122,480	7.4%
Caltrain	5,789,460	6,498,080	6,709,250	3.2%
Shuttles	882,260	1,069,960**	1,008,220***	-5.8%
Total	11,134,550	12,239,300	12,342,440	0.8%
BART Extension (No Daly City)	4,674,500*	5,387,030	5,370,910	-0.3%
Grand Total	15,809,050	17,626,340	17,713,360	0.5%

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

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

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

**Chart B
Total Ridership (FYTD)**



SamTrans Promotions – October 2015

Half Moon Bay Pumpkin Festival – The Annual Half Moon Bay Pumpkin Festival proved to be a great opportunity for SamTrans to connect San Mateo County residents to this popular coastal fall event. With over 250,000 people attending the weekend-long event, the festival provided live entertainment, a parade, children's activities, food, and arts and crafts. SamTrans provided additional hourly service. The special service was promoted successfully, with festival patrons flocking to the bus to avoid traffic. SamTrans ran print ads in the Daily Journal newspaper, printed take-ones placed on the bus, pushed a heavy social campaign, posted a website information page and button, created head sign/voice messages onboard the buses, posted signs at the Hillsdale station stop with service supervisors on location to help customers, and pushed news releases. SamTrans carried a total of 504 passengers to the event over the weekend.

Customer Service Week - Customer Service Week is a national event held during the first week in October, devoted to recognizing the importance of customer service and honoring the frontline employees serving and supporting customers. This event specifically honors the designated frontline employees that serve our customers (Customer Service, Public Affairs, & Bus Operations, including Paratransit). Themed "Everyday Heroes," department staff celebrated the week and gave back to the community by filling Harvest Food Bank barrels. This internal communication campaign included a District-wide message from Jim Hartnett, a PowerPoint message at the bases, a showcase of frontline heroes on social media, a comic book brochure, posters, and a candy table buffet just in time for Halloween. Three food barrels were filled and donated to the Second Harvest Food Bank for the less fortunate. The event was well received by internal staff and engagement among posts via social media added to the celebration.

Prepared by: James Namba, Acting Marketing Manager
Tracey Lin, Scheduler/Planner

650-508-7924
650-508-6457

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **OVERVIEW OF SOCIAL MEDIA PROPERTIES AND PROGRAM GROWTH**

ACTION

This report is informational only. No action is required.

SIGNIFICANCE

Demand for social engagement with SamTrans' online presence continues its steady growth as an important tool for reaching an online audience. Social media is now one of the primary tools through which SamTrans communicates with the community and its customers.

In an effort to provide a more complete understanding of SamTrans' social media communications, community engagements, and customer interactions, staff will be including more detailed information regarding the agency's social media interactions in monthly Board reports.

This presentation will provide the Board with an update on the current state of SamTrans' social media program and plans to expand its social presence in the future.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

SamTrans launched its official social media presence in 2012 with the goal of improving customer and community communications and joining the growing social dialogue around public transportation issues.

SamTrans reaches more than 3,300 followers each month and that number is growing. Content posted to SamTrans social media channels generates more than 50,000 monthly impressions and more than 700 inbound clicks to the SamTrans website. SamTrans customers are also increasingly seeking out and engaging with online content using mobile devices.

SamTrans has experienced growth on its primary social media platforms, Facebook and Twitter, with more slowly growing demand for engagement on Instagram, YouTube, LinkedIn, Quora, Foursquare, Tumblr, Vine, Pinterest, Google+, and SoundCloud.

This growth in access to brands via social communication has created an environment where customers increasingly expect organizations to be available and responsive via social communications.

SamTrans plans to respond to the rising demand for social engagement by hiring additional staff as authorized in adopted budget, integration of social media into existing customer service functions, increasing the use of photo and video platforms to communicate directly with followers and identifying creative strategies for utilizing social media as a part of the agency's larger marketing and promotion efforts.

Social media campaigns can be launched using organic content that targets certain concepts or "hashtags" intended to generate attention and increase the visibility of the post. Content that does not have a paid component is generally considered to be organic.

Paid campaigns offer the opportunity to target specific geographic locations with messages and content appropriate for those followers. SamTrans "boosted" its social campaign to promote the special service launched for this year's Pumpkin Festival and the results were substantial. Geographically targeted paid posts outperformed organic posts at a pace of 22 customers reached to one.

#PumpkinFestival Paid Social Campaign

Total Spend	\$350
Total Impressions	33,068
Total Engagement	802
Total Clicks	272
Total Cost Per Click	\$1.27
Total Special Service Ridership	292

Paid Reach Performance vs. Organic Reach Performance

Paid Reach	22,061
Organic Reach	1,028

Prepared By: Jayme Ackemann, Manager, Communications

650.508.7934



BOARD OF DIRECTORS 2015

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

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

JIM HARTNETT
GENERAL MANAGER/CEO

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

WEDNESDAY, DECEMBER 2, 2015 – 2:15 p.m.
or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Finance Committee Meeting of November 4, 2015
2. Acceptance of Statement of Revenues and Expenses for June 2015 (Unaudited)
3. Acceptance of Statement of Revenues and Expenses for October 2015
4. Authorize the Filing of an Application for Federal Transit Administration Formula Program Funding in the Amount of \$30,238,196 and Commit to Providing \$7,299,984 in Local Matching Funds for Bus Replacement Projects and Americans with Disabilities Act Operating Subsidy
5. Authorize the Purchase and Delivery of Five Non-Revenue Support Vehicles Through the State of California's Competitively Bid Contract for a Total Cost of \$142,038

Committee Members: Rose Guilbault, Jeff Gee, Carole Groom

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
NOVEMBER 4, 2015**

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

Committee Members Absent: C. Groom

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

Other Board Members Absent, Constituting Committee of the Whole: Z. Kersteen-Tucker

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

Committee Chair Rose Guilbault called the meeting to order at 2:11p.m.

Approval of Minutes of Finance Committee Meeting of October 7, 2015

Motion/Second: Gee/Ratto

Ayes: Gee, Guilbault, Harris, Matsumoto, Ratto, Stone, Tissier

Absent: Groom, Kersteen-Tucker

Acceptance of Statement of Revenues and Expenses for September 2015

Gigi Harrington, Deputy CEO, said September revenue is under budget by \$318,000. Expenses are \$3.5 million under budget. Fuel was \$1.69 per gallon last week and year to date is \$1.74 per gallon. The fuel hedge has not been tripped.

Ms. Harrington said the Fiscal Year (FY) 2015 sales tax receipts were \$81 million, a 4.5 percent increase from FY2014 and a 27.8 percent increase since FY2001.

Director Karyl Matsumoto said the staff report states passenger fares are worse than budget and asked why. Ms. Harrington said staff is looking into that line item and it may be a lag with the new financial system.

Director Jeff Gee said it is very interesting to see the cycling of the ups and lows of the sales tax receipts. Ms. Harrington said the budget for FY2016 is \$77 million.

Motion/Second: Tissier/Gee

Ayes: Gee, Guilbault, Harris, Matsumoto, Ratto, Stone, Tissier

Absent: Groom, Kersteen-Tucker

Acceptance of Quarterly Investment Review and Fixed Income Market for the Period Ending September 30, 2015

Monique Spyke, Public Financial Management Group (PFM), said this past quarter had a lot of volatility driven by global markets. Treasury yields moved up and down. She

said PFM tried to avoid market volatility and didn't do any trading at the end of July and August. Ms. Spyke said at the end of the quarter the paratransit portfolio's duration was 1.35 years and the general fund's duration was 1.24 years. This is short of the benchmark of 2.84 years. The portfolios provided returns at the end of the quarter. For the fourth quarter PFM is evaluating what the market is going to do versus what the Federal Reserve Bank (Fed) is going to do. There is concern about emerging economies, especially in China. If the Fed raises rates in the fourth quarter PFM will be more aggressive on the duration and get closer to benchmarks.

Director Gee said safety is the number one concern with the portfolio.

Ms. Spyke said she will be going on maternity leave in January and introduced Leslie Murphy who will be handing the portfolio while she is out.

Motion/Second: Stone/Tissier

Ayes: Gee, Guilbault, Harris, Matsumoto, Ratto, Stone, Tissier

Absent: Groom, Kersteen-Tucker

Authorize Entering into Memoranda of Understanding with San Mateo County Human Services Agency, City of Menlo Park, and City of Daly City to Pass Through Funding to Implement Three Lifeline Transportation Program Projects in San Mateo County and File Claims to Receive a Total of \$1,263,804 in State Transit Assistance Funds

April Chan, Chief Officer, Planning, Grants and the Transportation Authority, said the City/County Association of Governments of San Mateo County is requesting the District file claims and pass through the funds as the three entities cannot claim these funds. The money will be split over the next three years.

Motion/Second: Gee/Ratto

Ayes: Gee, Guilbault, Harris, Matsumoto, Ratto, Stone, Tissier

Absent: Groom, Kersteen-Tucker

Authorize Acceptance of a Total of \$2,850,468 in Lifeline Transportation Program Grants and File Claims to Receive the Funds from the Metropolitan Transportation Commission

Ms. Chan said \$905,326 is for operating support for Route 17 and SamCoast, \$1.2 million is for the replacement of the articulated bus fleet, and \$714,609 is for the expansion of Route 122 and the replacement of the articulated bus fleet. This funding is also provided over a three-year period.

Motion/Second: Gee/Ratto

Ayes: Gee, Guilbault, Harris, Matsumoto, Ratto, Stone, Tissier

Absent: Groom, Kersteen-Tucker

Authorize Award of Contract to Vista Center for the Blind and Visually Impaired to Provide Travel Training Services to Visually Impaired Customers for a Not-to-Exceed Amount of \$221,730 for a Five-Year Term

Ms. Harrington said this provides specialized training with a higher qualified person.

Committee Chair Guilbault asked how many people are trained. Tina Dubost, Manager, Accessible Transit Services, said the number varies. This is an on-call contract that authorizes up to 30 hours of training per person.

Committee Chair Guilbault asked what the training consists of. Ms. Dubost said it is one-on-one training on how to get to the bus from their home, boarding and traveling on the bus, trip planning, and getting to the final destination.

Motion/Second: Tissier/Gee

Ayes: Gee, Guilbault, Harris, Matsumoto, Ratto, Stone, Tissier

Absent: Groom, Kersteen-Tucker

Authorize Award of Contract to Kimball Midwest for the Furnishing and Servicing of Shop Supplies and Related Items for a Not-to-Exceed Amount of \$354,504 for a Five-Year Term

Ms. Harrington said this is a solicitation rejected in September and the Board authorized staff to solicit the open market for qualified firms that provide this service. Staff did a price analysis of the bid prices submitted by Kimball Midwest and determined that the bid prices quoted are comparable to industry pricing.

Motion/Second: Ratto/Stone

Ayes: Gee, Guilbault, Harris, Matsumoto, Ratto, Stone, Tissier

Absent: Groom, Kersteen-Tucker

Authorize Award of Contract to Peterson Hydraulics, Inc. for the Purchase and Installation of Two New Bus Roof Access Scaffold Systems for a Total Cost of \$122,122

Ms. Harrington said these new scaffolds will allow maintenance personnel to safely access the top of the new hybrid buses using a platform to perform the required maintenance and inspections.

Motion/Second: Tissier/Harris

Ayes: Gee, Guilbault, Harris, Matsumoto, Ratto, Stone, Tissier

Absent: Groom, Kersteen-Tucker

Authorize Award of Contracts to Provide On-Call Real Estate Support Services for a Not-to-Exceed Amount of \$600,000 for a Six-Year Term

Ms. Harrington said this is a joint procurement with the Peninsula Corridor Joint Powers Board. This will allow for staff to have the resources available for the real estate group to conduct their business.

Motion/Second: Matsumoto/Ratto

Ayes: Gee, Guilbault, Harris, Matsumoto, Ratto, Stone, Tissier

Absent: Groom, Kersteen-Tucker

Director Gee said the previous four items the Board just approved are very unique that staff would not receive a lot of bids on.

Jim Hartnett, General Manager/CEO, said the bus market is the perfect example. It is not very competitive because the marketplace is very small. The District leverages with other agencies for competitive bidding.

Authorize Award of Contract to Interstate Grading and Paving, Inc. for Construction of the San Carlos Transit Center Project Parking Lot for a Total Cost of \$3,791,000

Ms. Harrington said this is the first set of work to be done for the Transit-Oriented Development (TOD). A competitive Invitation for Bids was done and the low bid was Interstate Grading. Today Director Gee identified an irregularity that staff had not previously been aware of. Staff needs to do more due diligence on the issue Director Gee identified.

Joan Cassman, Legal Counsel, said three bidders were all under the engineer's estimate. The due diligence done by the contracts and procurement staff did not uncover this issue. Staff would like to look at the bid and reevaluate. She asked the Board to delegate authority to the general manager to award the contract to the lowest responsible bidder as timing is an issue with this project.

Director Gee said with an abundance of caution he will be abstaining from voting on this item.

Director Matsumoto asked why one month will make a difference. Mr. Hartnett said it is linked to a sequence of activities and if not met, penalties will occur.

Director Adrienne Tissier said she prefers the due diligence be done. She asked what if something changes and there is a protest. Ms. Cassman said if there is a protest staff will be back before the Board next month.

Committee Chair Guilbault asked how the Board is assured that the due diligence is done. Ms. Cassman said it is a matter of trust and this information did not come up in the bid materials submitted. It is not unusual to delegate authority to the general manager, but the transit center area needs to be completed by April for the TOD developer to step in and start the work. Penalties will start in April if the work is not complete.

Mr. Hartnett said he will be reviewing the process of background checks and making sure all is current to make a proper determination as guided by legal counsel. There are standard procedures followed and this is a rare incident and he will be requiring further information on the process so it will not occur again.

Director Matsumoto asked what the penalties are. Ms. Cassman said it is \$100,000 per month that will come out of the rent from the developer.

Director Gee said the proposal by legal counsel is appropriate. It is an unusual situation that he brought forward.

Mr. Hartnett said it is rare for the agency to have a problem like this and the benefit of information that is very fresh. Whether or not this type of information would normally be picked up, had it not been for Director Gee, is not known.

Director Charles Stone asked what cushion was built into the construction timeline. Mr. Hartnett said staff is right up against it and the schedule was built very aggressive because of the nature of the construction. The reason staff entered into the agreement with the penalty is that the District received an unexpected grant. Originally it was going to affect the financial terms of the deal and the District would receive less money, but instead the grant covers the cost of the work.

Motion/Second: Tissier/Stone

Ayes: Guilbault, Harris, Matsumoto, Ratto, Stone, Tissier

Abstain: Gee

Absent: Groom, Kersteen-Tucker

Adjourned: 2:49 p.m.

SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
JUNE 30, 2015 – UNAUDITED**

ACTION

Staff proposes the Committee recommend the Board accept and enter into the record the Statement of Revenues and Expenses for the year ended June 30, 2015.

SIGNIFICANCE

Year End Revenues - Unaudited: *Total Revenues* (page 1, line 14) for Fiscal Year (FY) 2015 are **better** than revised budget by \$5.3 million or 3.2 percent. Within total revenue, *Passenger Fares* (page 1, line 1), *Operating Grants* (page 1, line 3) and *District ½ Cent Sales Tax* (page 1, line 9) together are **better** than revised budget by \$7.1 million or 7.1 percent. These positive variances are offset by *Local TDA and STA Funds* (page 1, line 2), *AB434 Funds* (page 1, line 6), *Investment Interest* (page 1, line 10), and *Other Interest, Rent, & Other Income* (page 1, line 12) which are **worse** than revised budget by \$1.9 million or 3.2 percent.

Compared to Fiscal Year 2014, *Total Revenues* (page 1, line 14) are \$0.5 million or 0.3 percent **worse**. The principal components of this change are *Passenger Fares* (page 1, line 1), *SMCTA Measure A Funds* (page 1, line 4), and *District ½ Cent Sales Tax* (page 1, line 9) together **increased** by a total of \$4.2 million or 4 percent which is offset by a **decrease** in *Local TDA and STA Funds* (page 1, line 2), *Operating Grants* (page 1, line 3), *AB434 Funds* (page 1, line 6), *Investment Interest* (page 1, line 10) and *Other Interest, Rent, & Other Income* (page 1, line 12) of \$4.7 million or 7.9 percent.

Year End Expenditures - Unaudited: *Total Expenses* (page 4, line 73) for Fiscal Year 2015 are **better** than revised budget by \$11.3 million or 8.6 percent. Within total expenses, *Total Motor Bus* (page 3, line 46) are **better** than revised budget by \$8.6 million or 8 percent, *Total ADA Programs* (page 4, line 55) are **better** than revised budget by \$1.3 million or 8.5 percent and *Total Multimodal* (page 4, line 71) are **better** than revised budget by \$1.4 million or 15.5 percent. Compared to Fiscal Year 2014, *Total Expenses* (page 4, line 73) are \$11.3 million or 11.3 percent **worse**. The principal components of this change include a **increase** in *Total Motor Bus* (page 4, line 46) and *Total ADA*

Programs (page 4, line 55) of \$12.8 million or 12.7 percent which is offset by *Total Multimodal* (page 4, line 71) of \$0.5 million or 5.9 percent.

Budget Revision: The annual revised budget for *Capital Program* line items (page 1, line 15, 16 and 32) have been adjusted to reflect actual budget during FY2015. The capital budget will be rolled over to FY2016.

Fiscal Year End Results: Staff will update this report and distribute it in conjunction with the FY2015 Comprehensive Annual Financial Report, which will include the results of the annual external audit.

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

<u>UNAUDITED</u>									
SAN MATEO COUNTY TRANSIT DISTRICT SUMMARY OF REVENUES AND EXPENSES FISCAL YEAR 2015 June 2015									
% OF YEAR ELAPSED: 100.0%									
	MONTH	YEAR-TO-DATE				ANNUAL			
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET (C)	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET	
SOURCES OF FUNDS									
Operating Revenues									
1	Passenger Fares	1,532,070	18,556,929	18,816,425	18,368,300	102.4	18,368,300	18,368,300	102.4
2	Local TDA and STA Funds	2,662,318	41,633,360	39,199,896	40,323,614	97.2	40,323,614	40,323,614	97.2
3	Operating Grants	601,767	8,437,385	7,581,303	6,892,643	110.0	6,892,643	6,892,643	110.0
4	SMCTA Measure A	1,141,991	8,545,031	9,140,000	9,140,000	100.0	9,140,000	9,140,000 (B)	100.0
5	SM County Measure A	374,128	5,000,000	5,000,000	5,000,000	100.0	5,000,000	5,000,000	100.0
6	AB434 Funds	(4,003)	566,000	438,280	582,000	75.3	582,000	582,000	75.3
7	Subtotal - Operating Revenues	6,308,271	82,738,704	80,175,904	80,306,558	99.8	80,306,558	80,306,558	99.8
Other Revenue Sources									
9	District 1/2 Cent Sales Tax	7,932,315	77,606,796	80,974,725	75,000,000	108.0	72,000,000	75,000,000	108.0
10	Investment Interest	76,484	1,555,494	915,996	948,840	96.5	948,840	948,840	96.5
11	Pass through to Other Agencies	40,077	373,168	383,948	383,948	100.0	383,948	383,948	100.0
12	Other Interest, Rent & Other Income	406,983	7,009,404	6,362,115	6,921,784	91.9	6,921,784	6,921,784	91.9
13	Subtotal - Other Revenues	8,455,859	86,544,862	88,636,784	83,254,572	106.5	80,254,572	83,254,572	106.5
14	Total Revenues	14,764,130	169,283,566	168,812,688	163,561,130	103.2	160,561,130	163,561,130	103.2
15	Capital Assistance	66,460,353	22,318,682	85,875,511	85,875,511	100.0	49,474,302	85,875,511 (A)	100.0
16	Reserves Programmed for Capital	(6,013,323)	9,448,366	12,619,744	12,619,744	100.0	0	12,619,744 (A)	100.0
17	Total Sources of Funds	75,211,160	201,050,614	267,307,943	262,056,385	102.0	210,035,432	262,056,384	102.0
USES OF FUNDS									
Operations									
21	Motor Bus	7,876,118	87,002,118	99,477,366	108,095,744	92.0	106,595,744	108,095,744	92.0
22	A. D. A. Programs	1,214,281	13,756,643	14,060,621	15,386,631	91.4	15,386,631	15,386,631	91.4
23	Caltrain	521,667	5,440,000	6,260,000	6,260,000	100.0	6,260,000	6,260,000	100.0
24	Other Multi-modal Programs	(290,375)	2,798,040	1,490,768	2,913,140	51.2	2,913,140	2,913,140	51.2
25	Subtotal - Operating Costs	9,321,690	108,996,800	121,288,755	132,655,515	91.4	131,155,515	132,655,515	91.4
Other Uses of Funds									
27	Pass through to Other Agencies	40,077	373,168	383,948	388,948	98.7	388,948	388,948	98.7
28	Debt Service	2,107,834	24,453,287	23,265,074	24,449,078	95.2	24,449,078	24,449,078	95.2
29	Fiscal Agent Fees	2,000	25,509	31,002	27,635	112.2	27,635	27,635	112.2
30	Land Transfer Interest Expense	41,315	45,895	41,315	45,895	90.0	45,895	45,895	90.0
31	Subtotal - Other Uses of Funds	2,191,226	24,897,859	23,721,339	24,911,556	95.2	24,911,556	24,911,556	95.2
32	Capital Programs	65,150,538	33,281,369	104,352,522	104,352,522	100.0	55,331,570	104,352,522 (A)	100.0
33	Total Uses of Funds	76,663,454	167,176,028	249,362,616	261,919,593	95.2	211,398,641	261,919,593	95.2
34	NET SURPLUS / (DEFICIT)	(1,452,294)	33,874,586	17,945,327	136,791	13118.8	(1,363,210)	136,790	13118.9

% 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.

(C) - Staff has reallocated year to date budget due to timing of expenditures

<u>UNAUDITED</u>									
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2015 June 2015									
								% OF YEAR ELAPSED:	100.0%
	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	1,460,017	17,718,321	18,025,765	17,536,000	102.8	17,536,000	17,536,000	102.8
2	LOCAL (TDA) TRANSIT FUND:								
3	General Operating Assistance	2,871,551	34,505,186	34,458,615	34,458,615	100.0	34,458,615	34,458,615	100.0
4	STATE TRANSIT ASSISTANCE:								
5	Local STA Operating Assistance	(310,360)	4,793,708	2,650,181	3,694,119	71.7	3,694,119	3,694,119	71.7
6	OPERATING GRANTS								
7	TOTAL OPERATING GRANTS	570,317	7,871,905	7,076,533	6,504,231	108.8	6,504,231	6,504,231	108.8
8	DISTRICT 1/2 CENT SALES TAX:								
9	General Operating Assistance	2,658,124	16,192,739	31,148,453	40,491,765	76.9	38,991,765	40,491,765	76.9
10	Accessibility Fixed Route	89,659	1,137,064	1,151,019	1,018,540	113.0	1,018,540	1,018,540	113.0
11	TOTAL 1/2 CENT SALES TAX	2,747,783	17,329,803	32,299,472	41,510,305	77.8	40,010,305	41,510,305	77.8
12	INVESTMENT INTEREST INCOME:								
13	Investment Interest Income	55,058	1,010,931	660,080	620,090	106.4	620,090	620,090	106.4
14	OTHER REVENUE SOURCES:								
15	Overnight Deposits Interest Income	18	0	181	0	0.0	0	0	0.0
16	Rental Income	124,245	1,168,527	1,549,146	1,293,600	119.8	1,293,600	1,293,600	119.8
17	Advertising Income	150,579	1,117,900	1,067,522	1,035,000	103.1	1,035,000	1,035,000	103.1
18	Other Income	206,911	1,485,837	1,689,872	1,443,784	117.0	1,443,784	1,443,784	112.4
19	TOTAL OTHER REVENUES	481,752	3,772,264	4,306,720	3,772,384	114.2	3,772,384	3,772,384	114.2
20									
21	TOTAL MOTOR BUS	7,876,118	87,002,118	99,477,366	108,095,744	92.0	106,595,744	108,095,744	92.0
22									
23	AMERICAN DISABILITIES ACT:								
24	Passenger Fares Redi-Wheels	72,053	838,608	790,660	832,300	95.0	832,300	832,300	95.0
25	Local TDA 4.5 Redi-Wheels	64,688	1,770,741	1,653,834	1,733,614	95.4	1,733,614	1,733,614	95.4
26	Local STA - Paratransit	36,439	563,725	437,266	437,266	100.0	437,266	437,266	100.0
27	Operating Grants	31,450	565,480	504,770	388,412	130.0	388,412	388,412	130.0
28	Sales Tax - District ADA Programs	0	(354,369)	0	930,989	0.0	1,050,989	930,989	0.0
29	Sales Tax - Paratransit Suppl. Coastside	(187,477)	322,864	1,138,176	1,455,300	78.2	1,335,300	1,455,300	78.2
30	Interest Income - Paratransit Fund	21,426	544,563	255,916	328,750	77.8	328,750	328,750	77.8
31	SMCTA Measure A Redi-Wheels	620,325	3,105,031	2,880,000	2,880,000	100.0	2,880,000	2,880,000	100.0
32	SM County Measure A	374,128	5,000,000	5,000,000	5,000,000	100.0	5,000,000	5,000,000	100.0
33	Measure M Paratransit	181,250	1,400,000	1,400,000	1,400,000	100.0	1,400,000	1,400,000	100.0
34	TOTAL ADA PROGRAMS	1,214,281	13,756,643	14,060,621	15,386,631	91.4	15,386,631	15,386,631	91.4
35									
36	MULTI-MODAL TRANSIT PROGRAMS:								
37	Transfer from SMCTA for Caltrain	521,666	5,440,000	6,260,000	6,260,000	100.0	6,260,000	6,260,000	100.0
38	AB434 Funds - SamTrans Shuttle	(4,003)	566,000	438,280	582,000	75.3	582,000	582,000	75.3
39	Employer SamTrans Shuttle Funds	(256,019)	1,837,140	655,395	1,749,400	37.5	1,749,400	1,749,400	37.5
40	Sales Tax - SamTrans Shuttle Program	(40,358)	349,406	256,420	377,640	67.9	377,640	377,640	67.9
41	Sales Tax - Gen. Operating Asst.	10,005	45,495	140,673	204,100	68.9	204,100	204,100	68.9
42									
43	TOTAL MULTIMODAL	231,292	8,238,040	7,750,768	9,173,140	84.5	9,173,140	9,173,140	84.5
44									
45	TOTAL REVENUES	9,321,690	108,996,801	121,288,755	132,655,515	91.4	131,155,515	132,655,515	91.4

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

<u>UNAUDITED</u>								
SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2015 June 2015								
% OF YEAR ELAPSED: 100.0%								
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET (C)	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	4,917,801	49,882,372	52,944,591	52,995,388	99.9	52,325,457	52,995,388	99.9
2								
3 Services:								
4 Board of Directors	5,416	47,500	190,461	192,748	98.8	51,750	192,748	98.8
5 Contracted Vehicle Maintenance	245,688	1,236,098	1,264,726	1,625,280	77.8	1,625,280	1,625,280	77.8
6 Property Maintenance	169,750	1,126,396	1,091,819	1,867,000	58.5	1,242,000	1,867,000	58.5
7 Professional Services	494,064	2,755,963	3,290,977	4,740,023	69.4	4,720,740	4,740,023	69.4
8 Technical Services	894,258	5,080,325	6,131,210	5,878,444	104.3	5,704,354	5,878,444	104.3
9 Other Services	203,686	662,143	1,411,702	2,921,376	48.3	2,447,741	2,921,376	48.3
10								
11 Materials & Supply:								
12 Fuel & Lubricants	487,022	5,301,075	4,410,143	5,523,750	79.8	6,333,750	5,523,750	79.8
13 Bus Parts & Materials	78,417	1,687,883	1,883,244	1,911,257	98.5	1,911,257	1,911,257	98.5
14 Uniforms & Driver Expense	21,638	352,113	365,397	463,735	78.8	444,235	463,735	78.8
15 Timetables & Tickets	12,229	155,666	119,128	201,900	59.0	201,900	201,900	59.0
16 Office Supplies / Printing	48,833	275,677	349,220	353,100	98.9	339,062	353,100	98.9
17 Other Materials & Supply	19,153	122,080	148,503	159,500	93.1	159,500	159,500	93.1
18								
19 Utilities:								
20 Telecommunications	44,858	445,520	464,125	666,174	69.7	666,174	666,174	69.7
21 Other Utilities	101,226	1,115,543	1,093,466	1,084,000	100.9	1,084,000	1,084,000	100.9
22 Insurance Costs	(500,741)	(1,219,311)	1,408,149	2,681,400	52.5	2,681,400	2,681,400	52.5
23 Workers' Compensation	(846,936)	(1,175,893)	2,451,852	3,443,160	71.2	3,443,160	3,443,160	71.2
24 Taxes & License Fees	58,557	488,158	498,487	727,894	68.5	552,894	727,894	68.5
25 Fixed Route Accessibility	89,659	1,137,064	1,151,019	1,018,540	113.0	1,018,540	1,018,540	113.0
26 Leases & Rentals	10,743	117,980	132,349	134,631	98.3	134,631	134,631	98.3
27 Promotional & Legal Advertising	42,884	204,970	231,077	288,860	80.0	289,400	288,860	80.0
28 Training & Business Travel	15,864	215,103	329,800	288,915	114.2	292,075	288,915	114.2
29 Dues & Membership	7,937	93,747	89,532	87,624	102.2	87,624	87,624	102.2
30 Postage & Other	4,656	60,359	66,716	104,405	63.9	102,180	104,405	63.9
31								
32 Total District Operated Buses	6,626,661	70,168,534	81,517,692	89,359,104	91.2	87,859,104	89,359,104	91.2
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,263,581	14,812,703	15,139,471	15,300,530	98.9	15,365,530	15,300,530	98.9
36 Other Related Costs	32,352	414,251	370,073	380,030	97.4	380,030	380,030	97.4
37 Insurance Costs	(223,445)	48,515	242,694	655,000	37.1	655,000	655,000	37.1
38 Coastside Services	139,963	1,114,427	1,677,584	1,857,450	90.3	1,857,450	1,857,450	90.3
39 Redi Coast Non-ADA	16,170	218,772	227,098	222,220	102.2	222,220	222,220	102.2
40 Other Related Costs	5,299	56,567	66,674	76,470	87.2	76,470	76,470	87.2
41 La Honda - Pescadero	4,600	54,863	55,125	55,130	100.0	55,130	55,130	100.0
42 SamCoast - Pescadero	10,367	112,594	175,512	183,150	95.8	118,150	183,150	95.8
43 Other Related Cost - SamCoast	569	894	5,443	6,660	81.7	6,660	6,660	81.7
44 Total Contracted Bus Service	1,249,457	16,833,584	17,959,675	18,736,640	95.9	18,736,640	18,736,640	95.9
45								
46 TOTAL MOTOR BUS	7,876,118	87,002,118	99,477,366	108,095,744	92.0	106,595,744	108,095,744	92.0

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

(C) - Staff has reallocated year to date budget due to timing of expenditures

UNAUDITED

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2015
June 2015**

% OF YEAR ELAPSED: 100.0%

EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET (C)	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
47 AMERICAN DISABILITY ACT PROGRAMS								
48								
49 Elderly & Disabled/Redi-Wheels	458,246	5,758,276	5,785,476	6,109,660	94.7	6,294,660	6,109,660	94.7
50 Other Related Costs	246,464	2,378,971	2,495,944	3,060,554	81.6	3,060,554	3,060,554	81.6
51 ADA Sedan/Taxi Service	307,849	3,187,561	3,240,663	3,198,720	101.3	3,133,720	3,198,720	101.3
52 ADA Accessibility Support	133,263	840,839	1,014,083	1,047,397	96.8	1,047,397	1,047,397	96.8
53 Coastside ADA Support	130,685	1,338,017	1,456,338	1,455,300	100.1	1,335,300	1,455,300	100.1
54 Insurance Costs	(62,226)	252,979	68,116	515,000	13.2	515,000	515,000	13.2
55 TOTAL ADA PROGRAMS	1,214,281	13,756,643	14,060,621	15,386,631	91.4	15,386,631	15,386,631	91.4
56								
57								
58 MULTIMODAL TRANSIT PROGRAMS								
59								
60 CALTRAIN SERVICE								
61 Peninsula Rail Service	521,667	5,440,000	6,260,000	6,260,000	100.0	6,260,000	6,260,000	100.0
62 Total Caltrain Service	521,667	5,440,000	6,260,000	6,260,000	100.0	6,260,000	6,260,000	100.0
63								
64 OTHER SUPPORT								
65 Dumbarton Express Service	0	(82,518)	-	-	0.0	0	0	0.0
66 SamTrans Shuttle Service	(300,380)	2,752,545	1,350,095	2,709,040	49.8	2,709,040	2,709,040	49.8
67 Bicycle Coordinating Activities	0	0	0	25,000	0.0	25,000	25,000	0.0
68 Maintenance Multimodal Facilities	10,005	128,012	140,672	179,100	78.5	179,100	179,100	78.5
69 Total Other Support	(290,375)	2,798,040	1,490,768	2,913,140	51.2	2,913,140	2,913,140	51.2
70								
71 TOTAL MULTI-MODAL PROGRAMS	231,292	8,238,040	7,750,768	9,173,140	84.5	9,173,140	9,173,140	84.5
72								
73 TOTAL EXPENSES	9,321,690	108,996,800	121,288,755	132,655,515	91.4	131,155,515	132,655,515	91.4

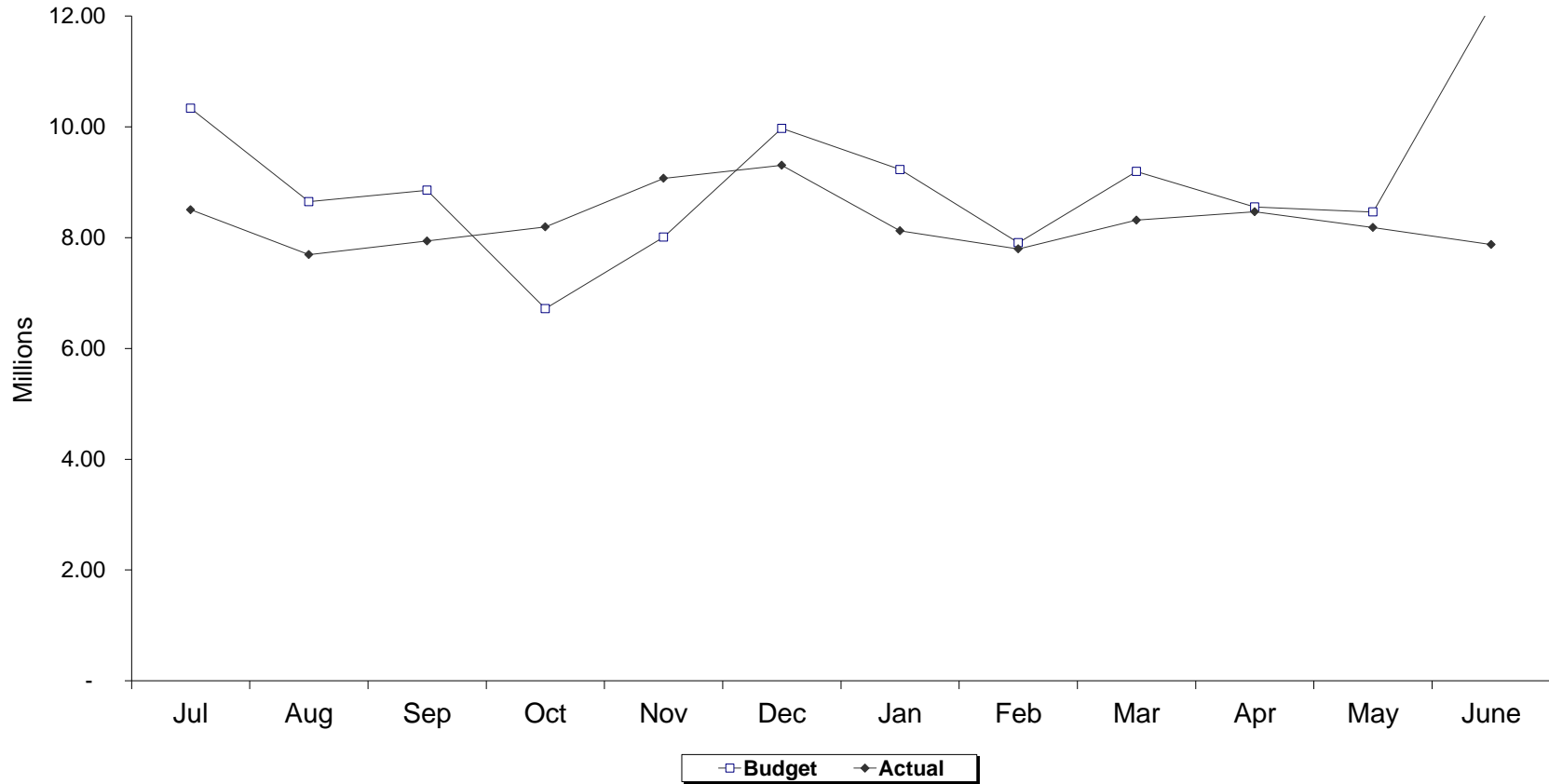
% OF YEAR ELAPSED" provides a general measure for evaluating overall progress against the annual budget. When comparing it to the amounts shown in the "% REV BUDGET" column, please note that individual line items reflect variations due to seasonal activities during the year.

(C) - Staff has reallocated year to date budget due to timing of expenditures

SAN MATEO COUNTY TRANSIT DISTRICT

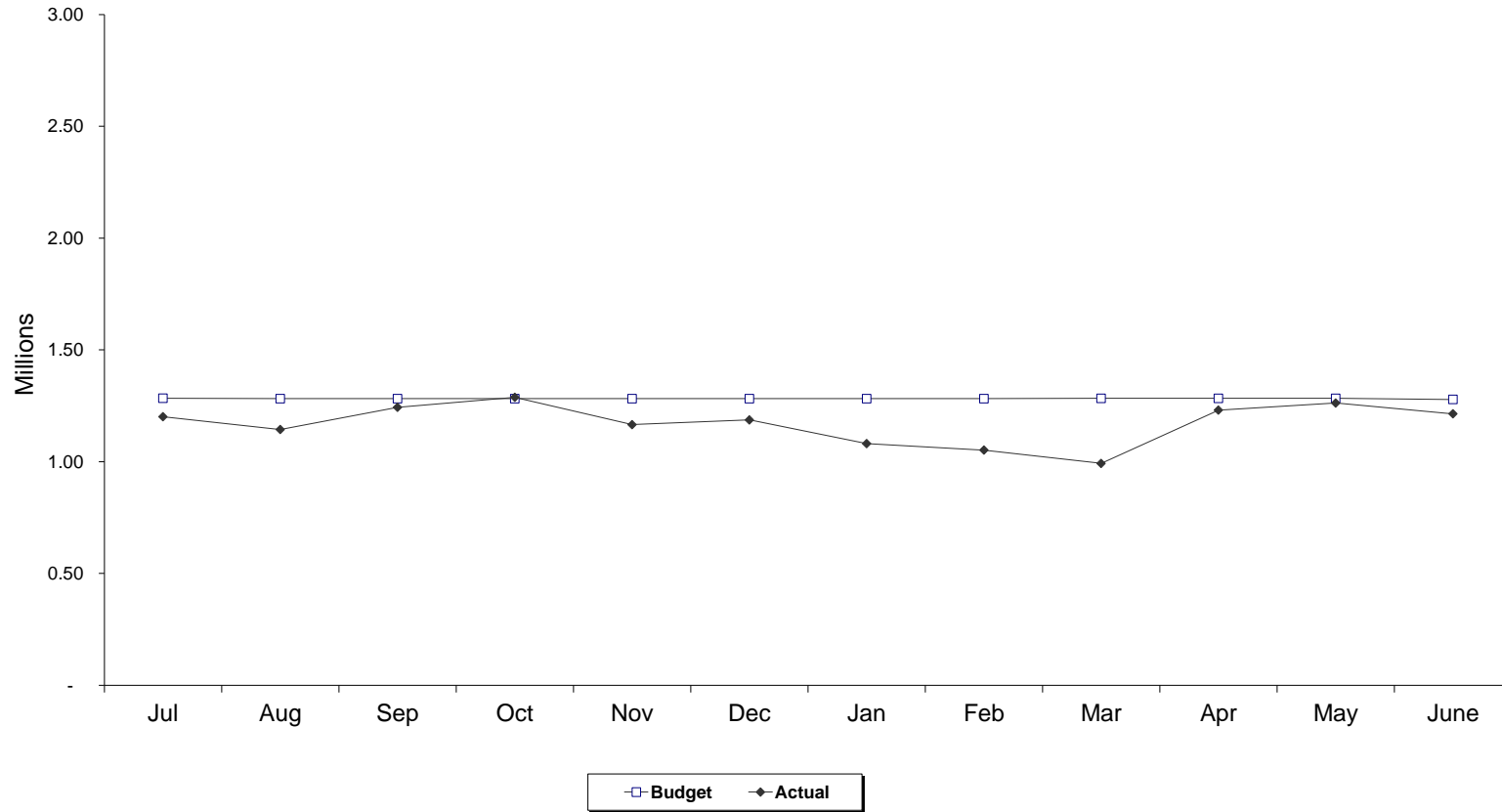
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2015



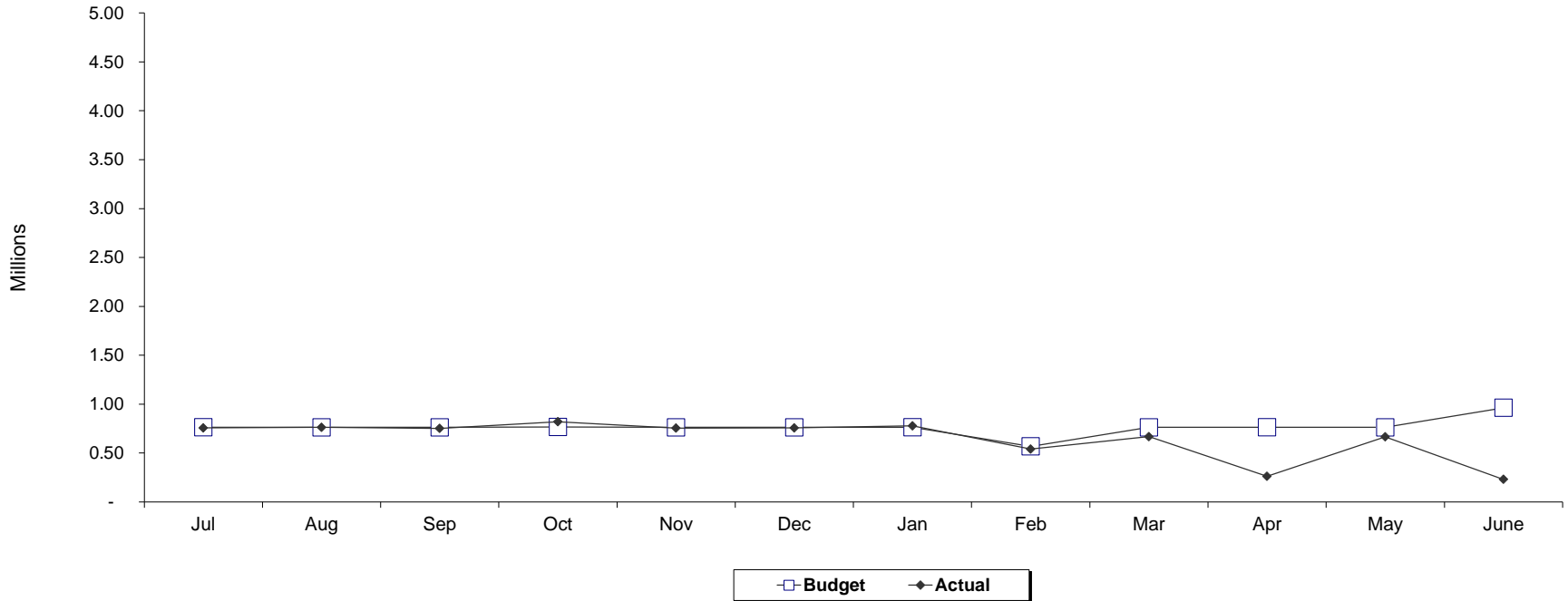
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	10,335,340	8,648,809	8,857,293	6,717,493	8,011,046	9,971,673	9,230,121	7,909,287	9,196,442	8,553,200	8,464,501	12,200,540	
Actual	8,504,261	7,693,790	7,938,461	8,196,033	9,071,238	9,307,843	8,125,253	7,797,647	8,315,083	8,467,747	8,183,891	7,876,118	
CUMULATIVE EXPENSES													
Budget	10,335,340	18,984,149	27,841,442	34,558,935	42,569,981	52,541,654	61,771,776	69,681,062	78,877,504	87,430,704	95,895,204	108,095,744	
Actual	8,504,261	16,198,051	24,136,512	32,332,545	41,403,784	50,711,627	58,836,880	66,634,528	74,949,611	83,417,358	91,601,249	99,477,366	
Variance - F(U)	1,831,080	2,786,098	3,704,930	2,226,390	1,166,197	1,830,027	2,934,895	3,046,535	3,927,893	4,013,346	4,293,956	8,618,378	
Variance %	17.72%	14.68%	13.31%	6.44%	2.74%	3.48%	4.75%	4.37%	4.98%	4.59%	4.48%	7.97%	

SAN MATEO COUNTY TRANSIT DISTRICT
ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2015



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	1,284,052	1,282,052	1,282,052	1,282,052	1,282,052	1,282,052	1,282,052	1,282,052	1,283,302	1,283,302	1,283,302	1,278,310	
Actual	1,201,166	1,143,821	1,243,330	1,287,912	1,165,721	1,186,659	1,080,903	1,051,866	992,341	1,230,480	1,262,141	1,214,281	
CUMULATIVE EXPENSES													
Budget	1,284,052	2,566,104	3,848,156	5,130,208	6,412,260	7,694,312	8,976,364	10,258,416	11,541,717	12,825,019	14,108,321	15,386,631	
Actual	1,201,166	2,344,988	3,588,317	4,876,229	6,041,951	7,228,610	8,309,513	9,361,379	10,353,720	11,584,200	12,846,340	14,060,621	
Variance - F(U)	82,886	221,117	259,839	253,979	370,309	465,702	666,850	897,037	1,187,998	1,240,820	1,261,981	1,326,010	
Variance %	6.46%	8.62%	6.75%	4.95%	5.78%	6.05%	7.43%	8.74%	10.29%	9.67%	8.94%	8.62%	

SAN MATEO COUNTY TRANSIT DISTRICT
MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2015



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
MONTHLY EXPENSES													
Budget	764,108	763,418	763,408	767,019	763,408	763,408	765,108	568,908	763,418	764,108	763,418	963,408	
Actual	756,768	762,497	752,414	819,808	755,657	757,587	777,500	540,234	667,945	262,877	666,189	231,292	
CUMULATIVE EXPENSES													
Budget	764,108	1,527,527	2,290,935	3,057,954	3,821,362	4,584,770	5,349,879	5,918,787	6,682,205	7,446,313	8,209,731	9,173,140	
Actual	756,768	1,519,264	2,271,678	3,091,486	3,847,143	4,604,731	5,382,231	5,922,465	6,590,409	6,853,286	7,519,476	7,750,768	
Variance - F(U)	7,341	8,263	19,257	(33,533)	(25,781)	(19,960)	(32,352)	(3,678)	91,796	593,027	690,256	1,422,372	
Variance %	0.96%	0.54%	0.84%	-1.10%	-0.67%	-0.44%	-0.60%	-0.06%	1.37%	7.96%	8.41%	15.51%	

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

June 30, 2015

DESCRIPTION	TOTAL INVESTMENT 6-30-15	INTEREST RECEIVABLE 5-31-15	PREPAID INT RECEIVABLE 5-31-15	INTEREST EARNED 6-30-15	INTEREST RECEIVED 6-30-15	ADJ.	INTEREST RECEIVABLE 6-30-15
RESERVE FOR CAPITAL PROJ	8,064,930.00	22,134.82	0.00	4,280.17	19,750.00	9.02	6,674.01
LAIF -- CAPITAL PROJ	76,612.12	90.31	0.00	19.46	48.13	0.00	61.64
REIMB SECURITIES -- L76R	87,925,509.62	111,337.24	0.00	48,733.97	29,881.67	(6.30)	130,183.24
LAIF -- REIMB FUNDS L76R	44,850,277.21	51,989.69	0.00	11,389.51	28,196.98	0.00	35,182.22
PARATRANSIT FUNDS	24,918,548.58	67,545.44	0.00	20,427.83	219.58	233.35	87,987.04
LAIF -- PARATRANSIT	5,073,110.67	5,980.40	0.00	1,288.29	3,187.19	0.00	4,081.50
BANK OF AMERICA	15,417,475.97	0.00	0.00	1,327.37	1,327.37	0.00	0.00
WELLS FARGO	(617.19)	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	390,583.08	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	1,804,005.87	10.52	0.00	49.77		0.00	60.29
	<u>188,520,435.93</u>	<u>259,088.42</u>	<u>0.00</u>	<u>87,516.37</u>	<u>82,610.92</u>	<u>236.07</u>	<u>264,229.94</u>

JUNE 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 05/31/15	87,752.44
Add:	
CEO Interest	0.00
Less:	
Commissions	
Capital Gain(Loss)	0.00
Total Interest & Capital Gain(Loss)	<u>87,752.44</u>

YEAR TO DATE -- SUMMARY

Interest Earned	950,161.02
Add:	
CEO Interest	
Less:	
Commissions	(64,007.42)
Capital Gain(Loss)	10,485.10
Total Interest & Capital Gain(Loss)	<u>896,638.70</u>

Balance Per Ledger as of 06/30/15

Deferred Int Acct. 210852/3	13,738.52
Interest Acct. 409102	6,515.57
Interest Acct. 409101	929,906.93 *
Less Bank Fees 530040	(64,007.42)
Gain(Loss) Acct. 405210	10,485.10
	<u>896,638.70</u>

* Includes \$5036 interest refund to Mike Scanlon for overpayment of mortgage interest.

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST	PREPAID	INTEREST	INTEREST	PP INTEREST	ADJ.	INTEREST	INT REC'BLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED 06-30-14	VALUE 6-30-15					REC'BLE 5-31-15	INT REC'BLE 6-30-15	EARNED 6-30-15	RECEIVED 6-30-15	RECEIVED DATE		REC'BLE 6-30-15	LESS PREPAID 6-30-15	
<u>U.S. TREASURY NOTES AND BONDS</u>																		
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,006,100.00	2,005,468.00	07-15-16	0.625%	34.7222	30	4,730.66		1,041.67			(5.76)	5,766.57	5,766.57	2,000,000
US TREASURY NOTE	912828WX4	08-27-14	5,999,531.25	6,003,300.00	6,008,904.00	07-31-16	0.500%	83.3333	30	10,027.62		2,500.00			(13.81)	12,513.81	12,513.81	6,000,000
US TREASURY NOTE	912828VR8	12-11-2014	8,018,125.00	8,034,157.61	8,022,496.00	08-15-16	0.625%	138.8889	30	14,640.88		4,166.67			(24.02)	18,783.53	18,783.53	8,000,000
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,486,060.00	8,522,576.00	10-15-16	0.625%	147.5694	30	6,822.06		4,427.08			(72.57)	11,176.57	11,176.57	8,500,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	9,971,900.00	10,025,780.00	11-15-16	0.625%	173.6111	30	2,887.23		5,208.33			(113.22)	7,982.34	7,982.34	10,000,000
US TREASURY NOTE	912828SM3	03-23-15	5,376,054.49	5,994,694.26	5,375,844.76	3-31-17	1.000%	148.1944	30	9,037.43		3,945.83			427.12	13,410.38	13,410.38	5,335,000
US TREASURY NOTE	912828ST8	03-25-15	7,848,466.80	7,859,812.50	7,832,211.90	4-30-19	1.250%	272.5694	30	8,532.61		8,177.08			(177.76)	16,531.93	16,531.93	7,850,000
54.34%																		
<u>GOVERNMENT BONDS</u>																		
FHLMC	3134G3W55	03-12-13	8,502,380.00	8,514,535.00	8,509,426.50	11-24-15	0.450%	106.2500	30	743.75		3,187.50				3,931.25	3,931.25	8,500,000
FFCB	31331H5L7	5-11-07	1,020,404.50	1,032,327.00	977,352.40	12-29-15	6.125%	161.6319	30	24,568.06		4,848.96	29,093.75		(0.01)	323.26	323.26	950,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	15,025,500.00	15,020,805.00	03-30-16	0.500%	208.3333	30	12,708.33		6,250.00				18,958.33	18,958.33	15,000,000
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,976,450.00	4,998,765.00	07-05-16	0.375%	52.0833	30	7,604.17		1,562.50			-	9,166.67	9,166.67	5,000,000
FNMA	3135G0YE7	03-07-14	5,009,800.00	5,003,000.00	5,012,055.00	08-26-16	0.625%	86.8056	30	8,246.53		2,604.17			(0.01)	10,850.69	10,850.69	5,000,000
<u>FEDERAL AGENCY DISCOUNT NOTE</u>																		
FNMA	313396LD3	1-13-15	4,996,150.00	5,000,000.00	4,999,273.85	09-01-15	0.000%	0.0000	30	0.00		0.00				0.00	0.00	5,000,000
<u>FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION</u>																		
FNMA	3136ANJY4	4-30-15	616,097.80	616,097.80	614,551.21	04-01-18	1.550%	26.2639	31	787.92		814.18	787.92		(26.26)	787.92	787.92	610,000
43.66%																		
<u>CASH AND CASH EQUIVALENTS</u>																		
			337,985.17		337,985.17					1.39					(1.39)	0.00	0.00	0
LAIF			44,850,277.21	44,850,277.21	44,850,277.21					51,989.70		11,389.51	28,196.98			35,182.24	35,182.24	44,850,277
TOTAL LAIF			<u>44,850,277.21</u>	<u>44,850,277.21</u>	<u>44,850,277.21</u>													
TOTAL A/C 121100 & 112010			87,850,340.00	88,523,934.17	87,925,509.62													
<u>MATURED/CALLED</u>																		
US TREASURY NOTE	912828SM3	03-23-15																
TOTAL			<u>87,850,340.00</u>	<u>88,523,934.17</u>	<u>87,925,509.62</u>					<u>111,337.24</u>	<u>0.00</u>	<u>48,733.97</u>	<u>29,881.67</u>		<u>(6.30)</u>	<u>130,183.24</u>	<u>130,183.24</u>	<u>132,595,277</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-14	MARKET VALUE 6-30-15	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 5-31-15	PREPAID INT REC'VBLE 6-30-15	INTEREST EARNED 6-30-15	INTEREST RECEIVED 6-30-15	ADJ.	INTEREST REC'VBLE 6-30-15	INT REC'VBLE LESS PREPAID 6-30-15	PAR VALUE
<u>U.S. TREASURY NOTES AND BONDS</u>																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,909,875.00	7,914,852.00	06-15-16	0.500%	109.7222	30	18,180.82		3,291.67	19,750.00	9.02	1,731.51	1,731.51	7,900,000
<u>GOVERNMENT BONDS</u>																	
HOUSING URBAN DEVEL	911759E80	12-23-08	155,581.50	150,760.50	150,078.00	08-01-17	7.908%	32.9500	30	3,954.00		988.50			4,942.50	4,942.50	150,000
<u>CASH AND CASH EQUIVALENTS</u>																	
FIRST AMER US TREASURY MM	31846V534		19,750.00		19,750.00											0.00	0.00
LAIF			76,612.12	76,612.12	76,612.12					90.31		19.46	48.13		61.64	61.64	76,612
TOTAL LAIF			76,612.12	76,612.12	76,612.12												
TOTAL A/C 121100 & 112010			8,065,147.85	8,060,635.50	8,084,680.00												
TOTAL			<u>8,045,397.85</u>	<u>8,060,635.50</u>	<u>8,064,930.00</u>					<u>22,134.82</u>	<u>0.00</u>	<u>4,280.17</u>	<u>19,750.00</u>	<u>9.02</u>	<u>6,674.01</u>	<u>6,674.01</u>	<u>8,050,000</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED	MARKET VALUE	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 5-31-15	PP INTEREST REC'VBLE 6-30-15	INTEREST EARNED 6-30-15	INTEREST RECEIVED 6-30-15	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 6-30-15	INT REC'VBLE LESS PREPAID 6-30-15	PAR VALUE
<u>U.S. TREASURY NOTES AND BONDS</u>																		
US TREASURY NOTE	912828WX4	08-27-14	4,749,628.91	4,752,612.50	4,757,049.00	07-31-16	0.500%	65.9722	30	7,938.54		1,979.17			(10.94)	9,906.77	9,906.77	4,750,000
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,505,610.00	5,514,608.00	10-15-16	0.625%	95.4861	30	4,414.28		2,864.58			(46.96)	7,231.90	7,231.90	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	5,001,150.00	5,012,890.00	11-15-16	0.625%	86.8056	30	1,443.61		2,604.17			(56.61)	3,991.17	3,991.17	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,449,223.04	4,620,470.00	4,454,573.21	01-31-17	0.875%	107.6736	30	12,956.53		2,864.50			347.86	16,168.89	16,168.89	4,430,000
																		79.20%
<u>GOVERNMENT BONDS</u>																		
FNMA	31398AU34	2-15-12	5,299,150.00	5,117,150.00	5,008,160.00	07-28-15	2.375%	329.8611	30	40,572.92	0.00	9,895.83			(0.00)	50,468.75	50,468.75	5,000,000
<u>CASH INVESTMENT</u>																		
LAIF			5,073,110.67	5,073,110.67	5,073,110.67					5,980.40	0.00	1,288.29	3,187.19			4,081.50	4,081.50	5,073,111
TOTAL LAIF			5,073,110.67	5,073,110.67	5,073,110.67													
TOTAL A/C 122010			25,142,572.44	25,168,435.46	24,918,548.58													
MATURED/CALLED																		
TOTAL			<u>25,142,572.44</u>	<u>25,168,435.46</u>	<u>24,918,548.58</u>					<u>67,545.45</u>	<u>0.00</u>	<u>20,427.83</u>	<u>219.58</u>	<u>0.00</u>	<u>233.35</u>	<u>87,987.05</u>	<u>87,987.05</u>	<u>24,850,000</u>

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

BUDGET AMENDMENTS

	Amount	Line Item		Description
Jun-15				No Budget Amendments in June 2015.
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

BUDGET REVISIONS

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

SAN MATEO COUNTY TRANSIT DISTRICT
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
 FY2014 & FY2015
 JUNE 2015 FINAL

6/17/15 4:20 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2014:						
1st Quarter	16,550,000			19,084,264	2,534,264	19,084,264
2nd Quarter	17,525,000			20,581,648	3,056,648	20,581,648
3rd Quarter	18,132,500			18,012,945	(119,556)	18,012,945
4th Quarter	17,792,500		4th Quarter	19,927,940	2,135,440	19,927,940
FY2014 Total	70,000,000		FY2014 Total	77,606,796	7,606,796	77,606,796
FY2015						
Jul. 14	5,250,000	5,470,700	Sep. 14	6,020,700	550,000	6,020,700
Aug. 14	5,250,000	5,470,700	Oct. 14	6,020,700	550,000	6,020,700
Sep. 14	6,650,000	7,294,200	Nov. 14	7,844,200	550,000	7,844,200
3 Months Total	17,150,000	18,235,600		19,885,600	1,650,000	19,885,600
Oct. 14	5,725,000	7,020,425	Dec. 14	7,645,425	625,000	7,645,425
Nov. 14	5,725,000	5,885,400	Jan. 15	6,510,400	625,000	6,510,400
Dec. 14	6,955,000	7,413,575	Feb. 15	8,472,200	1,058,625	8,472,200
6 Months Total	35,555,000	38,555,000		42,513,625	3,958,625	42,513,625
Jan. 15	5,400,000	5,400,000	Mar. 15	5,388,585	(11,415)	5,388,585
Feb. 15	5,400,000	5,400,000	Apr. 15	5,575,700	175,700	5,575,700
Mar. 15	6,700,000	6,700,000	May 15	7,234,500	534,500	7,234,500 (1)
9 Months Total	53,055,000	56,055,000		60,712,410	4,657,410	60,712,410
Apr. 15	6,115,000	6,115,000	Jun. 15	6,165,000	50,000	6,115,000 (1)
May 15	6,215,000	6,215,000	Jul. 15	6,165,000	(50,000)	6,215,000 (1)
Jun. 15	6,615,000	6,615,000	Aug. 15	7,932,315	1,317,315	6,615,000
FY2015 Total	72,000,000	75,000,000	FY2015 Total	80,974,725	5,974,725	79,657,410
	19,885,600		1st Quarter			
	22,628,025		2nd Quarter			
	18,198,785		3rd Quarter			
	20,262,315		4th Quarter			
	<u>80,974,725</u>		YTD Actual Per Statement of Revenues & Expenses			
			(1) Includes Accrual for Quarterly Adjustment			

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Gigi Harrington
Deputy CEO

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
OCTOBER 31, 2015 AND SUPPLEMENTAL INFORMATION**

ACTION

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

SIGNIFICANCE

Revenues: *Total Revenues* (page 1, line 14) are \$539,659 or 1 percent **better** than revised budget. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$660,139 or 10.4 which is offset by *Sales Tax* (page 1, line 9) is **better** than budget by \$932,400 or 4 percent, *Investment Interest* (page 1, line 10) is **better** than budget by \$40,050 or 13.2 percent and *Other Interest, Rent & Other Income* (page 1, line 12) is \$225,377 or 10.8 percent **better** than budget.

Expenses: *Total Expenses* (page 4, line 72) are \$4,856,135 or 10.1 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$4,772,566 or 12.4 percent and *Total ADA Programs* (page 4, line 55) are **better** than budget by \$83,569 or 1.5 percent.

BUDGET IMPACT

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

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

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

% OF YEAR ELAPSED: **33.3%**

	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	1,675,966	6,420,766	5,695,833	6,355,972	89.6	18,945,000	18,945,000	30.1
2	Local TDA and STA Funds	3,198,257	13,441,205	12,793,027	12,816,027	99.8	38,448,081	38,448,081	33.3
3	Operating Grants	913,059	2,417,883	2,764,210	2,765,935	99.9	6,131,812	6,131,812	45.1
4	SMCTA Measure A	613,678	3,063,299	4,177,358	4,145,188	100.8	9,240,000	9,240,000 ^(B)	45.2
5	SM County Measure A	416,667	1,709,206	1,666,667	1,666,667	100.0	5,000,000	5,000,000	33.3
6	AB434 Funds	50,083	194,000	200,333	200,333	100.0	601,000	601,000	33.3
7	Subtotal - Operating Revenues	6,867,709	27,246,359	27,297,429	27,950,122	97.7	78,365,893	78,365,893	34.8
Other Revenue Sources									
9	District 1/2 Cent Sales Tax	6,343,867	24,416,400	24,417,400	23,485,000	104.0	77,000,000	77,000,000	31.7
10	Investment Interest	92,343	269,971	343,502	303,452	113.2	910,357	910,357	37.7
11	Pass through to Other Agencies	8,453	117,064	34,859	40,333	86.4	121,000	121,000	28.8
12	Other Interest, Rent & Other Income	872,971	2,460,776	2,314,761	2,089,384	110.8	7,985,257	7,985,257	29.0
13	Subtotal - Other Revenues	7,317,634	27,264,210	27,110,523	25,918,170	104.6	86,016,614	86,016,614	31.5
14	Total Revenues	14,185,343	54,510,569	54,407,951	53,868,292	101.0	164,382,508	164,382,508	33.1
15	Capital Assistance	212,003	13,567,611	1,761,633	1,761,633	100.0	36,906,869	102,901,693^(A)	1.7
16	Reserves Programmed for Capital	581,435	5,924,213	1,663,438	1,663,438	100.0	0	5,403,959^(A)	30.8
17	Total Sources of Funds	14,978,780	74,002,393	57,833,022	57,293,363	100.9	201,289,377	272,688,160	21.2
USES OF FUNDS									
Operations									
21	Motor Bus	6,398,834	32,332,545	33,611,713	38,384,279	87.6	112,268,492	112,271,074	29.9
22	A. D. A. Programs	1,412,582	4,876,229	5,496,978	5,580,547	98.5	16,725,800	16,723,218	32.9
23	Caltrain	359,919	2,086,667	3,200,654	3,200,654	100.0	6,080,000	6,080,000	52.6
24	Other Multi-modal Programs	180,841	1,004,819	700,320	700,320	100.0	3,830,170	3,830,170	18.3
25	Subtotal - Operating Costs	8,352,175	40,300,261	43,009,665	47,865,800	89.9	138,904,462	138,904,462	31.0
Other Uses of Funds									
27	Pass through to Other Agencies	8,453	117,064	34,859	38,221	91.2	141,780	141,780	24.6
28	Debt Service	836,304	8,149,610	3,345,215	3,345,215	100.0	21,645,646	21,645,646	15.5
29	Fiscal Agent Fees	514	2,000	3,557	9,466	37.6	28,399	28,399	12.5
30	Land Transfer Interest Expense	0	0	0	0	0	45,716	45,716	0.0
31	Subtotal - Other Uses of Funds	845,271	8,268,674	3,383,632	3,392,903	99.7	21,861,541	21,861,541	15.5
32	Capital Programs	801,196	19,492,153	3,432,830	3,432,830	100.0	42,403,029	113,801,812^(A)	3.0
33	Total Uses of Funds	9,998,642	68,061,088	49,826,126	54,691,533	91.1	203,169,032	274,567,815	18.1
34									
35	NET SURPLUS / (DEFICIT)	4,980,138	5,941,305	8,006,896	2,601,830	307.7	(1,879,656)	(1,879,656)	(426.0)

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

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

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

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

% OF YEAR ELAPSED: 33.3%

	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	1,600,318	6,124,131	5,417,178	6,075,697	89.2	18,130,000	18,130,000	29.9
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	2,678,644	11,486,205	10,714,574	10,714,574	100.0	32,143,723	32,143,723	33.3
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	338,463	1,231,373	1,353,852	1,353,852	100.0	4,061,556	4,061,556	33.3
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	914,783	2,248,038	2,539,467	2,539,467	100.0	6,131,812	6,131,812	41.4
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Assistance	43,227	9,272,729	11,463,090	15,856,895	72.3	46,135,529	46,138,111	24.8
10 Accessibility Fixed Route	77,374	396,111	336,866	374,917	89.9	1,124,750	1,124,750	30.0
11 TOTAL 1/2 CENT SALES TAX	120,601	9,668,840	11,799,956	16,231,811	72.7	47,260,279	47,262,861	25.0
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	75,318	192,752	278,655	215,825	129.1	647,475	647,475	43.0
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	0	40	54	0	0.0	0	0	0.0
16 Rental Income	125,282	537,524	368,741	428,166	86.1	1,284,497	1,284,497	28.7
17 Advertising Income	164,880	322,035	348,855	309,000	112.9	1,149,000	1,149,000	30.4
18 Other Income	380,545	521,608	790,381	515,886	153.2	1,460,150	1,460,150	52.5
19 TOTAL OTHER REVENUES	670,706	1,381,207	1,508,031	1,253,051	120.3	3,893,647	3,893,647	38.7
20								
21 TOTAL MOTOR BUS	6,398,833	32,332,545	33,611,713	38,384,279	87.6	112,268,491	112,271,074	29.9
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	75,648	296,635	278,656	280,275	99.4	815,000	815,000	34.2
25 Local TDA 4.5 Redi-Wheels	141,880	577,871	567,518	590,518	96.1	1,771,554	1,771,554	32.0
26 Local STA - Paratransit	39,271	145,755	157,083	157,083	100.0	471,248	471,248	33.3
27 Operating Grants	(1,725)	169,844	224,743	226,468	99.2	0	0	0.0
28 Sales Tax - District ADA Programs	233,441	6,220	638,068	675,081	94.5	2,412,766	2,410,184	0.0
29 Sales Tax - Paratransit Suppl. Coastside	135,088	483,594	520,714	520,714	100.0	1,512,350	1,512,350	34.4
30 Interest Income - Paratransit Fund	17,024	77,219	64,847	87,627	74.0	262,882	262,882	24.7
31 SMCTA Measure A Redi-Wheels	253,759	976,632	976,704	944,534	103.4	3,080,000	3,080,000	31.7
32 SM County Measure A	416,667	1,709,206	1,666,667	1,666,667	100.0	5,000,000	5,000,000	33.3
33 Measure M Paratransit	101,531	433,252	401,979	431,581	93.1	1,400,000	1,400,000	28.7
34 TOTAL ADA PROGRAMS	1,412,583	4,876,229	5,496,978	5,580,547	98.5	16,725,800	16,723,218	32.9
35								
36 MULTI-MODAL TRANSIT PROGRAMS:								
37 Transfer from SMCTA for Caltrain	359,919	2,086,667	3,200,654	3,200,654	100.0	6,160,000	6,160,000	52.0
38 AB434 Funds - SamTrans Shuttle	50,083	194,000	200,333	200,333	100.0	601,000	601,000	33.3
39 Employer SamTrans Shuttle Funds	100,734	646,317	404,752	404,752	100.0	2,691,610	2,691,610	15.0
40 Sales Tax - SamTrans Shuttle Program	20,328	117,298	45,127	45,127	100.0	340,560	340,560	13.3
41 Sales Tax - Gen. Operating Asst.	9,696	47,204	50,108	50,108	100.0	117,000	117,000	42.8
42								
43 TOTAL MULTIMODAL	540,760	3,091,486	3,900,974	3,900,975	100.0	9,910,170	9,910,170	39.4
44								
45 TOTAL REVENUES	8,352,176	40,300,261	43,009,665	47,865,800	89.9	138,904,462	138,904,462	31.0

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

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

% OF YEAR ELAPSED: 33.3%

<u>EXPENSES</u>	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
DISTRICT OPERATED BUSES								
1 Wages & Benefits	2,765,535	17,791,643	19,238,775	19,433,106	99.0	55,439,968	55,417,550	34.7
2								
3 Services:								
4 Board of Directors	2,782	72,368	12,814	18,250	70.2	54,750	54,750	23.4
5 Contracted Vehicle Maintenance	91,512	384,262	321,635	492,320	65.3	1,476,960	1,476,960	21.8
6 Property Maintenance	85,699	321,494	288,134	496,452	58.0	1,242,000	1,489,359	19.3
7 Professional Services	398,009	745,984	1,044,818	1,500,365	69.6	4,366,600	4,501,100	23.2
8 Technical Services	204,000	1,961,107	1,386,446	2,008,920	69.0	6,001,765	6,026,765	23.0
9 Other Services	61,064	247,494	305,247	989,968	30.8	2,969,903	2,969,903	10.3
10								
11 Materials & Supply:								
12 Fuel & Lubricants	223,983	1,814,004	1,020,510	1,980,680	51.5	6,332,557	5,942,032	17.2
13 Bus Parts & Materials	115,413	600,049	642,884	632,750	101.6	1,898,250	1,898,250	33.9
14 Uniforms & Driver Expense	21,042	78,399	75,809	152,497	49.7	457,490	457,490	16.6
15 Timetables & Tickets	15,007	51,494	27,103	65,867	41.1	197,600	197,600	13.7
16 Office Supplies / Printing	14,293	59,537	32,813	119,166	27.5	357,497	357,497	9.2
17 Other Materials & Supply	6,315	46,864	33,995	53,167	63.9	159,500	159,500	21.3
18								
19 Utilities:								
20 Telecommunications	43,812	97,528	125,775	232,378	54.1	697,134	697,134	18.0
21 Other Utilities	104,484	387,701	356,304	380,000	93.8	1,140,000	1,140,000	31.3
22 Insurance Costs	235,811	202,469	760,452	892,083	85.2	2,676,250	2,676,250	28.4
23 Workers' Compensation	314,516	525,582	1,121,454	1,220,720	91.9	3,662,160	3,662,160	30.6
24 Taxes & License Fees	52,138	158,892	183,022	257,876	71.0	773,629	773,629	23.7
25 Fixed Route Accessibility	77,374	396,111	336,866	374,917	89.9	1,124,750	1,124,750	30.0
26 Leases & Rentals	9,675	42,862	46,339	46,365	99.9	139,096	139,096	33.3
27 Promotional & Legal Advertising	11,805	80,808	44,151	105,633	41.8	316,900	316,900	13.9
28 Training & Business Travel	12,071	111,231	58,077	123,936	46.9	363,145	371,811	15.6
29 Dues & Membership	5,792	29,162	31,295	29,763	105.1	89,289	89,289	35.0
30 Postage & Other	3,552	14,625	23,481	32,671	71.9	98,013	98,013	24.0
31								
32 Total District Operated Buses	4,875,684	26,221,669	27,518,197	31,639,851	87.0	92,035,207	92,037,789	29.9
33								
34 CONTRACTED BUS SERVICES								
35 Contracted Urban Bus Service	1,247,855	5,188,155	5,000,896	5,523,967	90.5	16,571,900	16,571,900	30.2
36 Other Related Costs	36,394	129,657	170,733	136,710	124.9	410,130	410,130	41.6
37 Insurance Costs	36,822	41,976	144,180	218,333	66.0	655,000	655,000	22.0
38 Coastside Services	150,377	547,388	590,243	668,600	88.3	2,005,800	2,005,800	29.4
39 Redi Coast Non-ADA	16,736	79,070	72,479	80,233	90.3	240,700	240,700	30.1
40 Other Related Costs	12,712	25,122	31,279	40,890	76.5	122,670	122,670	25.5
41 La Honda - Pescadero	5,775	18,113	18,375	18,377	100.0	55,130	55,130	33.3
42 SamCoast - Pescadero	16,478	79,525	62,606	55,055	113.7	165,165	165,165	37.9
43 Other Related Cost - SamCoast	0	1,871	2,726	2,263	120.4	6,790	6,790	40.1
44 Total Contracted Bus Service	1,523,150	6,110,876	6,093,516	6,744,428	90.3	20,233,285	20,233,285	30.1
45								
46 TOTAL MOTOR BUS	6,398,834	32,332,545	33,611,713	38,384,279	87.6	112,268,492	112,271,074	29.9

% 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
OCTOBER 2015**

% OF YEAR ELAPSED: 33.3%

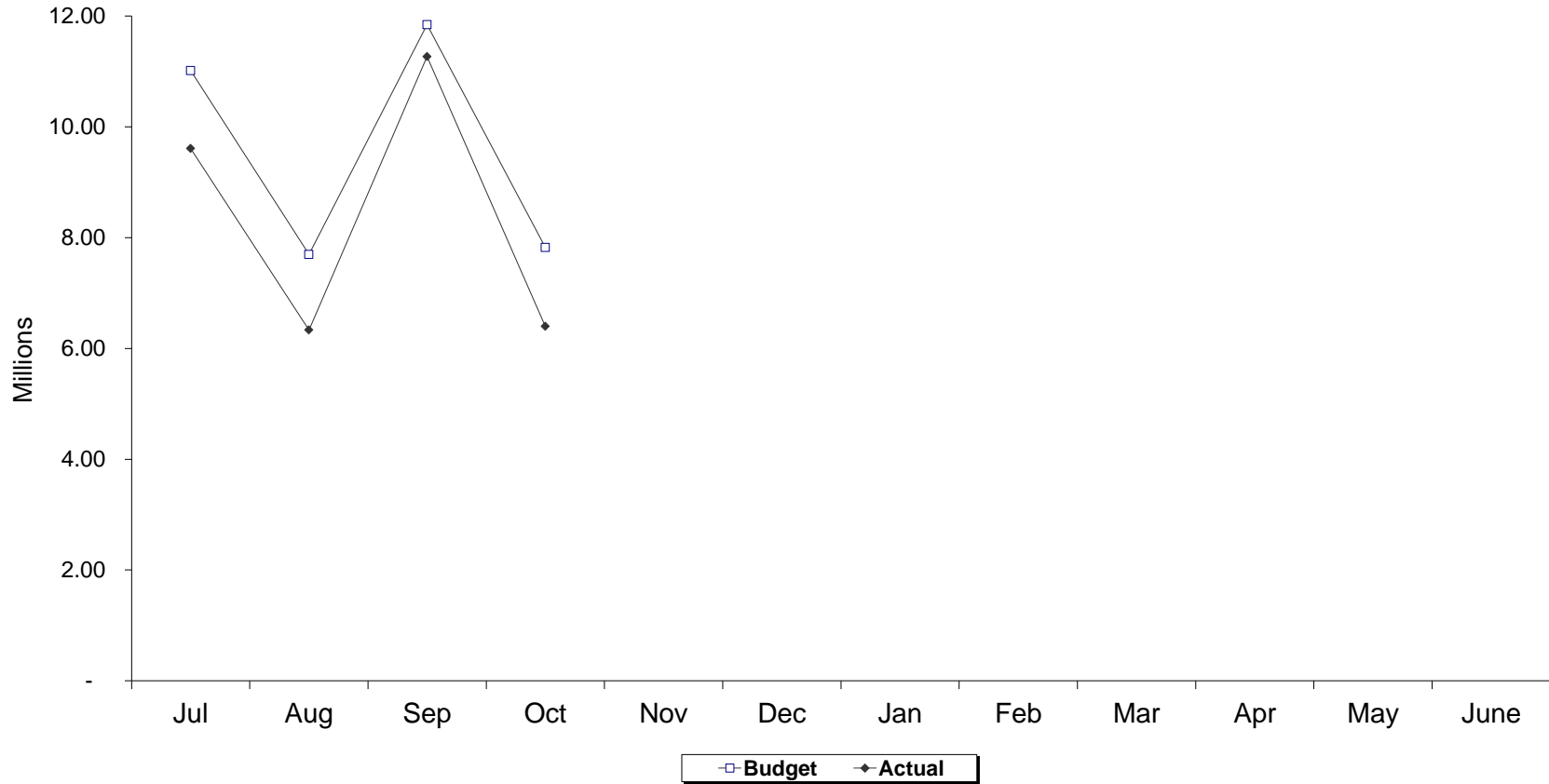
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
AMERICAN DISABILITY ACT PROGRAMS								
Elderly & Disabled/Redi-Wheels	453,614	2,086,770	1,815,463	2,269,067	80.0	6,807,200	6,807,200	26.7
Other Related Costs	330,152	842,417	1,286,818	1,074,139	119.8	3,222,406	3,222,406	39.9
ADA Sedan/Taxi Service	410,872	1,105,459	1,407,876	1,050,267	134.0	3,150,800	3,150,800	44.7
ADA Accessibility Support	101,749	280,370	303,183	503,437	60.2	1,518,044	1,515,462	20.0
Coastside ADA Support	135,088	483,594	520,714	520,714	100.0	1,512,350	1,512,350	34.4
Insurance Costs	(18,893)	77,619	162,924	162,924	100.0	515,000	515,000	31.6
TOTAL ADA PROGRAMS	1,412,582	4,876,229	5,496,978	5,580,547	98.5	16,725,800	16,723,218	32.9
MULTIMODAL TRANSIT PROGRAMS								
CALTRAIN SERVICE								
Peninsula Rail Service	359,919	2,086,667	3,200,654	3,200,654	100.0	6,080,000	6,080,000	52.6
Total Caltrain Service	359,919	2,086,667	3,200,654	3,200,654	100.0	6,080,000	6,080,000	52.6
OTHER SUPPORT								
SamTrans Shuttle Service	171,145	957,615	650,213	650,213	100.0	3,633,170	3,633,170	17.9
Bicycle Coordinating Activities	0	0	0	0	0.0	25,000	25,000	0.0
Maintenance Multimodal Facilities	9,695	47,205	50,107	50,107	100.0	172,000	172,000	29.1
Total Other Support	180,841	1,004,819	700,320	700,320	100.0	3,830,170	3,830,170	18.3
TOTAL MULTI-MODAL PROGRAMS	540,760	3,091,486	3,900,974	3,900,974	100.0	9,910,170	9,910,170	39.4
TOTAL EXPENSES	8,352,175	40,300,261	43,009,665	47,865,800	89.9	138,904,462	138,904,462	31.0

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

SAN MATEO COUNTY TRANSIT DISTRICT

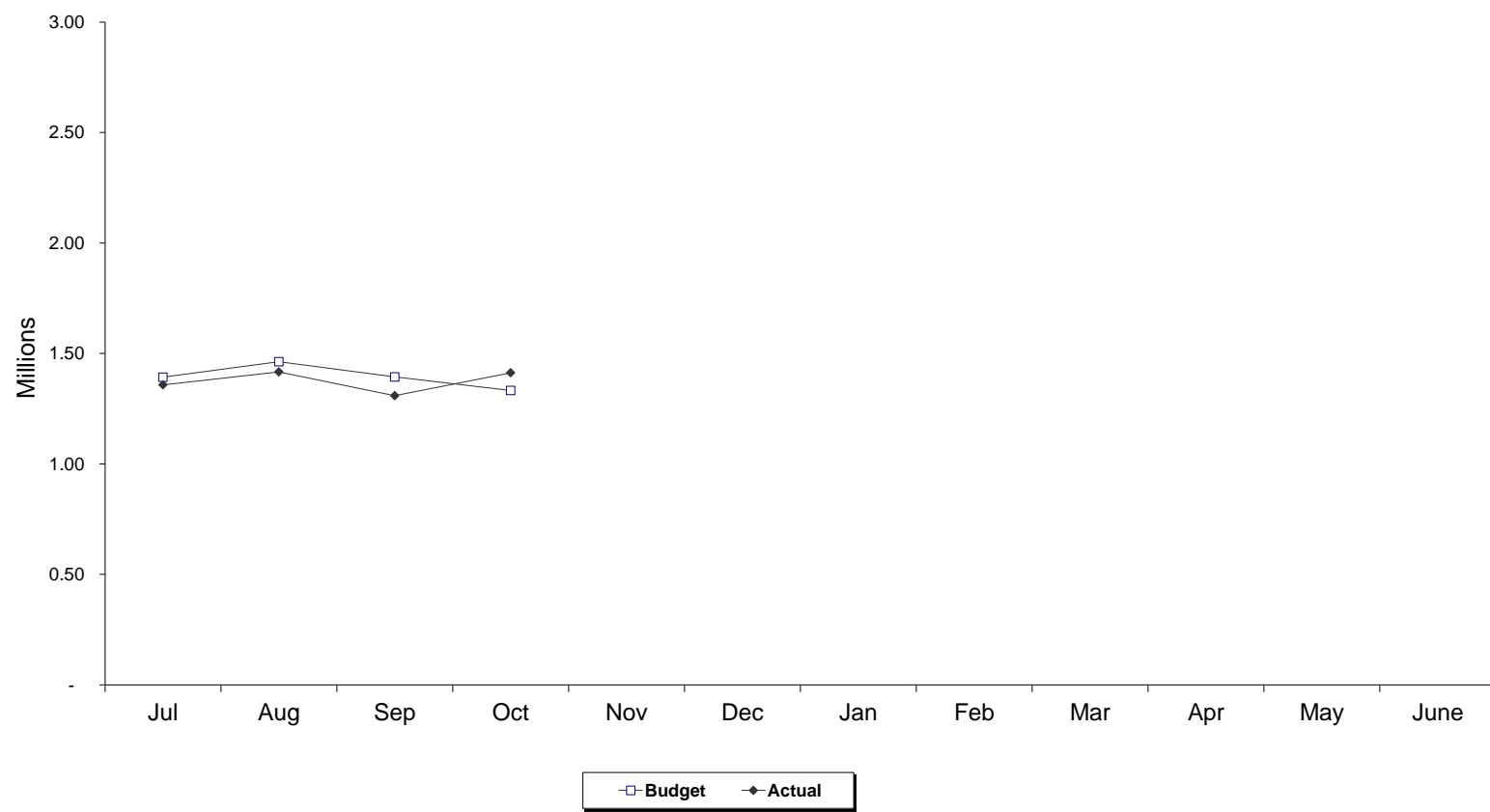
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

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									
Actual	9,610,508	6,333,213	11,269,159	6,398,834									
CUMULATIVE EXPENSES													
Budget	11,017,327	18,713,997	30,560,123	38,384,279									
Actual	9,610,508	15,943,720	27,212,879	33,611,713									
Variance - F(U)	1,406,820	2,770,276	3,347,243	4,772,566									
Variance %	12.77%	14.80%	10.95%	12.43%									

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

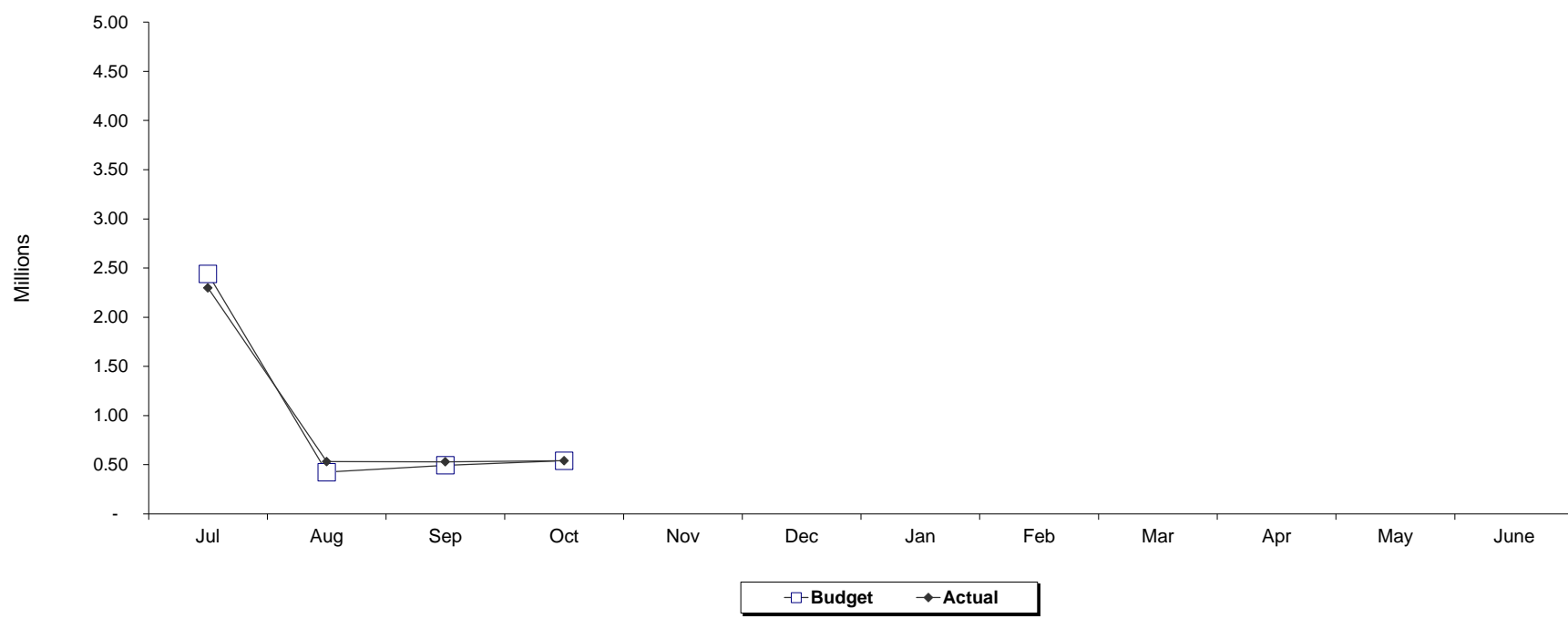


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,392,064	1,462,328	1,393,823	1,332,333								
Actual	1,358,433	1,416,915	1,309,048	1,412,582								
CUMULATIVE EXPENSES												
Budget	1,392,064	2,854,392	4,248,214	5,580,547								
Actual	1,358,433	2,775,348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

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								
Actual	2,298,095	531,510	530,609	540,760								
CUMULATIVE EXPENSES												
Budget	2,440,078	2,864,899	3,360,214	3,900,974								
Actual	2,298,095	2,829,605	3,360,214	3,900,974								
Variance - F(U)	141,983	35,294	0	0								
Variance %	5.82%	1.23%	0.00%	0.00%								

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

October 31, 2015

DESCRIPTION	TOTAL INVESTMENT 10-31-15	INTEREST RECEIVABLE 9-30-15	PREPAID INT RECEIVABLE 10-31-15	INTEREST EARNED 10-31-15	INTEREST RECEIVED 10-31-15	ADJ.	INTEREST RECEIVABLE 10-31-15
RESERVE FOR CAPITAL PROJ	7,977,612.70	12,610.27	0.00	3,878.07	0.00	(61.97)	16,426.37
LAIF -- CAPITAL PROJ	76,679.99	72.86	0.00	23.99	67.87	0.00	28.98
REIMB SECURITIES -- L76R	88,251,670.16	177,334.63	44,477.88	61,147.49	184,322.41	(918.36)	97,719.23
LAIF -- REIMB FUNDS L76R	40,335,978.87	41,750.18	0.00	12,966.94	35,701.66	0.00	19,015.46
PARATRANSIT FUNDS	24,618,221.67	50,982.21	15,528.18	15,614.04	49,779.74	(312.30)	32,032.39
LAIF -- PARATRANSIT	5,077,604.89	4,824.47	0.00	1,588.61	4,494.22	0.00	1,918.86
BANK OF AMERICA	13,715,135.69	0.00	0.00	1,341.66	1,341.66	0.00	0.00
WELLS FARGO	3,018,597.00	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	718,577.21	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	9,095,884.90	60.29	0.00	0.00		0.00	60.29
	<u>192,885,963.08</u>	<u>287,634.91</u>	<u>60,006.06</u>	<u>96,560.80</u>	<u>275,707.56</u>	<u>(1,292.63)</u>	<u>167,201.58</u>

OCTOBER 2015 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 10/31/15	95,268.17
Add:	
CEO Interest	0.00
Less:	
Trust Fees	(513.84)
Capital Gain(Loss)	451.99
Total Interest & Capital Gain(Loss)	<u>95,206.32</u>

YEAR TO DATE -- SUMMARY

Interest Earned	350,102.40
Add:	
CEO Interest	
Less:	
Trust Fees	(2,061.83)
Capital Gain(Loss)	763.99
Total Interest & Capital Gain(Loss)	<u>348,804.56</u>

Balance Per Ledger as of 10/31/15

Deferred Int Acct. 210852/3	5,328.32
Interest Acct. 409102	0.00
Interest Acct. 409101	344,774.08
Less Trust Fees 530045	(2,061.83)
Gain(Loss) Acct. 405210	763.99
	<u>348,804.56</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-15	MARKET VALUE 10-30-15	MATURITY DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 9-30-15	PREPAID INT REC'VBLE 10-30-15	INTEREST EARNED 10-30-15	INTEREST RECEIVED 10-30-15	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 10-30-15	INT REC'VBLE LESS PREPAID 10-30-15	PAR VALUE
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828VL1	12-19-13	2,005,781.25	2,005,468.00	2,003,412.00	07-15-16	0.625%	34.7222	31	2,649.46		1,076.39			(23.40)	3,702.45	3,702.45	2,000,000
US TREASURY NOTE	912828WX4	08-27-14	5,999,531.25	6,008,904.00	6,004,374.00	07-31-16	0.500%	83.3333	31	5,054.35		2,583.33			(56.16)	7,581.52	7,581.52	6,000,000
US TREASURY NOTE	912828VR8	12-11-14	8,018,125.00	8,022,496.00	8,013,440.00	08-15-16	0.625%	138.8889	31	6,385.87		4,305.56			(93.60)	10,597.83	10,597.83	8,000,000
US TREASURY NOTE	912828WA4	03-21-14	8,480,410.16	8,522,576.00	8,513,838.00	10-15-16	0.625%	147.5694	31	24,530.40		4,574.65	26,562.50		(75.00)	2,467.55	2,467.55	8,500,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	10,025,780.00	10,015,760.00	11-15-16	0.625%	173.6111	31	23,607.34		5,381.94			(117.00)	28,872.28	28,872.28	10,000,000
US TREASURY NOTE	912828SM3	03-23-15	4,569,898.24	4,569,720.00	4,560,804.15	3-31-17	1.000%	125.9722	31	123.91		3,905.14			(64.02)	3,965.03	3,965.03	4,535,000
US TREASURY NOTE	912828SM3	03-23-15	806,156.25	806,124.76	805,781.25	3-31-17	1.000%	22.2222	31	21.86		666.67	655.74		(32.79)	(0.00)	(0.00)	800,000
US TREASURY NOTE	912828WD8	10-13-15	7,761,960.94	7,761,960.94	7,743,913.10	10-31-18	1.250%	267.3611	19	0.00	43,417.12	5,079.86	48,125.00		(107.06)	264.42	264.42	7,700,000
US TREASURY NOTE	912828ST8	03-25-15	7,848,466.80	7,832,211.90	7,858,996.10	4-30-19	1.250%	272.5694	31	41,063.18		8,449.65	49,062.50		(180.76)	269.57	269.57	7,850,000
US TREASURY NOTE	912828F62	09-08-15	6,124,542.97	6,167,276.90	6,131,927.40	10-31-19	1.500%	254.1667	31	38,290.76		7,879.17	45,750.00		(168.56)	251.37	251.37	6,100,000
																		64.22%
GOVERNMENT BONDS																		
FHLMC	3134G3W55	03-12-13	7,702,156.00	7,707,838.52	7,702,849.00	11-24-15	0.450%	96.2500	12	12,223.75		1,155.00	13,378.75		-	0.00	0.00	7,700,000
FFCB	31331H5L7	5-11-07	1,020,404.50	977,352.40	958,969.90	12-29-15	6.125%	161.6319	30	14,870.14		4,848.96				19,719.10	19,719.10	950,000
FNMA	3135G0VA8	5-15-13	15,026,145.00	15,020,805.00	15,016,980.00	03-30-16	0.500%	208.3333	30	208.33		6,250.00				6,458.33	6,458.33	15,000,000
FNMA	3135G0XP3	12-10-13	4,979,900.00	4,998,765.00	5,000,615.00	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	5,006,655.00	08-26-16	0.625%	86.8056	30	3,038.19		2,604.17				5,642.36	5,642.36	5,000,000
FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION																		
FNMA	3136ANJY4	4-30-15	616,097.80	614,551.21	613,974.39	04-01-18	1.550%	26.2639	30	787.92		787.92	787.92			787.92	787.92	610,000
FANNIE MEA	3136AQDQ0	10-30-15	808,011.12	808,011.12	808,011.12	09-01-19	1.646%	36.5778	1	0.00	1,060.76	36.58			(0.01)	1,097.33	36.57	800,000
																		38.22%
CASH AND CASH EQUIVALENTS																		
			196,213.20		196,213.20											0.00	0.00	0
LAIF			40,335,978.87	40,335,978.87	40,335,978.87					41,750.18		12,966.94	35,701.66			19,015.46	19,015.46	40,335,978.87
MATURED/CALLED																		
FHLMC	3134G3W55	03-12-13	(7,702,156.00)	(7,707,838.52)	(7,702,849.00)	10-13-15				0.00								(7,700,000.00)
US TREASURY NOTE	912828SM3	03-23-15	(806,156.25)	(806,124.76)	(805,781.25)	3-31-17										0.00	-	(800,000.00)
TOTAL LAIF			40,335,978.87	40,335,978.87	40,335,978.87													
TOTAL A/C 121100 & 112010			88,240,168.78	88,347,933.47	88,251,670.16													88,045,000.00
TOTAL			88,240,168.78	88,347,933.47	88,251,670.16					177,334.62	44,477.88	61,147.49	184,322.41		(918.36)	97,718.72	96,621.39	88,045,000

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

US Bank Account #19-516531

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-15	MARKET VALUE 10-31-15	MATURITY DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 9-30-15	PREPAID INT REC'VBLE 10-31-15	INTEREST EARNED 10-31-15	INTEREST RECEIVED 10-31-15	ADJ.	INTEREST REC'VBLE 10-31-15	INT REC'VBLE LESS PREPAID 10-31-15	PAR VALUE
<u>U.S. TREASURY NOTES AND BONDS</u>																	
US TREASURY NOTE	912828VG2	12-30-13	7,889,816.35	7,914,852.00	7,907,584.00	06-15-16	0.500%	109.7222	31	11,687.67		3,401.39		(46.59)	15,042.47	15,042.47	7,900,000
<u>GOVERNMENT BONDS</u>																	
HOUSING URBAN DEVEL	911759EB0	12-23-08	72,572.73	70,007.00	70,028.70	08-01-17	7.908%	15.3767	31	922.60		476.68		(15.38)	1,383.90	1,383.90	70,000
<u>CASH AND CASH EQUIVALENTS</u>																	
FIRST AMER US TREASURY MM	31846V534		105,681.00	105,681.00	105,681.00											0.00	0.00
LAIF			76,679.99	76,679.99	76,679.99					72.96		23.99	67.87		29.08	29.08	76,680
TOTAL LAIF			76,679.99	76,679.99	76,679.99												
TOTAL A/C 121100 & 112010			7,962,389.08	7,984,859.00	7,977,612.70												
TOTAL			<u>7,962,389.08</u>	<u>7,984,859.00</u>	<u>7,977,612.70</u>					<u>12,610.27</u>	<u>0.00</u>	<u>3,878.07</u>	<u>0.00</u>	<u>(61.97)</u>	<u>16,426.37</u>	<u>16,426.37</u>	<u>7,900,000</u>

17-Nov-15

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL	GASB 31	MARKET	MATURITY DATE	INT RATE	RATE/ DAY	APPL DAYS	INTEREST	PP INTEREST	INTEREST	INTEREST	PP INTEREST	ADJ.	INTEREST	INT REC'VBLE	PAR VALUE
			PURCHASE PRICE	ADJUSTED	VALUE					REC'VBLE	REC'VBLE	EARNED	RECEIVED	RECEIVED		REC'VBLE	LESS PREPAID	
U.S. TREASURY NOTES AND BONDS																		
US TREASURY NOTE	912828WX4	08-27-14	4,749,628.91	4,757,049.00	4,753,462.75	07-31-16	0.500%	65.9722	31	4,001.36		2,045.14			(44.46)	6,002.04	6,002.04	4,750,000
US TREASURY NOTE	912828WA4	03-21-14	5,487,324.22	5,514,608.00	5,508,954.00	10-15-16	0.625%	95.4861	31	15,872.61		2,960.07	17,187.50		(48.53)	1,596.65	1,596.65	5,500,000
US TREASURY NOTE	912828WF3	03-28-14	4,985,546.88	5,012,890.00	5,007,880.00	11-15-16	0.625%	86.8056	31	11,803.67		2,690.97			(58.50)	14,436.14	14,436.14	5,000,000
US TREASURY NOTE	912828SC5	03-19-14	4,218,225.00	4,223,297.40	4,218,648.00	01-31-17	0.875%	102.0833	31	6,191.58		3,164.58			(68.80)	9,287.36	9,287.36	4,200,000
US TREASURY NOTE	912828SC5	03-19-14	230,998.04	231,275.81	231,132.03	01-31-17	0.875%	5.5903	31	339.06		158.60	497.66		0.00	(0.00)	(0.00)	230,000
US TREASURY NOTE	912828WD8	10-13-15	2,721,726.56	2,721,726.56	2,715,398.10	10-31-18	1.250%	93.7500	31	0.00	15,224.18	1,781.25	16,875.00		(37.71)	92.72	92.72	2,700,000
US TREASURY NOTE	912828F62	09-09-15	2,008,046.88	2,022,058.00	2,010,468.00	10-31-19	1.500%	83.3333	31	12,554.35		2,583.33	15,000.00		(55.26)	82.42	82.42	2,000,000
FEDERAL AGENCY COLLETERALIZED MORTGAGE OBLIGATION																		
FNMA	3136ANJY4	4-30-15	171,699.39	171,268.37	171,107.62	04-01-18	1.550%	7.3194	30	219.58		219.58	219.58			219.58	219.58	170,000
FANIE MAE	3136AQDQ0	10-30-15	232,303.20	232,303.20	232,303.20	09-01-19	1.646%	10.5161	1	0.00	304.00	10.52			0.96	315.48	11.48	230,000 1.61%
CASH AND CASH EQUIVALENTS																		
			416,683.01	0.00	416,683.01					0.00					0.00	0.00	0.00	0
CASH INVESTMENT																		
LAIF			5,077,604.89	5,077,604.89	5,077,604.89					4,824.47	0.00	1,588.61	4,494.22			1,918.86	1,918.86	5,077,605
MATURED/CALLED																		
US TREASURY NOTE	912828SC5	03-19-14	230,998.04	231,275.81	231,132.03	10-30-15												230,000
TOTAL LAIF			5,077,604.89	5,077,604.89	5,077,604.89													
TOTAL A/C 122010			24,574,501.04	24,655,200.53	24,618,221.67													
TOTAL			<u>24,574,501.04</u>	<u>24,655,200.53</u>	<u>24,618,221.67</u>					<u>50,982.21</u>	<u>15,528.18</u>	<u>15,614.04</u>	<u>49,779.74</u>	<u>0.00</u>	<u>(312.30)</u>	<u>32,032.39</u>	<u>31,728.39</u>	<u>24,550,000.00</u>

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

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

8/24/15 4:42 PM

Approved Budget			Receipts		Over/(Under)	Current
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection
FY2015:						
1st Quarter	17,150,000	18,235,600		19,885,600	1,650,000	19,885,600
2nd Quarter	18,405,000	20,319,400		22,628,025	2,308,625	22,628,025
3rd Quarter	17,500,000	17,500,000		18,198,785	698,785	18,198,785
4th Quarter	18,945,000	18,945,000	4th Quarter	20,262,315	1,317,315	20,262,315
FY2015 Total	72,000,000	75,000,000	FY2015 Total	80,974,725	5,974,725	80,974,725
FY2016						
Jul. 15	5,390,000		Sep. 15	5,856,200	466,200	5,390,000
Aug. 15	5,390,000		Oct. 15	5,856,200	466,200	5,390,000
Sep. 15	6,827,333		Nov. 15			6,827,333
3 Months Total	17,607,333	0		11,712,400	932,400	17,607,333
Oct. 15	5,877,667		Dec. 15			5,877,667
Nov. 15	5,877,667		Jan. 16			5,877,667
Dec. 15	7,140,467		Feb. 16			7,140,467
6 Months Total	36,503,134	0		11,712,400	932,400	36,503,134
Jan. 16	5,544,000		Mar. 16			5,544,000
Feb. 16	6,079,920		Apr. 16			6,079,920
Mar. 16	7,542,920		May 16			7,542,920
9 Months Total	55,669,974	0		11,712,400	932,400	55,669,974
Apr. 16	6,884,826		Jun. 16			6,884,826
May 16	6,997,760		Jul. 16			6,997,760
Jun. 16	7,447,440		Aug. 16			7,447,440
FY2016 Total	77,000,000	0	FY2016 Total	11,712,400	932,400	77,000,000
	18,073,533		1st Quarter			
	6,343,867		2nd Quarter			
			3rd Quarter			
			4th Quarter			
	<u>24,417,400</u>		YTD Actual Per Statement of Revenues & Expenses			

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **AUTHORIZING THE FILING OF AN APPLICATION FOR FTA FORMULA
PROGRAM FUNDING FOR BUS REPLACEMENT PROJECTS AND ADA
OPERATING SUBSIDY**

ACTION

Staff proposes the Committee recommend the Board authorize the General Manager/CEO, or his designee, to:

1. File and execute applications for funding with the Metropolitan Transportation Commission (MTC) under the Federal Transit Administration (FTA) Formula Program in the amount of \$30,238,196 for the replacement of the 2003 Gillig buses, replacement of the North American Bus Industries (NABI) articulated buses, replacement of Cutaway buses, replacement of minivans, and for the Americans with Disability Act (ADA) Operating Subsidy;
2. Commit to providing \$7,299,984 in local matching funds;
3. Take all other actions as may be necessary to give effect to this resolution, including executing any agreements, certifications and assurances or other documentation required in order to receive the FTA funds.

SIGNIFICANCE

Staff is proposing to submit applications to the MTC for Fiscal Year (FY) 2016 Federal Formula funds to support the following SamTrans capital and operating projects:

	<u>Federal Funds</u>	<u>Non-Federal Matching Funds</u>	<u>Total</u>
Replacement of (60) 2003 Gillig Buses	\$6,914,860	\$1,811,755	\$8,726,615
Replacement of (55) NABI articulated buses	\$20,157,000	\$4,718,575	\$24,875,575
Replacement of Paratransit Cutaways	\$900,360	\$191,250	\$1,091,610
Replacement of Minivans	\$418,200	\$116,460	\$534,660
ADA Operating Subsidy	<u>\$1,847,776</u>	<u>\$461,944</u>	<u>\$2,309,720</u>
Total	<u>\$30,238,196</u>	<u>\$7,299,984</u>	<u>\$37,538,180</u>

All of the projects listed are consistent with the SamTrans Short Range Transit Plan.

BUDGET IMPACT

The amount of match required to leverage \$30,238,196 in Federal funds is \$7,299,984. The match will be provided by a combination of A.B. 664 Bridge Toll Revenues, which MTC will program at a later date, Proposition 1B PTMISEA (Public Transportation Modernization, Improvement, and Service Enhancement Account Program) funds, and District Sales Tax.

The capital projects are budgeted in the FY2016 SamTrans Capital Budget. A portion of the ADA Operating subsidy will be amended into the FY2016 Operating Budget. Any remaining funds will be carried over into FY2017. The filing of these applications for funding will allow the District to secure the funding required to implement the projects in the FY2016 Budget.

BACKGROUND

The MTC has solicited transit projects from eligible federal grantees for programming an estimated \$409 million in regional apportionments for FY2016 FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants. The selection process was based on MTC's Transit Capital Priorities process and criteria, which were intended to fund transit projects that are most important to the region and consistent with Plan Bay Area, the region's 25-year plan.

Prepared By: Rebecca Arthur, Senior Grants Analyst 650-508-6368

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING THE FILING OF AN APPLICATION FOR FEDERAL TRANSIT ADMINISTRATION
(FTA) FORMULA PROGRAM FUNDING FOR BUS REPLACEMENT PROJECTS AND AMERICANS
WITH DISABILITIES ACT (ADA) OPERATING SUBSIDY**

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21), Public Law 112-141, continues and establishes new FTA formula programs (23 U.S.C. §53); and

WHEREAS, pursuant to MAP-21, and the regulations promulgated thereunder, eligible project sponsors wishing to receive FTA Section 5307 Urbanized Area, Section 5337 State of Good Repair, or Section 5339 Bus and Bus Facilities (collectively, FTA Formula Program) grants for a project shall submit an application first with the appropriate metropolitan planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the successor legislation to MAP-21 is anticipated to continue authorization of the FTA funding programs; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the MPO for the San Francisco Bay Region; and

WHEREAS, the San Mateo County Transit District (District) is an eligible project sponsor for FTA Formula Program; and

WHEREAS, the District wishes to submit a grant application to MTC for funds from the Fiscal Year 2015-2016 FTA Formula Program, for the following projects:

Project	Federal Funds
Replacement of (60) 2003 Gillig Buses	\$6,914,860
Samtrans Replacement of (55) NABI articulated buses	20,157,000
Replacement of Paratransit Cutaways	900,360
Replacement of Minivans	418,200
ADA Operating Subsidy	<u>1,847,776</u>
TOTAL	<u>\$30,238,196</u>

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) The commitment of necessary local matching funds of at least 18 percent for FTA Formula Program funds; and

2) That the sponsor understands that the FTA Formula Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded from FTA Formula Program funds; and

3) The assurance of the sponsor to complete the projects as described in the application, and if approved, as programmed in MTC's TIP; and

4) That the sponsor understands that FTA Formula Program funds must be obligated within three years of the year that the projects are programmed for in the TIP or the project may be removed from the program.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors that the District is authorized to execute and file an application for funding under the FTA Formula Program in the amount of \$30,238,196 for vehicle replacement projects and ADA Operating Subsidy and take all other actions as may be necessary to give effect to this

resolution, including executing any agreements, certifications and assurances or other documentation required in order to receive the FTA funds; and

BE IT FURTHER RESOLVED that the Board of Directors, by adopting this resolution, does hereby state that:

1) The District will provide \$7,299,984 in local matching funds; and

2) The District understands that the FTA Formula Program funding for the projects is fixed at \$30,238,196, and that any cost increases must be funded by the District from local matching funds, and that the District does not expect any cost increases to be funded with FTA Formula Program funds; and

3) Bus replacements and ADA Operating Subsidy will be implemented and operated as described in this resolution and, if approved, for the amount shown in the MTC TIP with obligation occurring within the timeframe established below; and

4) The District will comply with FTA requirements and all other applicable Federal, State and Local laws and regulations with respect to the proposed projects; and

BE IT FURTHER RESOLVED:

1) That the District is an eligible sponsor of projects in the program for FTA Formula Program funds; and

2) That the District is authorized to submit an application for FTA Formula Program funds for bus replacements and ADA Operating Subsidy; and

3) That there is no legal impediment to the District making applications for FTA Formula Program funds; and

4) That there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the District to deliver such projects; and

5) That the District agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and

6) That a copy of this resolution will be transmitted to the MTC prior to MTC programming the FTA Formula Program funded projects in the TIP; and

7) That the MTC is requested to support the application for the projects described in the resolution and to program the projects, if approved, in MTC's TIP.

Regularly passed and adopted this 2nd day of December, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

BACKGROUND

The District uses DGS contracts for the purchase of its vehicles. The California Public Contract Code allows the District to purchase vehicles, equipment, and other commodities through the State of California's competitively bid contracts. With access to the DGS bid list of vehicle suppliers, the District benefits by purchasing, at highly competitive prices, vehicles of proven design and manufacturing standards that meet District specifications. Staff obtained Buy America Certificates to assure that all the vehicles being purchased meet the FTA Buy America requirements.

Contract Officer: Brian Geiger 650-508-7973
Project Manager: Greg Moyer, Supt. Maintenance Technical Services 650-508-7987

RESOLUTION NO. 2015 –

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

*** * ***

**AUTHORIZING THE PURCHASE AND DELIVERY OF FIVE NON-REVENUE
SUPPORT VEHICLES THROUGH THE STATE OF CALIFORNIA'S COMPETITIVELY BID CONTRACT
FOR A TOTAL COST OF \$142,037.96**

WHEREAS, the San Mateo County Transit District (District) needs to purchase five non-revenue support vehicles (vehicles) to replace older, unreliable, and costly-to-maintain vehicles; and

WHEREAS, staff proposes to acquire one Jeep Patriot and four Ford Fusions to be used in a variety of work-related activities such as deployment of field supervisors to verify routes and monitor service levels; and

WHEREAS, pursuant to California Public Contract Code Section 10298, the State of California Department of General Services (DGS) makes available to public agencies numerous items including vehicles from approved vendors who have been selected by the State through a sealed competitive bid process; and

WHEREAS, the District routinely uses this State procurement system to purchase cars, trucks, cargo vans, and other vehicles to meet its operational needs; and

WHEREAS, a combination of Federal funds and local sales tax revenues sufficient for the purchase of the five vehicles was budgeted in the prior years' approved District capital budgets; and

WHEREAS, the General Manager/CEO recommends, and the Committee concurs, that contracts be awarded to Downtown Ford of Sacramento, CA for the purchase and delivery of four vehicles, and to Swift Superstore of Davis CA for the

purchase and delivery of one vehicle, through the State's DGS contracts for a total cost of \$142,037.96 inclusive of delivery, fees, and taxes.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors (Board) of the District authorizes the purchase and delivery of four 2016 Ford Fusions from Downtown Ford for a cost of \$115,547.16 and one 2016 Jeep Patriot from Swift Superstore for a cost of \$26,490.80 through the State DGS contracts for a total cost of \$142,037.96, inclusive of fees, taxes, and delivery; and

BE IT FURTHER RESOLVED the Board authorizes the General Manager/CEO or his designee to execute contracts on behalf of the District with Downtown Ford and Swift Superstore in accordance with the terms and conditions of the DGS competitively bid contract and in a form approved by legal counsel.

Regularly passed and adopted this 2nd day of December, 2015 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2015

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

JIM HARTNETT
GENERAL MANAGER/CEO

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

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

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

ACTION

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

INFORMATIONAL

2. State and Federal Legislative Update

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

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE MEETING
COMMITTEE OF THE WHOLE
NOVEMBER 4, 2015**

Committee Members Present: A. Tissier (Committee Chair), C. Stone

Committee Members Absent: Z. Kersteen-Tucker

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

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

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

Committee Chair Adrienne Tissier called the meeting to order at 2:49 p.m.

Approval of Minutes of Legislative Committee Meeting of October 7, 2015

Motion/Second: Ratto/Gee

Ayes: Gee, Guilbault, Harris, Matsumoto, Ratto, Stone, Tissier

Absent: Groom, Kersteen-Tucker

Update on the State and Federal Legislative Program

Shweta Bhatnagar, Government Affairs Officer, said on October 29 the president signed into law the Surface Transportation Extension Act of 2015, which extends Federal transportation funding through November 20 to prevent a Highway Trust Fund shutdown. The previous funding authorization was set to expire on October 29. The bill includes language for a positive train control (PTC) deadline extension giving railways until December 31, 2018 to complete PTC implementation. The PTC provision also allows for an additional two years of leniency for operators that meet certain benchmarks. The U.S. Department of Transportation (DOT) will track each railroad's progress to make a determination about which railways will have three years to comply and which will get five years. The legislation also states that railways have 90 days after the bill is signed into law to submit a revised plan that describes the schedule and sequence for implementing PTC.

Ms. Bhatnagar said on October 29 the DOT announced this year's TIGER awards. Staff submitted a grant application for the South San Francisco Caltrain Station Improvements Project and assisted the City/County Association of Governments of San Mateo County with their application for funds for the U.S. Highway 101/Willow Road Project. Unfortunately, neither project received funding. In fact, no Northern California projects were funded. Overall there were 672 applicants and only 39 grant recipients in this round. The DOT awarded nearly \$500 million in funds this cycle.

Matt Robinson, Shaw/Yoder/Antwih, said two bills were signed by the governor at the end of the session. Senate Bill 705 would authorize the county of San Mateo to submit a

ballot measure that would seek additional sales tax for transportation programs that would exceed the existing 2 percent limit placed on local jurisdictions enacting local sales tax measures. Assembly Bill 1250 addresses bus axle weight limits, provides a permanent exemption for buses on the streets today, establishes a path forward for a gradual reduction for future bus procurements, and allows the industry time to develop technologies and solutions that would reduce the weight limits for buses in the future to address concerns cities have and the impact on the local streets and roads.

Adjourned: 2:56 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

Nothing to report.

FEDERAL ISSUES

On November 16 the House passed and the Senate is scheduled to vote on another short-term extension bill, Surface Transportation Extension Act of 2015, Part II (H.R. 3996), as a backup plan to give the congressional conference committee members more time to resolve critical differences between the House and Senate's multiyear transportation funding plan. The bill will continue Federal funding of surface transportation programs through December 4.

The Conference Committee is working to combine the Senate's Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act and the House's Surface Transportation Reauthorization and Reform (STRR) Act. There are some differences between the two six-year funding bills, including overall funding levels, funding levels for public transportation, funding for the Bus and Bus Facilities program, Capital Investment Program, TIGER, and rail titles.

Prepared By: Shweta Bhatnagar, Government Affairs Officer

650-508-6385

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

Bill ID/Topic	Location	Summary	Position
<p>AB 2 Alejo D</p> <p>Community revitalization authority.</p>	<p>9/22/2015-A. CHAPTERED 9/22/2015-Chaptered by Secretary of State - Chapter 319, Statutes of 2015.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state.</p> <p>This bill would authorize certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. The bill would also provide for periodic audits by the Controller. The bill would also require the Department of Housing and Community Development, advised by an advisory committee appointed by the Director of Housing and Community Development, to periodically review the calculation of surplus housing under these provisions. The bill would require certain funds allocated to the authority to be deposited into a separate Low and Moderate Income Housing Fund and used by the authority for the purposes of increasing, improving, and preserving the community's supply, as specified. The bill would, if an authority failed to expend or encumber surplus funds in the Low and Moderate Income Housing Fund, require those funds to be disbursed towards housing needs. The bill would require an authority to make relocation provisions for persons displaced by a plan and replace certain dwelling units that are destroyed or removed as part of a plan. The bill would authorize an authority to acquire interests in real property and exercise the power of eminent domain, as specified.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p>AB 194 Frazier D</p> <p>High-occupancy toll lanes.</p>	<p>10/9/2015-A. CHAPTERED 10/9/2015-Chaptered by Secretary of State - Chapter 687, Statutes of 2015.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles.</p> <p>This bill would authorize a regional transportation agency or the department to apply to the commission to develop and operate HOT lanes or other toll facilities, as specified, and would delete the January 1, 2012, deadline for HOT lane applications and remove the existing limitation on the number of facilities that may be approved. The bill would include the Santa Clara Valley Transportation Authority within the definition of regional transportation authority for these purposes. The bill would delete the requirement that the facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish eligibility criteria set forth in guidelines for the development and operation of the facilities and provide for the review and approval by the commission of each proposed toll facility pursuant to those eligibility criteria. The bill would require toll facilities approved by the commission on or after January 1, 2016, to be subject to specified minimum requirements, including those relating to toll facility revenues. The bill would authorize a regional transportation agency or the state, as applicable, to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would delete the requirement that the commission conduct at least one public hearing in northern California and one in southern California for each eligible application and would instead require the commission to conduct at least one public hearing at or near the proposed toll facility. The bill would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's costs and expenses incurred in processing the application and to enter into specified agreements with the department and the Department of the California Highway Patrol. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with every local transportation authority and every congestion management agency whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions. The bill would require the regional</p>	

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

Bill ID/Topic	Location	Summary	Position
		<p>transportation agency to give a local transportation authority or congestion management agency, as specified, the option of entering into agreements, as needed, for project development, engineering, financial studies, and environmental documentation for each construction project or segment, and would authorize the local transportation authority or congestion management agency to be the lead agency for those construction projects or segments. The bill would provide that these provisions do not authorize or prohibit the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a HOT lane pursuant to its provisions. This bill contains other related provisions and other existing laws.</p>	
<p>AB 318 Chau D</p> <p>Lost money and goods: bicycles: restoration to owner.</p>	<p>7/17/2015-S. 2 YEAR 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 6/11/2015)</p>	<p>Existing law requires a person who finds and takes possession of property that is lost to try and return it to the rightful owner. If the owner of the lost property cannot be determined and the item is worth \$100 or more, the finder is required to turn the item over to the police or sheriff, as specified. Existing law provides 90 days for the owner to return and claim the property and to pay any reasonable fee for its bailment. Existing law requires, if the reported value of the property is \$250 or more and the owner does not return and claim the property, the police or the sheriff to cause notice of the property to be published, as provided.</p> <p>This bill, until December 31, 2020, would provide that if that lost property is found on a vehicle of public conveyance or on public transit property, that it instead be turned in to the public transit agency, and would provide 90 days for the owner to return and claim the property, as specified. The bill, until December 31, 2020, also would require the public transit agency to cause notice of the property to be published under the circumstances described above. The bill, until January 1, 2021, would authorize a transit agency to utilize alternate unclaimed property procedures with respect to lost or unclaimed bicycles turned in to or held by that public transit agency. This bill contains other related provisions and other existing laws.</p>	<p>Oppose</p>

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

Bill ID/Topic	Location	Summary	Position
<p>AB 378 Mullin D</p> <p>State Highway 101 corridor.</p>	<p>5/15/2015-A. 2 YEAR 5/15/2015-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/18/2015)</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law imposes various requirements for the development and implementation of transportation projects.</p> <p>This bill would declare the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor. The bill would make findings and declarations in that regard.</p>	<p>Support</p>
<p>AB 464 Mullin D</p> <p>Transactions and use taxes: maximum combined rate.</p>	<p>8/17/2015-A. VETOED 8/17/2015-Vetoed by the Governor</p>	<p>Existing law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%.</p> <p>This bill would increase that maximum combined rate to 3%.</p>	<p>Support</p>

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

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

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

Bill ID/Topic	Location	Summary	Position
<p>AB 726 Nazarian D</p> <p>Vehicles: Los Angeles County Metropolitan Transportation Authority.</p>	<p>10/4/2015-A. CHAPTERED 10/4/2015-Chaptered by Secretary of State - Chapter 479, Statutes of 2015.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation, among other things, an articulated bus or articulated trolley coach that does not exceed a length of 60 feet.</p> <p>This bill would authorize the Los Angeles County Metropolitan Transportation Authority to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line in the County of Los Angeles. The bill would require the authority to establish a route review committee prior to operation of those buses, as specified. The bill would provide that implementation of those articulated bus operations would be contingent upon specified conditions, including, among other things, determinations by the Department of the California Highway Patrol and the Department of Transportation that those portions of the proposed routes on state highways, if any, are suitable for the operation of those buses, as specified. The bill would also make implementation of those articulated bus operations contingent upon specified collective bargaining requirements. This bill contains other related provisions.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p>AB 1171 Linder R</p> <p>Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.</p>	<p>10/1/2015-A. CHAPTERED 10/1/2015-Chaptered by Secretary of State - Chapter 413, Statutes of 2015.</p>	<p>Existing law generally sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by local agencies for public works contracts. Existing law authorizes the Department of Transportation, the Santa Clara County Valley Transportation Authority, and the San Diego Association of Governments to use the Construction Manager/General Contractor project delivery method for transit projects within their respective jurisdictions, subject to certain conditions and requirements.</p> <p>This bill would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. The bill would require the regional transportation agency to provide a report, containing specified information, to its governing body upon completion of a project using the Construction Manager/General Contractor method. The bill would require specified information provided to a regional transportation agency to be verified under oath. By expanding the scope of the existing crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p>AB 1250 Bloom D</p> <p>Vehicles: buses: axle weight.</p>	<p>10/4/2015-A. CHAPTERED 10/4/2015-Chaptered by Secretary of State - Chapter 484, Statutes of 2015.</p>	<p>Existing law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime.</p> <p>This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016. The bill would provide that the weight limitation would not apply to a bus purchased during an option period in a multiyear contract to purchase transit buses that is entered into before January 1, 2016, by a publicly owned or operated transit system, or an operator of a transit system under contract with a publicly owned or operated transit system, provided that the option period does not exceed 5 years from the date of the original contract, or extend beyond January 1, 2021, whichever is earlier. This bill would also establish certain weight limitations for transit buses procured through a solicitation process pursuant to which a solicitation was issued at a specified time. The bill would provide that these provisions do not authorize the operation of a transit bus on a bridge or certain other structures if the gross weight of the transit bus is greater than the maximum weight which the bridge or other structure can safely sustain. The bill would require, if the gross weight imposed upon the highway by the wheels on any one axle of a transit bus exceeds 20,000 pounds, the axle to be supported by 4 wheels bearing load upon the highway. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

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

Bill ID/Topic	Location	Summary	Position
<p>AB 1347 Chiu D</p> <p>Public contracts: claims.</p>	<p>10/11/2015-A. VETOED 10/11/2015-Vetoed by the Governor</p>	<p>Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law applicable to state public contracts generally requires that the resolution of claims related to those contracts be subject to arbitration. Existing law applicable to local agency contracts prescribes a process for the resolution of claims related to those contracts of \$375,000 or less.</p> <p>This bill would establish, for contracts entered into on or after January 1, 2016, a claim resolution process applicable to all claims by contractors in connection with public works. The bill would define a claim as a separate demand by the contractor for one or more of the following: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the public entity, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Neutral</p>
<p>ABX1 1 Alejo D</p> <p>Transportation funding.</p>	<p>6/23/2015-A. PRINT 6/24/2015-From printer.</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p>ABX1 2 Perea D</p> <p>Transportation projects: comprehensive development lease agreements.</p>	<p>6/25/2015-A. PRINT 6/26/2015-From printer.</p>	<p>Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Existing law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017.</p> <p>This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions. The bill would also delete obsolete cross-references and make technical changes to these provisions.</p>	
<p>ABX1 3 Frazier D</p> <p>Transportation funding.</p>	<p>9/24/2015-A. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.</p>	

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

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

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

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

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

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

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

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

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

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

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

Bill ID/Topic	Location	Summary	Position
<p>ABX1 23 Garcia, Eduardo D 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>	

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

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

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

Bill ID/Topic	Location	Summary	Position
<p>ACA 4 Frazier D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>8/19/2015-A. APPR. SUSPENSE FILE</p> <p>8/27/2015-In committee: Hearing postponed by committee.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it would become effective immediately upon approval by the voters and would apply to any local measure imposing, extending, or increasing a sales and use tax or transactions and use tax for local transportation projects submitted at the same election. This bill contains other existing laws.</p>	<p>Support</p>

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

Bill ID/Topic	Location	Summary	Position
<p>SB 9 Beall D</p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>10/9/2015-S. CHAPTERED 10/9/2015-Chaptered by Secretary of State - Chapter 710, Statutes of 2015.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, expanding and improving transit services to increase ridership, and improving transit safety. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation. The bill would modify the information required to be included in applications for grants under the program and would authorize an eligible applicant to submit an application to fund a project over multiple fiscal years and to submit multiple applications. The bill would require the Transportation Agency, in selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, would add additional factors to be considered in evaluating applications for funding, and would expand certain factors considered to include bus and ferry transit service. The bill would require the Transportation Agency to approve, by July 1, 2018, a 5-year program of projects, and would require the California Transportation Commission to allocate funding to eligible applicants pursuant to the program of projects, with subsequent programs of projects to be approved not later than April 1 of each even-numbered year thereafter. The bill would require the Transportation Agency, in cooperation with the California Transportation Commission and at the request of an eligible applicant, to enter into and execute a multiyear funding agreement for a project to be funded over more than one fiscal year, as specified, and would authorize the California Transportation Commission to approve a letter of no prejudice that would allow an applicant to expend its own moneys on a project in the approved program of projects, subject to future reimbursement from program moneys for eligible expenditures. This bill contains other existing laws.</p>	<p>Support</p>

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

Bill ID/Topic	Location	Summary	Position
<p>SB 32 Pavley D</p> <p>California Global Warming Solutions Act of 2006.</p>	<p>9/11/2015-A. 2 YEAR 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 9/10/2015)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions.</p> <p>This bill would require the state board to approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>SB 64 Liu D</p> <p>California Transportation Plan.</p>	<p>10/9/2015-S. CHAPTERED 10/9/2015-Chaptered by Secretary of State - Chapter 711, Statutes of 2015.</p>	<p>Existing law requires the California Transportation Commission to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. Existing law provides that the annual report may also include a discussion of any significant upcoming transportation issues anticipated to be of concern to the public and the Legislature.</p> <p>This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system. This bill contains other related provisions and other existing laws.</p>	

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

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

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

Bill ID/Topic	Location	Summary	Position
<p>SB 348 Galgiani D</p> <p>California Environmental Quality Act: exemption: railroad crossings.</p>	<p>8/7/2015-S. CHAPTERED 8/7/2015-Chaptered by Secretary of State - Chapter 143, Statutes of 2015.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements railroad grade separation projects that eliminate existing grade crossings or that reconstruct existing grade separations. CEQA authorizes a lead agency, if it determines that a project is exempt from the requirements of CEQA, to file a notice of exemption with specific public entities.</p> <p>This bill would require a lead agency, if it determines that the above exemption applies to a project that the agency approves or determines to carry out, to file a notice of exemption with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county. Because the bill would impose additional duties on local agencies with regards to the filing of a notice of exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

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

Bill ID/Topic	Location	Summary	Position
<p>SB 350 De León D</p> <p>Clean Energy and Pollution Reduction Act of 2015.</p>	<p>10/7/2015-S. CHAPTERED 10/7/2015-Chaptered by Secretary of State - Chapter 547, Statutes of 2015.</p>	<p>(1) Under existing law, the Public Utilities Commission (PUC) has regulatory jurisdiction over public utilities, including electrical corporations, community choice aggregators, and electric service providers, while local publicly owned electric utilities are under the direction of their governing boards. Existing law imposes various regulations on public utilities and local publicly owned electric utilities. Existing law establishes the California Renewables Portfolio Standards (RPS) Program, which is codified in the Public Utilities Act, with the target to increase the amount of electricity generated per year from eligible renewable energy resources to an amount that equals at least 33% of the total electricity sold to retail customers per year by December 31, 2020. Under existing law, a violation of the Public Utilities Act is a crime.</p> <p>This bill would require that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50% by December 31, 2030, as provided. The bill would make other revisions to the RPS Program and to certain other requirements on public utilities and publicly owned electric utilities. This bill contains other related provisions and other existing laws.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p>SB 358 Jackson D</p> <p>Conditions of employment: gender wage differential.</p>	<p>10/6/2015-S. CHAPTERED 10/6/2015-Chaptered by Secretary of State - Chapter 546, Statutes of 2015.</p>	<p>Existing law regulates the payment of compensation to employees by employers and prohibits an employer from conditioning employment on requiring an employee to refrain from disclosing the amount of his or her wages, signing a waiver of the right to disclose the amount of those wages, or discriminating against an employee for making such a disclosure.</p> <p>This bill would revise that prohibition to eliminate the requirement that the wage differential be within the same establishment, and instead would prohibit an employer from paying any of its employees at wage rates less than those paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, as specified. The bill would revise and recast the exceptions to require the employer to affirmatively demonstrate that a wage differential is based upon one or more specified factors, including a seniority system, a merit system, a system that measures earnings by quantity or quality of production, or a bona fide factor other than sex, as specified. The bill would also require the employer to demonstrate that each factor relied upon is applied reasonably, and that the one or more factors relied upon account for the entire differential. The bill would prohibit an employer from discharging, or in any manner discriminating or retaliating against, any employee by reason of any action taken by the employee to invoke or assist in any manner the enforcement of these provisions. The bill would authorize an employee who has been discharged or discriminated or retaliated against, in the terms and conditions of his or her employment because the employee engaged in any conduct delineated in these provisions, to recover in a civil action reinstatement and reimbursement for lost wages and work benefits caused by the acts of the employer, including interest thereon, as well as appropriate equitable relief. The bill would prohibit an employer from prohibiting an employee from disclosing the employee's own wages, discussing the wages of others, inquiring about another employee's wages, or aiding or encouraging any other employee to exercise his or her rights under these provisions. The bill would also increase the duration of employer recordkeeping requirements from 2 years to 3 years. By changing the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p>SB 413 Wieckowski D</p> <p>Public transit: prohibited conduct.</p>	<p>10/10/2015-S. CHAPTERED 10/10/2015-Chaptered by Secretary of State - Chapter 765, Statutes of 2015.</p>	<p>Existing law makes it a crime, punishable as an infraction, for a person to commit certain acts on or in a facility or vehicle of a public transportation system, including disturbing another person by loud or unreasonable noise on the facilities, vehicles, or property of the public transportation system, in specified circumstances.</p> <p>This bill would revise the unreasonable noise provision so that it would apply to a person failing to comply with the warning of a transit official related to disturbing another person by loud and unreasonable noise, and also to a person playing unreasonably loud sound equipment on or in a public transportation system facility or vehicle. The bill would also make it an infraction for a person on or in a facility or vehicle of a public transportation system to fail to yield seating reserved for an elderly or disabled person if the public transportation agency enacts an ordinance to that effect, after a public hearing. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>SB 461 Hernandez D</p> <p>State Highway Route 164: relinquishment.</p>	<p>10/7/2015-S. CHAPTERED 10/7/2015-Chaptered by Secretary of State - Chapter 575, Statutes of 2015.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law authorizes the commission to relinquish certain state highway segments to local agencies.</p> <p>This bill would authorize the commission to relinquish specified portions of State Highway Route 164 to the County of Los Angeles and to the City of South El Monte, under specified conditions.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p>SB 481 Hueso D</p> <p>Local government: auditors: independence.</p>	<p>9/4/2015-S. VETOED 9/4/2015-Vetoed by the Governor</p>	<p>Existing law requires, with certain exceptions, that all city, county, city and county, and district employees who conduct audits or that conduct audit activities of those respective agencies, conduct their work under the general and specified standards prescribed by the Institute of Internal Auditors or the Government Auditing Standards issued by the Comptroller General of the United States, as appropriate. Those standards generally provide, among other things, that auditors should be independent of the activities they audit. Existing law makes every willful omission to perform any duty enjoined by law upon any public officer, or person holding any public trust or employment, where no special provision is made for the punishment of that delinquency, a crime.</p> <p>This bill would prohibit the general counsel of the city, county, city and county, or district, or the employees of the general counsel from having direct oversight over the city, county, city and county, and district employees that conduct audits or that conduct audit activities of those respective agencies. This bill contains other related provisions and other existing laws.</p>	
<p>SB 491 Committee on Transportation and Housing</p> <p>Transportation: omnibus bill.</p>	<p>10/2/2015-S. CHAPTERED 10/2/2015-Chaptered by Secretary of State - Chapter 451, Statutes of 2015.</p>	<p>Existing law authorizes certain air districts to impose a vehicle registration fee surcharge to be used for projects and programs to improve air quality. Existing law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to be proportionately allocated to each county within the district, and requires an entity receiving these revenues, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures.</p> <p>This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures. This bill contains other related provisions and other existing laws.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p>SB 508 Beall D</p> <p>Transportation funds: transit operators: pedestrian safety.</p>	<p>10/9/2015-S. CHAPTERED 10/9/2015-Chaptered by Secretary of State - Chapter 716, Statutes of 2015.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law authorizes an operator to satisfy the applicable ratio of fare revenues to operating costs by supplementing its fare revenues with local funds, as defined. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas, except that an operator that exceeded those percentages in the 1978-79 fiscal year is required to maintain the higher farebox ratios in order to remain eligible for funding. Existing law provides various exceptions to the definition of "operating cost" for these purposes.</p> <p>This bill would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index. The bill would also exempt startup costs for new transit services for up to 2 years. The bill would revise the definition of local funds. The bill would revise the definition of "operating cost" for performance audit and certain other purposes to exclude principal and interest payments on capital projects funded with certificates of participation. This bill contains other related provisions and other existing laws.</p>	

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

Bill ID/Topic	Location	Summary	Position
<p>SB 579 Jackson D</p> <p>Employees: time off.</p>	<p>10/11/2015-S. CHAPTERED 10/11/2015-Chaptered by Secretary of State - Chapter 802, Statutes of 2015.</p>	<p>Existing law prohibits an employer who employs 25 or more employees working at the same location from discharging or discriminating against an employee who is a parent, guardian, or grandparent having custody of a child in a licensed child day care facility or in kindergarten or grades 1 to 12, inclusive, for taking off up to 40 hours each year for the purpose of participating in school activities, subject to specified conditions. Existing law requires an employee to provide documentation regarding these activities upon request by an employer and provides remedies to employees discharged, demoted, or in any other manner discriminated against as a result of his or her exercise of this right to take time off.</p> <p>This bill would revise references to a child day care facility to instead refer to a child care provider. The bill would include the addressing of a child care provider emergency or a school emergency, as defined, and the finding, enrolling, or reenrolling of a child in a school or with a child care provider as activities for which a parent having custody of a child shall not be discriminated against or discharged, as described above. The bill would define "parent" for these purposes as a parent, guardian, stepparent, foster parent, or grandparent of, or a person who stands in loco parentis to, a child, thereby extending these protections to an employee who is a stepparent or foster parent or who stands in loco parentis to a child. This bill contains other related provisions and other existing laws.</p>	
<p>SB 599 Mendoza D</p> <p>Employment: public transit service contracts.</p>	<p>10/10/2015-S. VETOED 10/10/2015-Vetoed by the Governor</p>	<p>Existing law requires a local government agency to give a 10% preference to any bidder on a service contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days, as specified.</p> <p>This bill would expand these provisions to require a state agency to also give a 10% preference to any bidder under these provisions.</p>	

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

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

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

Bill ID/Topic	Location	Summary	Position
<p>SBX1 1 Beall D</p> <p>Transportation funding.</p>	<p>9/1/2015-S. APPR. 9/1/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.</p> <p>This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and \$0.10 of a \$0.22 per gallon increase in the diesel fuel excise tax imposed by the bill, including an inflation adjustment, as provided, an increase of \$35 in the annual vehicle registration fee, a new \$100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, a new annual road access charge on each vehicle, as defined, of \$35, and repayment, over a 3-year period, of outstanding loans made in previous years from certain transportation funds to the General Fund. This bill contains other related provisions and other existing laws.</p>	
<p>SBX1 2 Huff R</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>6/30/2015-S. T. & I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector. The bill would instead provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.</p>	<p>Oppose</p>

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

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

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

Bill ID/Topic	Location	Summary	Position
<p>SBX1 4 Beall D</p> <p>Transportation funding.</p>	<p>9/24/2015-S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p>	
<p>SBX1 5 Beall D</p> <p>Transportation funding.</p>	<p>9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.</p>	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
<p>SBX1 6 Runner R</p> <p>Greenhouse Gas Reduction Fund: transportation expenditures.</p>	<p>9/14/2015-S. SENATE 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would delete the continuous appropriations from the fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects. This bill contains other related provisions and other existing laws.</p>	<p>Oppose</p>

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

Bill ID/Topic	Location	Summary	Position
<p>SBX1 7 Allen D</p> <p>Diesel sales and use tax.</p>	<p>9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller, for allocation by formula to transportation agencies for public transit purposes.</p> <p>This bill, as of July 1, 2016, would increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. The bill would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p>SBX1 8 Hill D</p> <p>Public transit: funding.</p>	<p>9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	<p>Support</p>
<p>SBX1 9 Moorlach R</p> <p>Department of Transportation.</p>	<p>9/14/2015-S. SENATE 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).</p>	<p>Existing law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs.</p> <p>This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil service position within the department. This bill contains other related provisions and other existing laws.</p>	

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

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

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

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

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

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

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

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



BOARD OF DIRECTORS 2015

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

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE

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

WEDNESDAY, DECEMBER 2, 2015 – 2:45 p.m.

or immediately following previous Committee meeting

ACTION

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of September 2, 2015

INFORMATIONAL

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

Committee Members: Karyl Matsumoto, Adrienne Tissier, 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 PLANNING, DEVELOPMENT AND SUSTAINABILITY
COMMITTEE MEETING
COMMITTEE OF THE WHOLE
SEPTEMBER 2, 2015**

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

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

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

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

Committee Chair Karyl Matsumoto called the meeting to order at 2:59 p.m.

Approval of Minutes of Planning, Development and Sustainability Committee Meeting of August 5, 2015

Motion/Second: Guilbault/Ratto

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

Absent: Groom, Tissier

SamTrans Water Consumption and Conservation Report

Michelle Senatore, Principal Planner, presented:

- Mandatory measures:
 - Twenty-five percent Statewide reduction in urban potable water use beginning in June 2015, compared to baseline year 2013.
 - North Base and the Colma Park and Ride water reduction is 8 percent, Central offices and South Base water reduction is 16 percent, and Brewster and Sequoia water reduction is 8 percent.
- Voluntary efforts:
 - Eliminate irrigation at Park and Rides.
 - Reduce irrigation at bases and Brewster.
 - Replace Central's flowerbeds with California-native, drought-tolerant species.
 - Install faucet aerators to reduce water use by 25 to 40 percent.
 - Wash bus exteriors every other day.
- Initial results show there is a 54 percent in savings at bases and 57 percent for all District facilities.
- Next steps:
 - Monitor water usage.
 - Evaluate success.
 - Consider additional strategies such as retrofit indoor plumbing fixtures, delivery of recycled water, and installation of drip irrigation systems.

Director Adrienne Tissier arrived at 3:04 p.m.

Director Zoe Kersteen-Tucker asked if staff has considered letting buses get a little dirtier. Ms. Senatore said it is something that staff will look at.

Director Kersteen-Tucker asked if staff has thought of capturing rain water. Ms. Senatore said the water is recycled for the bus wash, but staff may look at rain water in the future.

Capital Projects Quarterly Status Report – 4th Quarter Fiscal Year 2015

Director Karyl Matsumoto asked about funding for the Business Optimization Project. Gigi Harrington, Deputy CEO, said this is the new financial system and staff will provide a status and funding update at a future meeting.

Director Matsumoto thanked Teresa Ostello, Associate Operations Contract Administrator, for working with South San Francisco city staff to install shared bus stop signs. She said other cities should consider doing shared services.

Adjourned: 3:14 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT –
1st 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. A revised report will be provided as soon as the implementation of the PeopleSoft system has been completed. For this reporting quarter, staff has presented a summary report which identifies if there is a change from the previous quarter.

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



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

JIM HARNETT
GENERAL MANAGER/CEO

AGENDA

BOARD OF DIRECTORS

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

WEDNESDAY, DECEMBER 2, 2015 – 3:00 p.m.
or immediately following Committee meetings

1. ROLL CALL

2. CONSENT CALENDAR

MOTION

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

3. PUBLIC COMMENT

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

4. REPORT OF THE CHAIR

- a. Appointment of Nominating Committee for 2016 Chair and Vice Chair

5. REPORT OF THE GENERAL MANAGER/CEO

- a. Presentation of Award to Rodolfo Chavez, 30-Year Safe Worker

6. COMMUNITY RELATIONS COMMITTEE – Z. KERSTEEN-TUCKER

SUBJECTS DISCUSSED

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

7. FINANCE COMMITTEE – R. GUILBAULT

RESOLUTION

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

8. LEGISLATIVE COMMITTEE – A. TISSIER

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

9. PLANNING, DEVELOPMENT AND SUSTAINABILTIY COMMITTEE – K. MATSUMOTO

SUBJECTS DISCUSSED

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

10. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

11. BOARD MEMBER REQUESTS/COMMENTS

12. GENERAL COUNSEL PROPOSAL

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

14. ADJOURNMENT

INFORMATION FOR THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

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

Location of Meeting

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

Public Comment

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

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING
NOVEMBER 4, 2015**

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

Board Members Absent: C. Groom, Z. Kersteen-Tucker

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

Chair Shirley Harris called the meeting to order at 2:56 p.m.

CONSENT CALENDAR

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

Motion/Second: Stone/Tissier

Ayes: Gee, Guilbault, Matsumoto, Ratto, Stone, Tissier, Harris

Absent: Groom, Kersteen-Tucker

PUBLIC COMMENT

None

REPORT OF CHAIR

Chair Harris congratulated Director Karyl Matsumoto on her reelection.

REPORT OF THE GENERAL MANAGER/CEO – Jim Hartnett

- Staff provided emergency assistance at a fire at a living assistance home in Burlingame by transporting 150 residents to various locations throughout the county.
- SamTrans will be providing a bus bridge on Saturday, November 7 between the Broadway Caltrain Station and the Hayward Park Caltrain Station. A new bridge is being installed in San Mateo and trains will not be able to operate in the area that day.
- The maintenance department continues to outperform the miles between road calls standards.
- There were 720 hours of training in September.
- Staff continues to review changes to the next runbook in January.

- All the dirt piles have been removed from the property north of Holly Street in San Carlos.
- The District has formed a partnership with KOIT 96.5 radio and the Shops at Tanforan for the Stuff the Bus campaign with canned goods for Second Harvest on November 27.

Mark Simon, Senior Advisor, Strategic Initiatives, said staff has reached an informal agreement with Facebook for \$1 million to conduct a study of the Dumbarton transportation corridor as well as the east/west corridor.

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

Seamus Murphy, Chief Communications Officer, reported:

- Scenario A: Original Proposal
 - Fixed-route:
 - 25-cent adult cash fare increase in 2016 and 2019
 - 10 percent Clipper discount
 - Reduce youth fares to be the same as Eligible Discount
 - Expand youth age from 17 to 18 years
 - Allow two children to ride free instead of one
 - Eliminate premium fares into and out of San Francisco
 - Increase Way2Go Pas in 2019 only
 - Increase Summer Youth Pass in 2019 only
 - Eligible Discount paper token
 - Paratransit:
 - 50-cent full fare increase in 2016 and 2019
 - 25-cent fare increase for Lifeline in 2016 and 2019
- At the October 7 public hearing staff was asked to look at revenue from San Francisco premium fare and there was concern about the paratransit fare increase.
- Scenario B: Revised proposal
 - Fixed-route
 - Retain out of San Francisco premium fare
 - Price all out of San Francisco fares at \$4 (before Clipper discount)
 - Eliminate into San Francisco \$5 express fare
 - Paratransit:
 - Increase full fare
 - Do not increase Lifeline fare
- Scenario C: Revised proposal
 - Fixed-route is the same as Scenario B
 - No changes to today's paratransit fares

The revised proposal increases revenue by \$275,000 from the original proposal and \$507,000 more than current fare structure yields. For paratransit it will be \$23,000 less than original proposal, but \$64,000 more than current proposal.

The \$5 million from the San Mateo County Measure A is a significant contributor to the paratransit funding.

Director Charles Stone said he is glad to see the alternatives presented.

Director Peter Ratto said the alternatives are good and the retention of the premium out of San Francisco fare is good. He was glad to see the Lifeline fares are not being raised.

Director Matsumoto said she liked the alternatives and appreciated staff listening to the concerns of the Board and public.

Director Tissier asked what it costs a passenger to ride Paratransit. Mr. Murphy said \$3.25 today, and will be \$3.75 in 2016 and \$4.25 in 2019.

Public Comment

John Baker, South San Francisco, said fares are not a revenue driver and he is disappointed it does not reduce the out of San Francisco fare. The out of San Francisco premium is huge on riders and would like the premium eliminated altogether.

Director Jeff Gee thanked staff for coming back with choices. The District needs to live within its budget. The goal is to not impact the Lifeline riders, encourage youth riders and keep increases as modest as possible. As painful as it may be there needs to be a fare increase. The choices the Board has been given are good ones. Director Gee said the premium to San Francisco is \$2 versus a luxury bus with WiFi for \$10. He said the Board and staff need to look at not just fare increases but other revenue sources. The alternatives are very responsive to what the Board asked for.

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

Mr. Hartnett thanked the Board for the robust discussion at the last meeting to come to today's decision and scenario.

COMMUNITY RELATIONS COMMITTEE – P. Ratto

SUBJECTS DISCUSSED

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

FINANCE COMMITTEE – R. Guilbault

RESOLUTIONS

- a. Authorize Entering into Memoranda of Understanding with San Mateo County Human Services Agency, City of Menlo Park, and City of Daly City to Pass Through Funding to Implement Three Lifeline Transportation Program Projects in

San Mateo County and File Claims to Receive a Total of \$1,263,804 in State Transit Assistance Funds

- b. Authorize Acceptance of a Total of \$2,850,468 in Lifeline Transportation Program Grants and File Claims to Receive the Funds from the Metropolitan Transportation Commission
- c. Authorize Award of Contract to Vista Center for the Blind and Visually Impaired to Provide Travel Training Services to Visually Impaired Customers for a Not-to-Exceed Amount of \$221,730 for a Five-Year Term
- d. Authorize Award of Contract to Kimball Midwest for the Furnishing and Servicing of Shop Supplies and Related Items for a Not-to-Exceed Amount of \$354,504 for a Five-Year Term
- e. Authorize Award of Contract to Peterson Hydraulics, Inc. for the Purchase and Installation of Two New Bus Roof Access Scaffold Systems for a Total of \$122,122
- f. Authorize Award of Contracts to Provide On-Call Real Estate Support Services for a Not-to-Exceed Amount of \$600,000 for a Six-Year Term

Motion/Second: Guilbault/Ratto

Ayes: Gee, Guilbault, Matsumoto, Ratto, Stone, Tissier, Harris

Absent: Groom, Kersteen-Tucker

- g. Authorize Award of Contract to Interstate Grading and Paving, Inc. for Construction of the San Carlos Transit Center Project Parking Lot for a Total Cost of \$3,791,000

Motion/Second: Guilbault/Ratto

Ayes: Guilbault, Matsumoto, Ratto, Stone, Tissier, Harris

Abstain: Gee

Absent: Groom, Kersteen-Tucker

LEGISLATIVE COMMITTEE – A. TISSIER

SUBJECT DISCUSSED

State and Federal Legislative Update

WRITTEN COMMUNICATIONS

No discussion.

BOARD MEMBER REQUESTS/COMMENTS

Director Matsumoto asked if any communications are in Chinese. Chuck Harvey, Deputy CEO, Organizational Support/Special Projects, said no and it is very challenging. He said staff has to follow the Federal guidelines and look at the percentage of actual users and total population served and under the Federal government there is a standard called Limited English Proficiency.

Shayna van Hoften, Legal Counsel, said every three years staff takes a fresh look at the Federal regulations and SamTrans is due for a review and items will be coming before the Board in 2016, including the Language Access Plan.

Director Matsumoto said in North County there are no Walgreens or CVS to load a Clipper Card and asked if the South San Francisco city clerk's office could be a Clipper outlet. Mr. Simon said staff can look into it.

GENERAL COUNSEL PROPOSAL

No report.

Ms. Cassman said the next regular meeting is December 2, 2015, but the Board has a special meeting and workshop this Friday, November 6 at the Mavericks Event Center in Half Moon Bay.

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

The meeting adjourned at 3:55 p.m.