

# **SEPTEMBER 7, 2016 SAMTRANS BOARD MEETING**

- [COMMUNITY RELATIONS COMMITTEE LINK](#)
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BOARD OF DIRECTORS 2016

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ROSE GUILBAULT, VICE CHAIR  
JEFF GEE  
CAROLE GROOM  
SHIRLEY HARRIS  
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, SEPTEMBER 7, 2016 – 2:00 p.m.**

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

### **ACTION**

3. Approval of Minutes of Community Relations Committee Meeting of August 3, 2016

### **INFORMATIONAL**

4. Accessibility Update – Tina Dubost
5. Paratransit Coordinating Council Update – Mike Levinson
6. Citizens Advisory Committee Liaison Report – Juslyn Manalo
7. Multimodal Ridership Report – July 2016

Committee Members: Jeff Gee, Carole Groom, Adrienne Tissier

NOTE:

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

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

Draft

**MINUTES OF COMMUNITY RELATIONS COMMITTEE (CRC) MEETING  
COMMITTEE OF THE WHOLE  
AUGUST 3, 2016**

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

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

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

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

Committee Chair Jeff Gee called the meeting to order at 2:02 p.m.

**Approval of Minutes of July 6, 2016**

Motion/Second: Guilbault/Tissier

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

Absent: Groom, Stone

**Accessibility Update**

Tina Dubost, Manager, Accessible Transit Services, said staff met with the paratransit eligibility contractor and reviewed internal processes and policy issues.

Director Carole Groom arrived at 2:03 p.m.

**Paratransit Coordinating Council (PCC) Update – Mike Levinson**

Mike Levinson, Chair, PCC, said the education committee will have a table at the Transition to Independence Youth Fair on October 15 at Hillsdale High School. The PCC made a presentation at Leslie Terrace in Belmont.

**Citizens Advisory Committee (CAC) Liaison Report**

A report on the July 27, 2016 meeting from Juslyn Manalo, CAC Chair, was provided in the Board's reading file and the back table.

**Multimodal Ridership Report – June 2016**

David Olmeda, Chief Operating Officer, Bus, reported:

- June 2016 Compared to June 2015
  - Average Weekday Ridership
    - Bus ridership was 36,520, a decrease of 6.5 percent.
    - Paratransit ridership was 1,250, an increase of 5 percent.
    - Caltrain ridership was 65,050, an increase of 1.3 percent.
    - Shuttle ridership was 12,430, an increase of 8.2 percent.
    - Total weekday ridership was 167,700, an increase of 0.5 percent.

- Total Monthly Ridership
  - Bus ridership was 958,110, a decrease of 6.5 percent.
  - Paratransit ridership was 30,990, an increase of 5.4 percent.
  - Caltrain ridership was 1,734,510, an increase of 1.5 percent.
  - Shuttle ridership was 276,920, an increase of 8.9 percent.
  - Total weekday ridership was 4,355,970, a decrease of 0.1 percent.
- Total Year-to-Date Ridership
  - Bus ridership was 12,793,750, a decrease of 2.8 percent.

Mr. Olmeda said motor bus continues to see a slight decrease which is of some concern, but when staff looks at the national averages it follows a similar pattern. It is important to point out that in the first year of the SamTrans Service Plan (SSP) when the national average was going down, SamTrans had an increase in ridership. Mr. Olmeda said ridership is now slightly down by 0.7 percent compared to 4 percent for the national average.

Mr. Olmeda said effective Sunday, August 7, with Runbook 121, four special fixed-route services are being added. The new routes are 18, 56, 61 and 81. These routes are a result of marketing and planning staff working with communities to explore new opportunities and changes such as the elimination of the San Carlos Route FLX and reallocating those resources. Staff also heard the community asking for routes be readjusted to school bell times and those requests have been incorporated.

Mr. Olmeda said Runbook 121 also marks the most significant changes in service since SSP with 178 changes.

Mr. Olmeda said paratransit ridership increased 9.4 percent in Fiscal Year (FY) 2016 and the national average only increased 1.6 percent. In FY2017 the budget has been adjusted to increase the number of trips by 11 percent based on historical trends.

Mr. Olmeda showed two slides showing the correlation of national ridership versus paratransit and fixed-route ridership.

Director Karyl Matsumoto asked what the correlation is between SamTrans versus the national average. Mr. Olmeda said to set the framework of what is not only happening locally in transportation, but at a national level. All data provided is compared to national averages.

Director Matsumoto asked if the aging in place is just San Mateo County. Mr. Olmeda said as paratransit continues to grow the District is doing a study on the aging population based on who actually uses the paratransit service.

Chair Zoe Kersteen-Tucker found the national trends very helpful and is excited to see the new pilot routes. She said it might be helpful to do a regression analysis on fixed-route and paratransit to analyze the slope of increase or decrease of ridership and would help assess longer-term trends.

Director Rose Guilbault said it would be useful to see what the differences are and what makes SamTrans unique versus national trends and local transit agencies as well as specific issues facing SamTrans.

Director Guilbault asked if staff is able to train people to use the bus instead of paratransit. Mr. Olmeda said it is done today.

Ms. Dubost said training is done through travel training and the senior mobility and veteran's mobility programs. Some people are trained when they apply for Redi-Wheels and may use the bus for some of their trips and Redi-Wheels for others.

Director Matsumoto asked how the ambassador program works. Ms. Dubost said the ambassadors work one-on-one with people or go to a senior center and do a group trip. The veteran's program pairs veterans with other veterans.

Director Matsumoto asked why the shuttle year-to-date numbers are not reported. Mr. Olmeda said there have been inconsistencies with the shuttle numbers.

Committee Chair Gee said it is a challenge with many different generations. He suggested at the Board retreat there be a discussion on all modes of transit that people take.

Director Peter Ratto said paratransit riders are most likely people who used to drive.

Director Shirley Harris said she saw an article on Santa Clara Valley Transportation Authority's ridership trend and maybe at the retreat the Board could receive a report from staff if these trends are happening at Bay Area transit agencies.

Adjourned: 2:30 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **ACCESSIBILITY REPORT**

**ACTION**

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

**SIGNIFICANCE**

Several groups advise SamTrans on accessible service issues. The Paratransit Coordinating Council (PCC) provides a forum for consumer input on paratransit issues. The Advocacy and Legislative Committee (AL-Com) is the advocacy arm of the PCC. The SamTrans Accessibility Advisory Committee is a SamTrans committee that advises on accessibility issues, particularly related to fixed-route service. Each group has requested that the Board be informed of the issues discussed at meetings.

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

The draft minutes of the July 12, 2016 PCC and PAL meetings are attached to this report.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

No Additional Information.

Prepared By: Tina Dubost, Manager, Accessible Transit Services

650-508-6475

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

**MEETING MINUTES  
July 12, 2016**

**ATTENDANCE:** Members Present: Mike Levinson, Chair; Tina Dubost, SamTrans; Dinae Cruise, Consumer; Maureen Dunn, Senior Focus; Sandra Lang, COA; Dale Edwards, Consumer; Sammi (Wilhelmina) Riley, Consumer; and Judy Garcia, Consumer.

**GUESTS:** Monica Colondres, Community Resident; Richard Weiner, Nelson-Nygaard Consulting; Erin Swartz, PCC Staff; John Sanderson, SamTrans; Ashish John, SamTrans; Henry Silvas, SamTrans; Dave Daley, First Transit; Talib Salamin, Serra Taxicab; and Ann Cooney, Pacifica Senior Center.

**ABSENTEES:** Maria Kozak, Consumer; Vincent Merola, Vice-Chair; Barbara Kalt, Rosener House; Michal Settles, Coastside; Marie Violet, Sequoia Hospital; Susan Capeloto, DOR; Aki Eejima, Consumer; and Patty Clement-Cihak, Catholic Charities.

(Member Attendance 8; Quorum—No)

**WELCOME/INTRODUCTION**

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

**APPROVAL OF THE JUNE PCC MINUTES**

After taking attendance, Mike noted that a quorum of PCC members was not present for today's meeting. He said that the PCC will have to postpone voting to approve the June PCC minutes until the September meeting. The election of PCC officers will also be postponed until the September meeting.

**COMMITTEE REPORTS**

**A. POLICY ADVOCACY- LEGISLATIVE COMMITTEE (PAL)**

Mike reported that Shweta Bhatnagar gave the SamTrans quarterly legislative update. Richard also gave updates from the March 25 edition of *Transit Access Reports* on FTA letters about paratransit service. The next PAL Committee meeting will be held on September 13, 2016 at 11:30 a.m. Proposed changes to the PAL Committee meeting time will be further discussed at the September meeting.

**B. GRANT/BUDGET REVIEW**

Barbara absent, no report available.

**C. EDUCATION COMMITTEE**

Mike reported that the Education Committee conference call for July was cancelled but will likely be re-scheduled in the next week or two. Sammi and Mike will be giving a presentation at Lesley Terrace in Belmont tomorrow.

**D. EXECUTIVE COMMITTEE**

Mike reported that officers for the PCC were scheduled to be elected at today's

meeting. Mike and Vincent were nominated to be the Chair and Vice-Chair for the PCC for the next year. The Executive Committee will try to hold a conference call during the last week of July. During the upcoming conference call, the Committee will discuss planning a regional PCC conference, as well as voting to write two letters of support for legislative funding for transit projects.

Erin gave the Consumer Corps Quarterly Report, covering April through June 2016. During that time period, Corps members submitted 192 reports. On more than half of the rides reported, Corps members reported seeing Redi-Wheels Comment Cards on vehicles. Nearly 90% of the ride information received during the quarter showed that Corps members were picked up within their scheduled ride time window. Inaccurate and/or incomplete Night Before Calls were reported 13 times during the most recent quarter. Corps members reported that 84% of their ride reservation calls were taken without being placed on hold. The trend of Driver Assistance exceeding consumer expectations for Corps members continued this quarter. Redi-Wheels vehicles picked up Corps members in 74% of rides reported this quarter. The remaining 26% of the Corps members reported that they took rides in taxicabs. Most of the ride reports received this quarter showed that Corps members are traveling 20 miles or less for each trip.

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

### **A. Operational Report**

Tina reported total ridership in May 2016 was higher than in May 2015. Tina noted that there was an error in the May 2016 Average weekday ridership total. For the fiscal year, ridership has increased almost 10%. Productivity for April and May 2016 maintained a positive trend. Phone hold times were 1 minute. Taxi trips are trending upward. On Time Performance is trending up and is better than the standard. Passengers/revenue hour is also trending up and showing positive growth.

### **B. Performance Measures Report**

Tina referred to the graphs on pages 16-19 in the July PCC meeting packet that show increases from April to May 2016 for Total Trips Served, Taxis – Percentage of Total Trips, On-Time Performance, and Productivity.

### **C. Monthly Redi-Wheels Comment Statistics Report**

John reported that valid Late Vehicle complaints are the most common type of customer complaint, but that they make up a small fraction of the total number of Redi-Wheels trips provided each month.

### **Safety Report**

Dave reported that there were five preventable safety incidents in June 2016. Three of the incidents were related to bus clearance. One other incident involved a scooter mobility device. A 100% retraining for taxi drivers was completed for passenger assistance training. All of the First Transit drivers have also participated in the June safety training. Dave confirmed for Mike that there are many new drivers working for First Transit. Dinae reported that the new ramps and lifts on the Redi-Wheels vehicles are much quieter. SamTrans will also pass along the compliment to the SamTrans Maintenance Department.



## **LIAISON REPORTS**

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

Ann Cooney from the City of Pacifica Senior Services Center attended today's meeting. She thanked the PCC for their assistance with securing funding for a new vehicle. She said that the current Senior Program provides roundtrip transportation for seniors to attend activities and services at the Center. The program also provides transportation for medical appointments and trips for shopping. Mike added that the next Coastside meeting will take place on September 20, 2016 from 9:30 to 11:00 a.m.

### **B. AGENCY**

Barbara absent, no report available.

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

Mike reported that the ERC did not meet in July. Tina reported that the ERC will also not be meeting in August. At the last meeting, the ERC gave feedback about the *Redi-Wheels/RediCoast 2016 Paratransit Rider's Guide*. The SamTrans Marketing Department is completing the final review of the *Guide* before it goes to print. John thanked the PCC, PAL, and ERC members for their input. John noted that information will be included about the new VTA Access Paratransit program.

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

Sandra submitted a report prior to today's meeting. The San Mateo County Commission on Aging last met at 225 37th Avenue in San Mateo on July 11, 2016 from 9:00-10:30 a.m. COA approved actions include a Pedestrian Safety proposal stating that "All commissioners meet with local government officials in order to express our concern for senior pedestrian safety, and to identify areas for collaboration to improve pedestrian safety." Sandra added that talking points will be provided to facilitate these meetings.

Feedback from the COA to SamTrans was given about the *Senior Mobility Guide* encouraging them to find new places for distribution and to maintain a supply of the guide at their usual distribution areas. The COA also encouraged SamTrans to consider publishing the *Guide* through eye-catching posters and possibly changing the cover on the guide to graphics that would encourage people to pick it up and have a look. The COA further suggested using social media such as Facebook and Nextdoor to reach a wider audience. The COA approved the motion to encourage COA members to be advocates for the *Senior Mobility Guide* in their interactions with the public.

The COA Adult Abuse Prevention Committee received thanks for participating in the World Elder Abuse Day at the Government Center in Redwood City. June saw an increase in the number of Elder Abuse cases reported. Everyone present at today's PCC meeting was urged to take the new brochure encouraging people to call [1-800-675-8437](tel:1-800-675-8437) to report suspected elder abuse. All calls to the hotline confidential.

Applications are available on the San Mateo County website for individuals interested in serving on the Commission on Aging. San Mateo County Villages Representatives who attended the most recent COA meeting spoke about the concept and how it serves seniors.

The COA will be participating in Seniors on the Move which will be in October this year. COA Chair Christina Kahn thanked the Commissioners for very productive year and reminded everyone that in August and December the CoA does not meet. The next COA meeting will be held on Sept 12, 2016 at 225 37th Avenue in San Mateo.

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

Mike reported that a New Beginnings Coalition (NBC) meeting will be held next Tuesday in Belmont. The NBC meeting will focus on transportation.

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

Vincent absent, no report available.

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

No report available.

**OTHER BUSINESS**

Judy reported that she recently called to make a ride reservation and was not able to schedule a pick up from her location. Tina agreed to follow up with Judy on this issue.

Mike reminded everyone that the next PCC meeting is scheduled for Tuesday, September 13, 2016 from 1:30-3:30 p.m. The PCC and the sub-committees will not meet in August.

**MEETING ADJOURNED** 2:32 p.m.

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

**MEETING MINUTES  
11:30 a.m. - 12:30 p.m.  
July 12, 2016**

**MEMBERS PRESENT:** Mike Levinson, PAL Co-Chair; Dinae Cruise, Consumer; Dale Edwards, Consumer; Sammi (Wilhelmina) Riley, Consumer; Tina Dubost, SamTrans; Maureen Dunn, Senior Focus; and Sandra Lang, COA.

**GUESTS:** John Sanderson, SamTrans; Henry Silvas, SamTrans; Richard Weiner, Nelson-Nygaard Consulting; Erin Swartz, PCC Staff; Shweta Bhatnagar, SamTrans; and Dave Daley, First Transit.

**ABSENT:** Vincent Merola, PAL Co-Chair; Aki Eejima, Consumer; Marie Violet, Sequoia Hospital; and Maria Kozak, Consumer.

**APPROVAL OF JUNE PAL MINUTES**

Sandra motioned to approve the June PAL meeting minutes and Sammi seconded the motion. None of the Committee members present abstained from voting and no corrections to the June meeting minutes were noted.

**LEGISLATIVE UPDATES**

Shweta Bhatnagar gave the quarterly legislative update from SamTrans.

On June 27, the 2016-17 budget for the State of California was signed by Governor Jerry Brown. Expenditures for the unallocated portion of Cap and Trade revenues were not included in the budget but will be addressed in trailer bills. California AB 1889 further clarifies that Prop 1A funds can be used for projects in high-speed rail "bookends" in Northern and Southern California. A letter of support on this bill can be sent to the Senate Appropriations Committee or directly to Assemblyman Mullin. If AB 1889 passes the Senate, then it will be sent to the Assembly for concurrence before the Governor will approve or veto the bill. Caltrain has been working with the California High Speed Rail Authority (HSR) and other funding partners on a 7-party agency Memorandum of Understanding (MOU) for Caltrain electrification funding. HSR Authority is taking this MOU to their Board of Directors who will review it in August. A letter of support would also be useful for this matter. The U.S. Senate approved the Transportation, Housing and Urban Development, and Related Agencies (THUD) funding bill. The House has yet to pass their funding bill. Mike will make a motion at today's meeting to write a letter of support. Shweta confirmed that SamTrans has not yet taken a position on Prop 53. Mike, Tina, and Shweta will speak after today's meeting to discuss the best time for the next SamTrans Legislative update.

**LOCAL ADVOCACY ISSUES—OPEN DISCUSSION**

Sandra provided a report from yesterday's COA meeting. In June 2016, the Elder and Dependent Adult Protection Team (EDAPT) has received an increased number of elder

abuse reports. Sandra has elder abuse awareness materials to hand out at today's PCC meeting.

## **POLICY ISSUES**

Mike reported that there have been requests to change the PAL Committee meeting time to take place from 12:00 p.m. to 1:00 p.m., starting in September 2016. The PAL Committee currently meets from 11:30 a.m. to 12:30 p.m. Tina commented that having an hour-long break allows SamTrans staff to research issues brought up at the PAL meeting and provide information right away. Richard suggested waiting to vote until the September meeting when the full PAL Committee is present. John commented that having a shorter lunch break between the PAL Committee and the PCC meeting makes it difficult for the SamTrans staff to take a lunch break and follow up on PAL and PCC meeting business. Sandra commented that she supports an hour-long lunch break. Sammi motioned to keep the existing meeting time in place. Dinae made a motion and Sandra seconded the motion to postpone voting on this issue until September. Erin will keep this item on the agenda for the September PAL meeting.

In another discussion of PAL Committee Policy Issues, Richard reported on the March 25 issue of the *Transit Access Reports*. Tina and Richard discussed FTA responses to consumer complaints that are helpful to transit agencies in forming policies. Richard described a recent case from Tulsa, Oklahoma allowing transit agencies to charge a premium fare for customers who make specific vehicle requests, although accessible vehicles must be available for customers who need them under the ADA requirements. John commented that in the ADA, the vehicle type designation rule from 1990 was decided.

In a second case, Richard reported that a recent interpretation of door-to-door service allowed agencies to decide whether vehicles must be kept in the line of sight of drivers at all times during service hours. Agencies would have to develop policies to ensure that the vehicle is not blocking traffic. Tina confirmed that the front door of a vehicle must be in view of the Redi-Wheels and RediCoast driver at all times. John added that the drivers have been advised that they should not be more than 100 feet away from their vehicle. Dave said that the 100-foot boundary for drivers was extended from 50 feet about a year ago, based on an earlier FTA Circular. Richard, Dave, Tina, and John discussed the difficulty in following door-to-door rules in certain situations, like when a passenger is on board a vehicle who has a "Do Not Leave Alone" designation and another passenger being picked up who requires assistance to board the vehicle.

In a third case from Detroit, Michigan, Richard reported on a bus stop designated by a transit provider for people with disabilities. The disability rights advocacy community in that area felt that this approach was not appropriate and argued for a better bus stop that served both people with and without disabilities.

In a fourth case, a paratransit customer in Riverside County was informed that she could not be exempt from the recertification process despite the fact that she has a permanent disability. She was required to go through the recertification process (which included providing a doctor's note describing her ongoing disability) in order to have continued qualification for paratransit service.

**OTHER BUSINESS**

Sandra and Tina discussed a maintenance issue at a bus stop near the intersection of Burlingame Avenue and Anita Avenue.

Mike announced that a Chairperson is needed for the Education Committee.

Mike reported that the PCC will meet today from 1:30 to 3:30 p.m.

The next PAL meeting is scheduled for Tuesday, September 13, 2016 from 11:30 a.m. to 12:30 p.m.

**MEETING ADJOURNED** 12:30 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: David Olmeda  
Chief Operating Officer, Bus

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

**ACTION**

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

**SIGNIFICANCE**

Table "A" summarizes the average weekday ridership (AWR) statistics for all modes of transportation for which SamTrans is responsible and Table "B" summarizes the total monthly ridership figures for all SamTrans transportation modes. Chart "A" features year-to-date comparisons of AWR for Fiscal Year (FY) 2015, FY2016, and FY2017. Chart "B" has figures for total ridership year-to-date for FY2015, FY2016, and FY2017. Please note: there were two fewer weekdays in July 2016 as compared to July 2015. This can account for some of the large decrease in monthly ridership for all transportation modes in July 2016 as compared to July 2015.

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

Table "C" details the number of riders for each fare category for SamTrans fixed route for the month and calendar year-to-date.

**AVERAGE WEEKDAY RIDERSHIP – JULY 2016 COMPARED TO JULY 2015**

**Grand Total All District Modes** – 163,830, a decrease of 0.2 percent.

**Bus** – 34,650, a decrease of 6.7 percent.

**Paratransit** – 1,270, an increase of 5 percent.

**Caltrain** – 64,220, an increase of 2.5 percent.

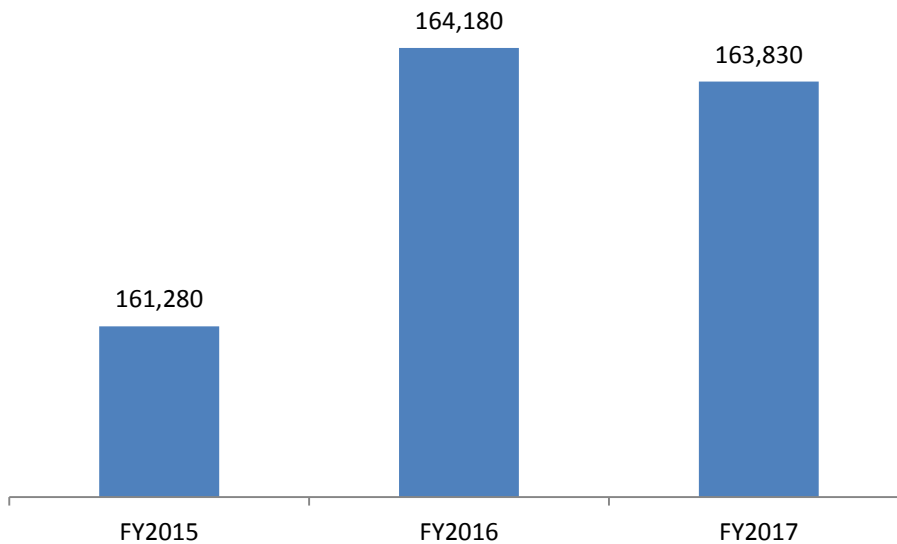
**Shuttles** – 12,270, an increase of 2.6 percent.

**Table A  
Average Weekday Ridership**

July 2016 Average Weekday Ridership				Percent Change FY2016/2017
Mode	FY2015	FY2016	FY2017	
Bus	37,760	37,130	34,650	-6.7%
Paratransit	1,150	1,210	1,270	5.0%
Caltrain	58,600	62,630	64,220	2.5%
Shuttles	13,250	11,960	12,270	2.6%
<b>Total</b>	110,750	112,930	112,400	-0.5%
BART Extension (No Daly City)	50,530	51,250	51,430	0.4%
<b>Grand Total</b>	161,280	164,180	163,830	-0.2%
<b>Weekdays</b>	21	22	20	

July 2016 Year-to-date				Percent Change FY2016/2017
Mode	FY2015	FY2016	FY2017	
Bus	37,760	37,130	34,650	-6.7%
Paratransit	1,150	1,210	1,270	5.0%
Caltrain	58,600	62,630	64,220	2.5%
Shuttles	13,250	11,960	12,270	2.6%
<b>Total</b>	110,750	112,930	112,400	-0.5%
BART Extension (No Daly City)	50,530	51,250	51,430	0.4%
<b>Grand Total</b>	161,280	164,180	163,830	-0.2%

**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 July for the past three fiscal years.

**MONTHLY TOTAL RIDERSHIP – JULY 2016 COMPARED TO JULY 2015**

**Grand Total All District Modes** – 4,133,650, a decrease of 5.4 percent.

**Bus** – 899,540, a decrease of 11 percent.

**Paratransit** – 29,980, a decrease of 3.3 percent.

**Caltrain** – 1,691,660, a decrease of 2.2 percent.

**Shuttles** – 253,370, a decrease of 3.7 percent.

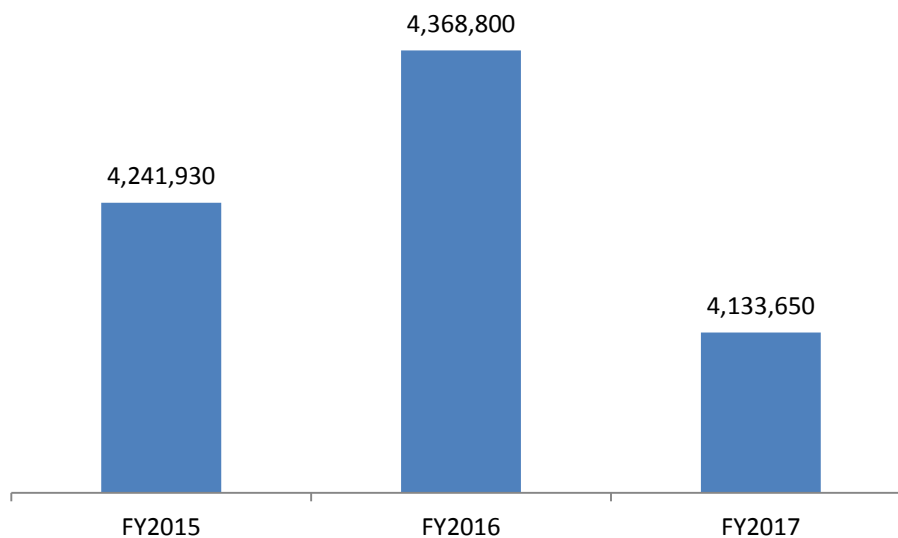


**Table B**  
**Total Monthly Ridership**

July 2016 Total Monthly Ridership				Percent Change
Mode	FY2015	FY2016	FY2017	FY2016/2017
Bus	1,009,990	1,010,400	899,540	-11.0%
Paratransit	28,620	30,990	29,980	-3.3%
Caltrain	1,596,720	1,729,240	1,691,660	-2.2%
Shuttles	278,150	263,030	253,370	-3.7%
<b>Total</b>	<b>2,913,470</b>	<b>3,033,660</b>	<b>2,874,550</b>	<b>-5.2%</b>
BART Extension (No Daly City)	1,328,460	1,335,150	1,259,100	-5.7%
<b>Grand Total</b>	<b>4,241,930</b>	<b>4,368,800</b>	<b>4,133,650</b>	<b>-5.4%</b>
<b>Weekdays</b>	21	22	20	

July 2016 Year-to-date				Percent Change
Mode	FY2015	FY2016	FY2017	FY2016/2017
Bus	1,009,990	1,010,400	899,540	-11.0%
Paratransit	28,620	30,990	29,980	-3.3%
Caltrain	1,596,720	1,729,240	1,691,660	-2.2%
Shuttles	278,150	263,030	253,370	-3.7%
<b>Total</b>	<b>2,913,470</b>	<b>3,033,660</b>	<b>2,874,550</b>	<b>-5.2%</b>
BART Extension (No Daly City)	1,328,460	1,335,150	1,259,100	-5.7%
<b>Grand Total</b>	<b>4,241,930</b>	<b>4,368,800</b>	<b>4,133,650</b>	<b>-5.4%</b>

**Chart B**  
**Total Ridership (FYTD)**



The following summary illustrates the number of riders by fare category for the month of July 2016. SamTrans carried 896,860 passengers on its fixed-route service in July, and 7,119,640 for the 2016 Calendar Year-to-Date. These numbers do not include Dumbarton ridership.

**Table C**  
**Riders by Fare Category**

	July 2016	2016 Calendar Year-to-Date
Adult Cash	191,130	1,407,200
Adult Pass	442,890	3,453,300
Youth Cash	82,350	897,070
Youth Pass	36,890	374,820
Eligible Discount	143,600	987,240
Total	896,860	7,119,640

## SamTrans Promotions – July 2016

**Summer Youth Pass** –The Summer Youth Pass wrapped up sales on July 15. Total front desk sales were 586 and 432 online for a total of 1,018 passes generating \$40,720 in gross revenue. This shows an increase of 12.6 percent in sales from online and front desk. These numbers don't include the direct school sales, which will be available in September. The promotional campaign ran through mid-June included, shooting and airing a 30-second Comcast Spotlight TV commercial, printed collateral material onboard buses, community events, libraries and youth centers on the Peninsula. Also included were digital display/mobile ads, e-mail blasts, sponsored Facebook ads and google keyword search/SEM as part of the overall strategy. Additional communication efforts included news release, blog, organic social media posts, and onboard electronic messaging.

### Partnership

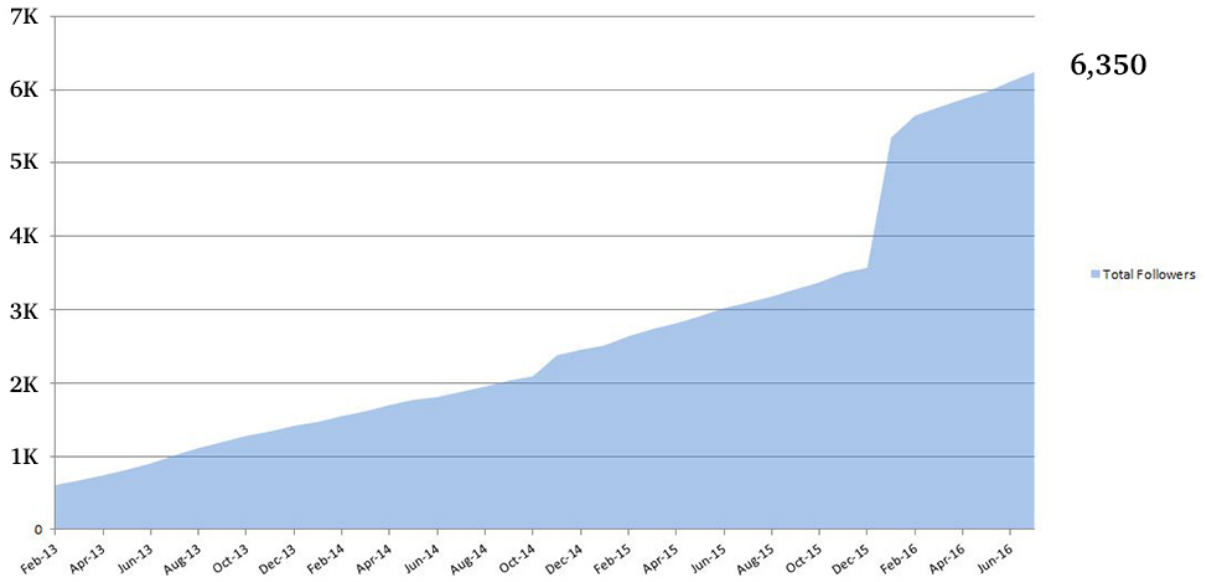
**Family. Fun. Fitness. Expo** –SamTrans sponsored the second annual family friendly event at Washington Park in Burlingame and put on by the San Mateo Daily Journal. To help distribute information and answer questions about SamTrans service in San Mateo County, SamTrans staff hosted a table at the event that targets the health conscious community and promotes healthier living lifestyles. As part of the sponsorship, print and online ads were placed in the Daily Journal and website to promote the free community event. News release and collateral material with SamTrans logo was distributed throughout San Mateo County and passed out at the event. Other communication included Peninsula Moves blog, listing in *Track the Fun* brochure and organic social media push on Twitter and Facebook.

### Social Promotions

SamTrans social growth slowed in July, adding 28 followers and 71,096 monthly impressions, as compared to more than 130,000 monthly impressions and an increase of more than 130 followers in June. There were no paid social media campaigns to generate additional growth in July. Instagram continues to drive growth in engagement. SamTrans was recently given a “business” account designation, which helps to elevate the accounts profile.



### Total Followers - All Networks



Prepared by: Jayme Ackemann, Director, Marketing and Communications  
Tracey Lin, Acting Senior Scheduler/Planner  
Alex Lam, Associate Scheduler/Planner

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BOARD OF DIRECTORS 2016

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ROSE GUILBAULT, VICE CHAIR  
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KARYL MATSUMOTO  
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CHARLES STONE  
ADRIENNE TISSIER

JIM HARTNETT  
GENERAL MANAGER/CEO

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

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

**WEDNESDAY, SEPTEMBER 7, 2016 – 2:15 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Finance Committee Meeting of August 3, 2016
2. Acceptance of Statement of Revenues and Expenses for July 2016

**CONTRACT**

3. Authorize the Rejection of All Bids to Furnish and Deliver Non-Asbestos Brake Blocks

Committee Members: Charles Stone, Carole Groom, Peter Ratto

NOTE:

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

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

**MINUTES OF FINANCE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
AUGUST 3, 2016**

Committee Members Present: C. Groom, P. Ratto

Committee Members Absent: C. Stone (Committee Chair)

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

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

Director Carole Groom called the meeting to order at 2:30 p.m.

**Approval of Minutes of July 6, 2016**

Motion/Second: Tissier/Harris

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

Absent: Stone

**Acceptance of Quarterly Investment Review and Fixed Income Market Report for the Quarter Ended June 30, 2016**

Eli Kay, Chief Financial Officer, said the District has approximately \$150 million in investments. The focus of the District's investments is safety, liquidity and return on investment.

Motion/Second: Tissier/Gee

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

Absent: Stone

**Authorize Amendment to the District Investment Policy and the Paratransit Trust Fund Investment Policy and Reauthorize Investment of Monies with the Local Agency Investment Fund**

Mr. Kay said changes include amending the Investment Policies' benchmarks to be more consistent with each other, to reflect the District's and the Paratransit Trust Fund's current portfolio, update authorized investment descriptions to those used in California State Codes, and update the authorized investments explicitly listed in the Investment Policies to include bonds, notes, warrants, or other evidences of indebtedness of any local agency within the State. Mr. Kay said updating the Investment Policy was one of the strategic initiatives to strengthen fiscal health.

Motion/Second: Ratto/Harris

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

Absent: Stone

**Authorize Filing Annual Claim with the Metropolitan Transportation Commission (MTC) for Transit Development Act (TDA), State Transit Assistance (STA) and Regional Measure 2 (RM2) Funds in the Amount of \$42,718,981**

Mr. Kay said TDA and STA funding allocated by MTC supports the District's fixed-route bus and paratransit services. The District claims STA funds to pass through to several Lifeline Transportation Program claimants in San Mateo County. The District's RM2 claim will offset operating costs for Route 397, which provides late-night Owl Service from the Palo Alto Caltrain Station to San Francisco International Airport and then to the Transbay Terminal in San Francisco.

Motion/Second: Kersteen-Tucker/Guilbault

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

Absent: Stone

**Authorize Entering into a Grant Agreement with the California State Department of Transportation for the US 101 Express Bus Feasibility Study in the Amount of \$180,000**

April Chan, Chief Officer, Planning, Grants and the Transportation Authority, said the study will examine the feasibility of implementing express bus service, potentially integrated in a managed lane environment to improve operational performance and attractiveness of public transit along US 101 corridor.

Motion/Second: Guilbault/Tissier

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

Absent: Stone

**Authorize Entering into a Funding Agreement with the California State Department of Transportation for the Grand Boulevard Initiative: Creating Safe and Healthy Corridor Communities Project in the Amount of \$135,108**

Ms. Chan said the District was awarded \$349,074 towards the Grand Boulevard Project (Project) total budget of \$394,000. The Project facilitates the design of multimodal streetscape improvements and associated community outreach efforts in Redwood City and Palo Alto to create a roadway that is safe and accessible for all users, is integrated with proposed sustainable development, and enhances modal choices by encouraging pedestrian and transit activity.

Motion/Second: Tissier/Kersteen-Tucker

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

Absent: Stone

**Authorize Entering into Funding Agreements with City/County Association of Governments (C/CAG) of San Mateo County to Receive Measure M Funds**

Peter Skinner, Manager, Grants and Fund Programming, said the District is the agency designated by C/CAG to receive Measure M funds to support countywide paratransit operations and senior transportation programs. The District must enter into funding

agreements on a bi-annual basis with C/CAG to receive the funds. This action provides this authority for the life of the County's Measure M Program.

Motion/Second: Harris/Tissier

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

Absent: Stone

**Authorize Approval and Ratification of the Fiscal Year (FY) 2017 District Insurance Program with Wells Fargo Insurance Services for a Total Premium Cost of \$1,882,676**

Gigi Harrington, Deputy CEO, said the premium increased only 2 percent over last year.

Motion/Second: Kersteen-Tucker/Guilbault

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

Absent: Stone

**Authorize the Extension of the Contract with Dunbar Armored, Inc. for Provision of Armored Car Transit Revenue Collection, Transportation and Processing Services for a Not-to-Exceed Amount of \$470,475 for 12 Months**

Motion/Second: Tissier/Harris

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

Absent: Stone

**Small Business Enterprise (SBE) Preference and Local Business Enterprise (LBE) Preference Update**

John Barker, Manager, Civil Rights Programs, reported:

- SamTrans SBE Preference is a component of SamTrans' Disadvantaged Business Enterprise (DBE) Program.
- The SBE preference includes:
  - Up to five additional points on proposals for SBE utilization
  - 5 percent up to \$50,000 bid preference on sealed bids for a meeting an SBE utilization goal
  - The SBE preference is utilized on Federally-funded and non-Federally funded contracts
- SBE Goals and Results:
  - Incentivize and reward subcontracting with SBEs
  - Foster SBE participation
- SBE Subcontracting Results:
  - General Engineering Consultant Contract
    - 2014: two SBE subconsultants
    - 2016: four SBE subconsultants
  - Closed-circuit television construction contract
    - 2014: non-SBE prime contractor; one non-SBE subcontractor
    - 2016: SBE prime contractor; one SBE subcontractor
  - Paving construction contract
    - 2009: no subcontractors
    - 2015: three SE subcontractors



- SBE Prime Contract Results:
  - Real Estate Support Services Contracts
    - 2010: three awards, one SBE
    - 2015: 10 awards, three SBE
  - Printing Services Contracts
    - 2010: three awards, no SBEs
    - 2015: three awards, one SBE
  - Plumbing Maintenance Contract
    - 2009: awarded to an SBE
    - 2016: awarded to an SBE

Director Shirley Harris said she participated in the District's study session on August 2 and there was a large turnout of SBEs and DBEs. She said it was an excellent outreach process and hope this outreach continues.

Mr. Barker reported on LBE Preference:

- LBE preference: grant preference to all San Mateo County businesses
- Small-LBE preference: grant a preference to small businesses located in San Mateo County
- Preference Opportunities:
  - During FY2016, the District awarded 11 contracts through District-led competitive procurements totaling \$3,731,041
- SBE Preference Conflict:
  - LBE preference to non-SBEs dilutes the effect of the SBE preference
  - Can conflict with the District's desire to foster small business participation; small-LBE preference would not conflict with the SBE preference
- DBE Program Conflict:
  - Giving preference to non-DBE LBEs puts non-local DBEs at a disadvantage
  - San Mateo County has few DBEs; less than 5 percent of DBEs in the District's market area are located in San Mateo County
- Legal Requirements:
  - District Procurement Policy would need to be amended

Director Adrienne Tissier asked if Women-owned Business Enterprises (WBE) are included in DBEs. Mr. Barker said WBEs can be a certified DBE.

- Staff Recommendation:
  - Outreach to local organizations to promote the existing SBE Preference with local businesses
  - Look for a recommendation from the District's Disparity Study on a small-LBE preference
  - If LBE preference is desired, form a partnership with other county agencies for a county-side LBE certification

Director Jeff Gee said he is willing to wait for the results of the disparity study, but need to take a hard look at how staff gets more SBEs involved and awarded work.

**Information on the Statement of Revenues and Expenses for June 2016**

Mr. Kay said the auditors are at the District now and the financial statement will be available in November.

Adjourned: 3:00 p.m.

SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT

TO: Finance Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Eli Kay  
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING  
JULY 31, 2016 AND SUPPLEMENTAL INFORMATION**

**ACTION**

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

**SIGNIFICANCE**

**Revenues:** *Total Revenues* (page 1, line 14) are \$254,697 or 1.9 percent **worse** than revised budget. *Passenger Fares* (page 1, line 1) are **worse** than budget by \$299,815 or 18.4 percent and *Other Interest, Rent & Other Income* (page 1, line 12) are **worse** than budget by \$44,043 or 7.5 percent, offset by *Investment Interest* (page 1, line 10) which is **better** than budget by \$161,043 or 177.2 percent.

**Expenses:** *Total Expenses* (page 4, line 71) are \$1,487,041 or 11.9 percent **better** than revised budget. Within Total Expenses, *Total Motor Bus* (page 3, line 46) is **better** than budget by \$1,252,145 or 12.2 percent, *Total ADA Programs* (page 4, line 55) are **better** than budget by \$211,438 or 13.8 percent and *Total Multi-Modal Programs* (page 4, line 70) are **better** than budget by \$23,457 or 3.2 percent.

**BUDGET IMPACT**

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2017  
July 2016**

% OF YEAR ELAPSED: **8.3%**

	MONTH	YEAR-TO-DATE				ANNUAL			
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	PROJECTION	% REV BUDGET
<b>SOURCES OF FUNDS</b>									
<b>Operating Revenues</b>									
1 Passenger Fares	1,326,602	1,405,611	1,326,602	1,626,417	81.6	19,517,000	19,517,000	19,517,000	6.8
2 Local TDA and STA Funds	3,506,760	3,198,257	3,506,760	3,525,441	99.5	42,361,438	42,361,438	42,361,438	8.3
3 Operating Grants	132,020	460,127	132,020	132,020	100.0	4,010,671	4,010,671	4,010,671	3.3
4 SMCTA Measure A	776,798	2,336,497	776,798	830,000	93.6	9,960,000	9,960,000	9,960,000	7.8
5 SM County Measure A	416,667	416,667	416,667	416,667	100.0	5,000,000	5,000,000	5,000,000	8.3
6 AB434 Funds & TA Funded Shuttle	9,083	50,083	9,083	9,083	100.0	109,000	109,000	109,000	8.3
7 <b>Subtotal - Operating Revenues</b>	<b>6,167,930</b>	<b>7,867,242</b>	<b>6,167,930</b>	<b>6,539,627</b>	<b>94.3</b>	<b>80,958,110</b>	<b>80,958,110</b>	<b>80,958,109</b>	<b>7.6</b>
<b>Other Revenue Sources</b>									
8 District 1/2 Cent Sales Tax	5,919,931	5,390,000	5,919,931	5,919,931	100.0	83,000,000	83,000,000	83,000,000	7.1
9 Investment Interest	251,920	87,656	251,920	90,877	277.2	1,090,519	1,090,519	1,090,519	23.1
10 Pass through to Other Agencies	5,750	10,083	5,750	5,750	100.0	69,000	69,000	69,000	8.3
11 Other Interest, Rent & Other Income	541,956	424,264	541,956	585,999	92.5	7,308,988	7,308,988	7,308,988	7.4
12 <b>Subtotal - Other Revenues</b>	<b>6,719,557</b>	<b>5,912,004</b>	<b>6,719,557</b>	<b>6,602,557</b>	<b>101.8</b>	<b>91,468,507</b>	<b>91,468,507</b>	<b>91,468,507</b>	<b>7.3</b>
13 <b>Total Revenues</b>	<b>12,887,487</b>	<b>13,779,246</b>	<b>12,887,487</b>	<b>13,142,184</b>	<b>98.1</b>	<b>172,426,616</b>	<b>172,426,617</b>	<b>172,426,616</b>	<b>7.5</b>
14 <b>Capital Assistance</b>	<b>0</b>	<b>19,880,687</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>10,255,906</b>	<b>110,320,084</b> <sup>(A)</sup>	<b>110,320,084</b>	<b>0.0</b>
15 <b>Reserves Programmed for Capital</b>	<b>644,960</b>	<b>11,732,802</b>	<b>644,960</b>	<b>644,960</b>	<b>0.0</b>	<b>0</b>	<b>6,739,110</b> <sup>(A)</sup>	<b>6,739,110</b>	<b>0.0</b>
16 <b>Total Sources of Funds</b>	<b>13,532,447</b>	<b>45,392,735</b>	<b>13,532,447</b>	<b>13,787,144</b>	<b>98.2</b>	<b>182,682,522</b>	<b>289,485,811</b>	<b>289,485,810</b>	<b>4.7</b>
<b>USES OF FUNDS</b>									
<b>Operations</b>									
17 Motor Bus	9,023,605	9,610,508	9,023,605	10,275,750	87.8	117,968,986	117,968,986	117,968,986	7.6
18 A. D. A. Programs	1,322,352	1,358,433	1,322,352	1,533,790	86.2	18,157,910	18,157,910	18,157,910	7.3
19 Caltrain	540,000	2,120,897	540,000	553,333	97.6	6,640,000	6,640,000	6,640,000	8.1
20 Other Multi-modal Programs	168,677	177,198	168,677	178,801	94.3	2,161,708	2,161,708	2,161,708	7.8
21 <b>Subtotal - Operating Costs</b>	<b>11,054,634</b>	<b>13,267,036</b>	<b>11,054,634</b>	<b>12,541,675</b>	<b>88.1</b>	<b>144,928,604</b>	<b>144,928,604</b>	<b>144,928,604</b>	<b>7.6</b>
<b>Other Uses of Funds</b>									
22 Pass through to Other Agencies	5,750	10,083	5,750	5,750	100.0	79,780	79,780	79,780	7.2
23 Debt Service	832,337	836,304	832,337	832,337	100.0	21,648,044	21,648,044	21,648,044	3.8
24 Fiscal Agent Fees	789	1,043	789	2,367	33.4	28,401	28,401	28,401	2.8
25 Land Transfer Interest Expense	0	0	0	0	0	45,716	45,716	45,716	0.0
26 <b>Subtotal - Other Uses of Funds</b>	<b>838,877</b>	<b>847,430</b>	<b>838,877</b>	<b>840,454</b>	<b>99.8</b>	<b>21,801,941</b>	<b>21,801,941</b>	<b>21,801,941</b>	<b>3.8</b>
27 <b>Capital Programs</b>	<b>644,960</b>	<b>32,953,739</b>	<b>644,960</b>	<b>644,960</b>	<b>0.0</b>	<b>16,327,874</b>	<b>123,131,162</b> <sup>(A)</sup>	<b>123,131,162</b>	<b>0.5</b>
28 <b>Total Uses of Funds</b>	<b>12,538,471</b>	<b>47,068,204</b>	<b>12,538,471</b>	<b>14,027,089</b>	<b>89.4</b>	<b>183,058,419</b>	<b>289,861,707</b>	<b>289,861,707</b>	<b>4.3</b>
29 <b>NET SURPLUS / (DEFICIT)</b>	<b>993,977</b>	<b>(1,675,469)</b>	<b>993,977</b>	<b>(239,945)</b>	<b>(414.3)</b>	<b>(375,897)</b>	<b>(375,897)</b>	<b>(375,897)</b>	<b>(264.4)</b>

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

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
STATEMENT OF REVENUES  
FISCAL YEAR 2017  
July 2016**

% OF YEAR ELAPSED: **8.3%**

	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 TOTAL MOTOR BUS FARES	1,274,984	1,338,618	1,274,984	1,553,167	82.1	18,638,000	18,638,000	6.8
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	3,128,384	2,678,644	3,128,384	3,128,384	100.0	37,540,609	37,540,609	8.3
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	198,744	338,463	198,744	217,426	91.4	2,609,106	2,609,106	7.6
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	0	429,496	0	0	0.0	1,666,278	1,666,278	0.0
8 DISTRICT 1/2 CENT SALES TAX:								
9 General Operating Assistance	3,824,684	4,444,663	3,824,684	4,857,472	78.7	51,283,370	51,283,370	7.5
10 Accessibility Fixed Route	84,245	91,559	84,245	94,435	89.2	1,133,217	1,133,217	7.4
11 TOTAL 1/2 CENT SALES TAX	3,908,929	4,536,222	3,908,929	4,951,907	78.9	52,416,587	52,416,587	7.5
12 INVESTMENT INTEREST INCOME:								
13 Investment Interest Income	196,037	66,257	196,037	73,543	266.6	882,519	882,519	22.2
14 OTHER REVENUE SOURCES:								
15 Overnight Deposits Interest Income	18	18	18	0	0.0	0	0	0.0
16 Rental Income	125,285	42,932	125,285	113,333	110.5	1,360,000	1,360,000	9.2
17 Advertising Income	62,717	58,750	62,717	95,750	65.5	1,149,000	1,149,000	5.5
18 Other Income	128,506	121,107	128,506	142,241	90.3	1,706,888	1,706,888	7.3
19 TOTAL OTHER REVENUES	316,527	222,807	316,527	351,324	90.1	4,215,888	4,215,888	7.5
20								
21 TOTAL MOTOR BUS	9,023,605	9,610,507	9,023,605	10,275,750	87.8	117,968,987	117,968,987	7.6
22								
23 AMERICAN DISABILITIES ACT:								
24 Passenger Fares Redi-Wheels	51,618	66,993	51,618	73,250	70.5	879,000	879,000	5.9
25 Local TDA 4.5 Redi-Wheels	153,687	141,880	153,687	153,687	100.0	1,844,243	1,844,243	8.3
26 Local STA - Paratransit	25,945	39,271	25,945	25,944	100.0	367,480	367,480	7.1
27 Operating Grants	132,020	30,630	132,020	132,020	100.0	2,344,393	2,344,393	0.0
28 Sales Tax - District ADA Programs	16,803	198,536	16,803	205,490	8.2	1,124,994	1,124,994	0.0
29 Sales Tax - Paratransit Suppl. Coastside	139,348	126,858	139,348	139,150	100.1	1,669,800	1,669,800	8.3
30 Interest Income - Paratransit Fund	55,883	21,399	55,883	17,333	322.4	208,000	208,000	26.9
31 SMCTA Measure A Redi-Wheels	236,797	215,600	236,797	276,667	85.6	3,320,000	3,320,000	7.1
32 SM County Measure A	416,667	416,667	416,667	416,667	100.0	5,000,000	5,000,000	8.3
33 Measure M Paratransit	93,584	100,600	93,584	93,584	100.0	1,400,000	1,400,000	6.7
34 TOTAL ADA PROGRAMS	1,322,352	1,358,433	1,322,352	1,533,790	86.2	18,157,910	18,157,910	7.3
35								
36 MULTI-MODAL TRANSIT PROGRAMS:								
37 Transfer from SMCTA for Caltrain	540,000	2,120,897	540,000	553,333	97.6	6,640,000	6,640,000	8.1
38 AB434 Funds & TA Funded Shuttle	9,083	50,083	9,083	9,083	100.0	109,000	109,000	8.3
39 Employer SamTrans Shuttle Funds	131,846	100,857	131,846	141,091	93.4	1,693,100	1,693,100	7.8
40 Sales Tax - SamTrans Shuttle Program	16,586	15,734	16,586	14,460	114.7	189,608	189,608	8.7
41 Sales Tax - Gen. Operating Asst.	11,162	10,524	11,162	14,167	78.8	170,000	170,000	6.6
42								
43 TOTAL MULTIMODAL	708,678	2,298,095	708,678	732,134	96.8	8,801,708	8,801,708	8.1
44								
45 TOTAL REVENUES	11,054,634	13,267,036	11,054,634	12,541,675	88.1	144,928,605	144,928,605	7.6

% 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 2017  
July 2016**

**% OF YEAR ELAPSED: 8.3%**

<u>EXPENSES</u>	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>DISTRICT OPERATED BUSES</b>								
1 Wages & Benefits	5,618,945	6,218,801	5,618,945	5,156,220	109.0	58,214,650	58,214,650	9.7
2								
3 Services:								
4 Board of Directors	3,603	0	3,603	10,522	34.2	86,000	86,000	4.2
5 Contracted Vehicle Maintenance	62,531	25,250	62,531	125,375	49.9	1,508,154	1,508,154	4.1
6 Property Maintenance	68,391	65,383	68,391	107,292	63.7	1,238,000	1,238,000	5.5
7 Professional Services	215,499	197,104	215,499	429,632	50.2	4,956,711	4,956,711	4.3
8 Technical Services	369,058	385,227	369,058	593,662	62.2	7,065,517	7,065,517	5.2
9 Other Services	66,031	50,280	66,031	292,690	22.6	3,206,540	3,206,540	2.1
10								
11 Materials & Supply:								
12 Fuel & Lubricants	236,862	261,389	236,862	460,468	51.4	5,525,612	5,525,612	4.3
13 Bus Parts & Materials	118,253	204,973	118,253	167,334	70.7	2,042,508	2,042,508	5.8
14 Uniforms & Driver Expense	9,726	2,269	9,726	19,777	49.2	479,129	479,129	2.0
15 Timetables & Tickets	5,992	5,000	5,992	85,720	7.0	263,645	263,645	2.3
16 Office Supplies / Printing	20,195	5,312	20,195	70,361	28.7	485,062	485,062	4.2
17 Other Materials & Supply	8,564	4,645	8,564	13,166	65.0	159,500	159,500	5.4
18								
19 Utilities:								
20 Telecommunications	40,885	23,545	40,885	60,999	67.0	731,991	731,991	5.6
21 Other Utilities	104,420	73,872	104,420	95,000	109.9	1,140,000	1,140,000	9.2
22 Insurance Costs	91,238	112,445	91,238	241,441	37.8	2,897,298	2,897,298	3.1
23 Workers' Compensation	255,633	269,067	255,633	305,680	83.6	3,668,160	3,668,160	7.0
24 Taxes & License Fees	33,606	45,353	33,606	61,261	54.9	735,136	735,136	4.6
25 Fixed Route Accessibility	84,245	91,559	84,245	94,435	89.2	1,133,217	1,133,217	7.4
26 Leases & Rentals	13,278	9,675	13,278	14,200	93.5	175,740	175,740	7.6
27 Promotional & Legal Advertising	6,806	10,079	6,806	41,308	16.5	484,700	484,700	1.4
28 Training & Business Travel	9,106	5,621	9,106	67,685	13.5	610,463	610,463	1.5
29 Dues & Membership	8,064	5,837	8,064	10,795	74.7	118,620	118,620	6.8
30 Postage & Other	2,941	3,053	2,941	8,776	33.5	103,000	103,000	2.9
31								
32 <b>Total District Operated Buses</b>	<b>7,453,872</b>	<b>8,075,739</b>	<b>7,453,872</b>	<b>8,533,800</b>	<b>87.3</b>	<b>97,029,352</b>	<b>97,029,352</b>	<b>7.7</b>
33								
34 <b>CONTRACTED BUS SERVICES</b>								
35 Contracted Urban Bus Service	1,296,444	1,281,449	1,296,444	1,437,192	90.2	17,246,300	17,246,300	7.5
36 Other Related Costs	52,336	34,145	52,336	29,660	176.5	392,150	392,150	13.3
37 Insurance Costs	38,013	30,167	38,013	61,383	61.9	736,593	736,593	5.2
38 Coastside Services	132,269	146,319	132,269	164,000	80.7	1,968,000	1,968,000	6.7
39 Redi Coast Non-ADA	21,363	19,409	21,363	19,417	110.0	233,000	233,000	9.2
40 Other Related Costs	10,966	1,911	10,966	10,377	105.7	124,525	124,525	8.8
41 La Honda - Pescadero	4,000	4,000	4,000	4,594	87.1	55,130	55,130	7.3
42 SamCoast - Pescadero	13,848	17,292	13,848	14,758	93.8	177,100	177,100	7.8
43 Other Related Cost - SamCoast	494	77	494	570	86.7	6,836	6,836	7.2
44 <b>Total Contracted Bus Service</b>	<b>1,569,732</b>	<b>1,534,768</b>	<b>1,569,732</b>	<b>1,741,950</b>	<b>90.1</b>	<b>20,939,634</b>	<b>20,939,634</b>	<b>7.5</b>
45								
46 <b>TOTAL MOTOR BUS</b>	<b>9,023,605</b>	<b>9,610,508</b>	<b>9,023,605</b>	<b>10,275,750</b>	<b>87.8</b>	<b>117,968,986</b>	<b>117,968,986</b>	<b>7.6</b>

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

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2017  
July 2016**

% OF YEAR ELAPSED: 8.3%

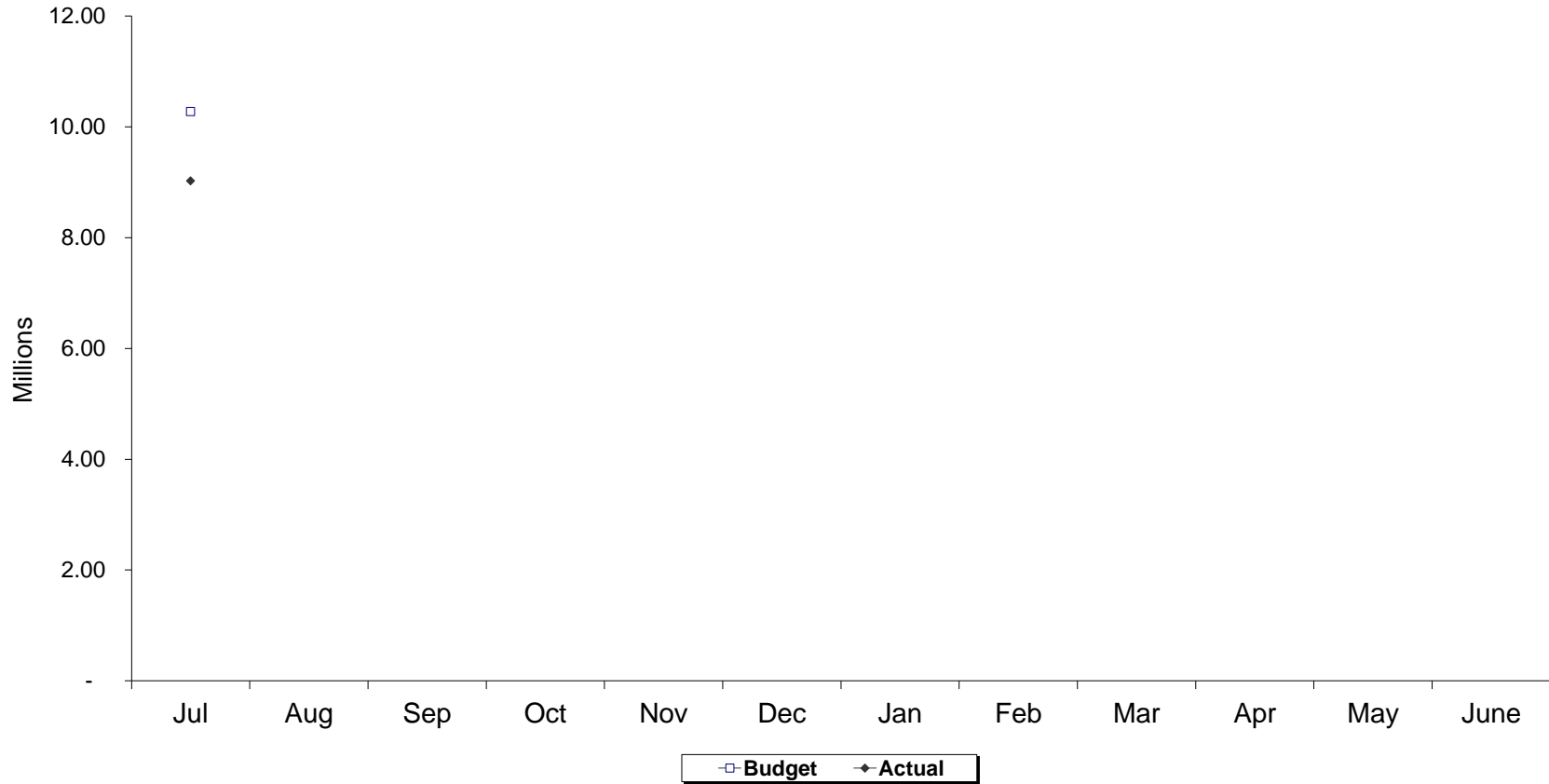
EXPENSES	MONTH	YEAR-TO-DATE				ANNUAL		
	CURRENT ACTUAL	PRIOR ACTUAL	CURRENT ACTUAL	REVISED BUDGET	% REV BUDGET	APPROVED BUDGET	REVISED BUDGET	% REV BUDGET
<b>AMERICAN DISABILITY ACT PROGRAMS</b>								
Elderly & Disabled/Redi-Wheels	412,597	468,695	412,597	610,838	67.5	7,322,052	7,322,052	5.6
Other Related Costs	247,545	363,413	247,545	300,916	82.3	3,386,207	3,386,207	7.3
ADA Sedan/Taxi Service	396,162	286,902	396,162	302,361	131.0	3,628,328	3,628,328	10.9
ADA Accessibility Support	98,939	83,811	98,939	132,196	74.8	1,571,564	1,571,564	6.3
Coastside ADA Support	139,348	126,858	139,348	139,150	100.1	1,669,800	1,669,800	8.3
Insurance Costs	27,760	28,754	27,760	48,330	57.4	579,959	579,959	4.8
<b>TOTAL ADA PROGRAMS</b>	<b>1,322,352</b>	<b>1,358,433</b>	<b>1,322,352</b>	<b>1,533,790</b>	<b>86.2</b>	<b>18,157,910</b>	<b>18,157,910</b>	<b>7.3</b>
<b>MULTIMODAL TRANSIT PROGRAMS</b>								
<b>CALTRAIN SERVICE</b>								
Peninsula Rail Service	540,000	2,120,897	540,000	553,333	97.6	6,640,000	6,640,000	8.1
<b>Total Caltrain Service</b>	<b>540,000</b>	<b>2,120,897</b>	<b>540,000</b>	<b>553,333</b>	<b>97.6</b>	<b>6,640,000</b>	<b>6,640,000</b>	<b>8.1</b>
<b>OTHER SUPPORT</b>								
SamTrans Shuttle Service	157,515	166,674	157,515	164,634	95.7	1,991,708	1,991,708	7.9
Maintenance Multimodal Facilities	11,162	10,524	11,162	14,167	78.8	170,000	170,000	6.6
<b>Total Other Support</b>	<b>168,677</b>	<b>177,198</b>	<b>168,677</b>	<b>178,801</b>	<b>94.3</b>	<b>2,161,708</b>	<b>2,161,708</b>	<b>7.8</b>
<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>708,677</b>	<b>2,298,095</b>	<b>708,677</b>	<b>732,134</b>	<b>96.8</b>	<b>8,801,708</b>	<b>8,801,708</b>	<b>8.1</b>
<b>TOTAL EXPENSES</b>	<b>11,054,634</b>	<b>13,267,036</b>	<b>11,054,634</b>	<b>12,541,675</b>	<b>88.1</b>	<b>144,928,604</b>	<b>144,928,604</b>	<b>7.6</b>

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

## SAN MATEO COUNTY TRANSIT DISTRICT

### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

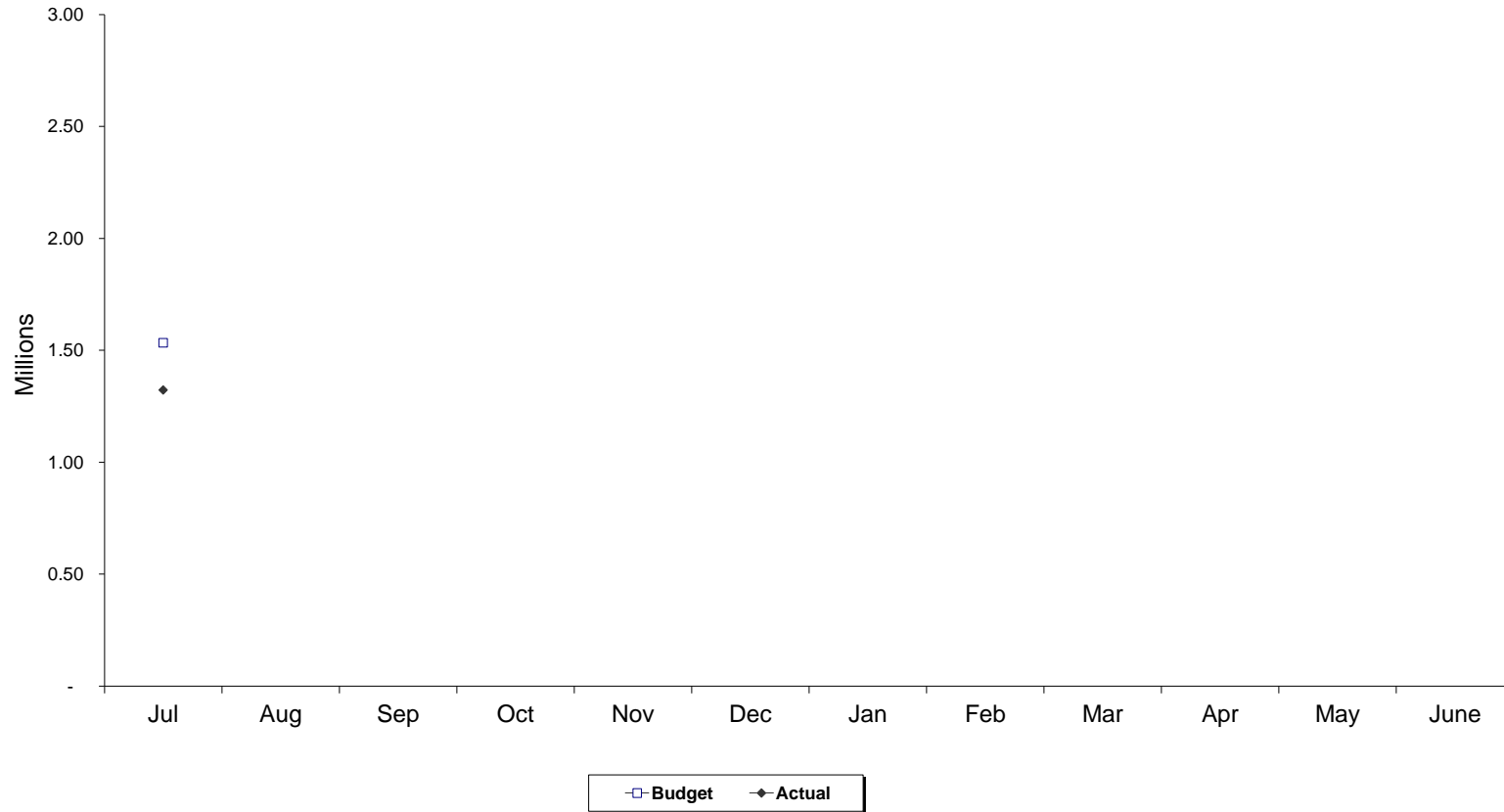
### FISCAL YEAR 2017



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	10,275,750												
Actual	9,023,605												
<b>CUMULATIVE EXPENSES</b>													
Budget	10,275,750												
Actual	9,023,605												
Variance - F(U)	1,252,146												
Variance %	12.19%												



**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2017**

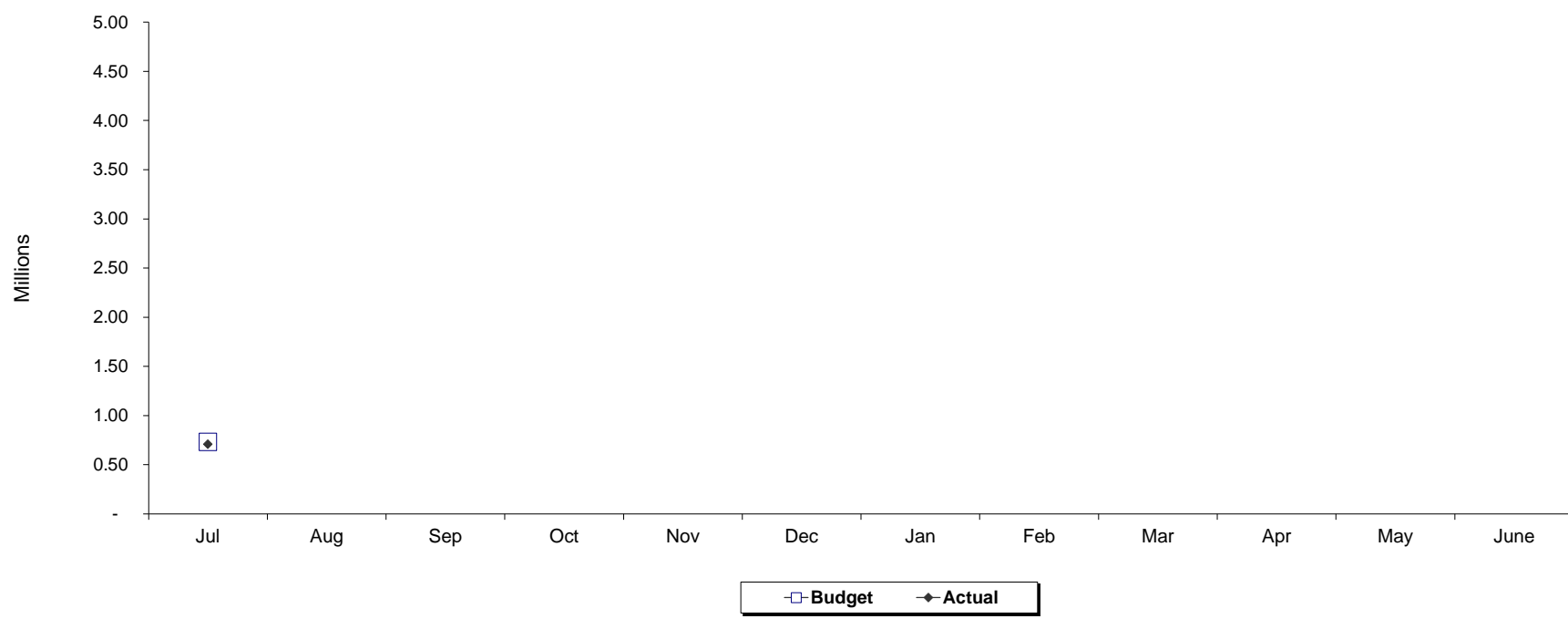


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	1,533,790												
Actual	1,322,352												
<b>CUMULATIVE EXPENSES</b>													
Budget	1,533,790												
Actual	1,322,352												
Variance - F(U)	211,439												
Variance %	13.79%												

## SAN MATEO COUNTY TRANSIT DISTRICT

### MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2017



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	732,134												
Actual	708,677												
<b>CUMULATIVE EXPENSES</b>													
Budget	732,134												
Actual	708,677												
Variance - F(U)	23,456												
Variance %	3.20%												

**SAN MATEO COUNTY TRANSIT DISTRICT**

**INTEREST ON INVESTMENTS**

**July 31, 2016**

DESCRIPTION	TOTAL INVESTMENT 7-31-16	INTEREST RECEIVABLE 6-30-16	PREPAID INT RECEIVABLE 7-31-16	INTEREST EARNED 7-31-16	INTEREST RECEIVED 7-31-16	ADJ.	INTEREST RECEIVABLE 7-31-16
RESERVE FOR CAPITAL PROJ	70,053.90	2,306.50	0.00	461.30	0.00	0.00	2,767.80
LAIF -- CAPITAL PROJ	77,008.90	0.00	0.00	38.42	0.00	0.00	38.42
REIMB SECURITIES -- L76R	89,442,011.36	246,627.66	10,598.65	81,737.64	170,017.69	(1,022.81)	167,923.45
LAIF -- REIMB FUNDS L76R	13,422,145.66	0.00	0.00	6,697.08	0.00	0.00	6,697.08
PARATRANSIT FUNDS	25,289,972.62	79,612.17	3,028.14	23,087.96	70,935.92	(259.83)	34,532.52
LAIF -- PARATRANSIT	5,099,384.78	0.00	0.00	2,544.38	0.00	0.00	2,544.38
BANK OF AMERICA	26,847,483.96	0.00	0.00	2,797.03	2,797.03	0.00	0.00
WELLS FARGO	0.00	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	8,648,127.87	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserves							
Held by Trustee:	3,608,009.60	0.00	0.00	0.00	0.00	0.00	0.00
	<u>172,504,198.65</u>	<u>328,546.33</u>	<u>13,626.79</u>	<u>117,363.81</u>	<u>243,750.64</u>	<u>(1,282.64)</u>	<u>214,503.65</u>

**JULY 2016 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned 7/31/16	116,081.17
<b>Add:</b>	
CEO Interest	0.00
<b>Less:</b>	
Trust Fees	(624.39)
Capital Gain(Loss)	<u>138,633.87</u>
Total Interest & Capital Gain(Loss)	<u>254,090.65</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	116,081.17
<b>Add:</b>	
CEO Interest	
<b>Less:</b>	
Trust Fees	(624.39)
Capital Gain(Loss)	<u>138,633.87</u>
Total Interest & Capital Gain(Loss)	<u>254,090.65</u>

**Balance Per Ledger as of 7/31/16**

Deferred Int Acct. 210852/3	2,797.03
Interest Acct. 409101	113,284.14
Less Trust Fees 530045	(624.39)
Gain(Loss) Acct. 405210	<u>138,633.87</u>
	<u>254,090.65</u>

**SAN MATEO COUNTY TRANSIT DISTRICT  
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R  
July 31, 2016**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-15	MARKET VALUE 7-31-16	MATURITY/CALL DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 6-30-16	PREPAID INT REC'VBLE 7-31-16	INTEREST EARNED 7-31-16	INTEREST RECEIVED 7-31-16	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 7-31-16	INT REC'VBLE LESS PREPAID 7-31-16	PAR VALUE
<b>U.S. TREASURY NOTES AND BONDS</b>																		
US TREASURY NOTE	912828WA4	03-21-14	2,743,662.11	2,757,223.79	2,751,941.50	10-15-16	0.625%	47.7431	31	3,615.84		1,480.04			(24.16)	5,071.73	5,071.73	2,750,000
US TREASURY NOTE	912828WA4	03-21-14	2,145,204.55	2,155,870.82	2,151,679.69	7-7-16	0.625%	37.3264	7	2,827.23		261.28	3,230.88		142.37	(0.00)	(0.00)	2,150,000
US TREASURY NOTE	912828WA4	03-21-14	1,895,461.52	1,904,966.19	1,901,261.72	7-29-16	0.625%	32.9861	29	2,498.19		956.60	3,536.54		81.75	(0.00)	(0.00)	1,900,000
US TREASURY NOTE	912828WF3	03-28-14	9,971,093.75	10,025,780.00	10,008,770.00	11-15-16	0.625%	173.6111	31	7,982.34		5,381.94			(117.00)	13,247.28	13,247.28	10,000,000
US TREASURY NOTE	912828SM3	03-23-15	4,569,898.24	4,569,720.00	4,549,933.76	3-31-17	1.000%	125.9722	31	11,399.45		3,905.14			(64.02)	15,240.57	15,240.57	4,535,000
US TREASURY NOTE	912828TG5	06-02-16	9,968,359.38	9,996,880.00	9,989,840.00	7-31-17	0.500%	138.8889	31	20,879.12		4,305.56	25,000.00		(48.81)	135.87	135.87	10,000,000
US TREASURY NOTE	912828UZ1	3-31-16	9,319,685.55	9,319,685.55	9,343,426.95	4-30-18	0.625%	162.3264	31	9,845.45		5,032.12			(109.40)	14,768.17	14,768.17	9,350,000
US TREASURY NOTE	912828WD8	10-13-15	7,761,960.94	7,761,960.94	7,793,847.60	10-31-18	1.250%	267.3611	31	16,216.03		8,288.19			(180.17)	24,324.05	24,324.05	7,700,000
US TREASURY NOTE	912828ST8	03-25-15	7,848,466.80	7,832,211.90	7,961,006.85	4-30-19	1.250%	272.5694	31	16,531.93		8,449.65			(183.69)	24,797.89	24,797.89	7,850,000
US TREASURY NOTE	912828F62	09-08-15	1,606,437.50	1,615,826.55	1,634,563.20	10-31-19	1.500%	66.6667	31	4,038.93		2,066.67			(40.38)	6,065.22	6,065.22	1,600,000
US TREASURY NOTE	912828F62	09-08-15	4,518,105.47	4,545,283.08	4,587,363.28	7-19-16	1.500%	187.5000	19	11,376.83		3,562.50	14,857.34		(81.99)	0.00	0.00	4,500,000
US TREASURY NOTE	912828UQ1	11-09-15	4,342,078.13	4,343,279.60	4,459,298.80	02-29-20	1.250%	152.7778	31	18,383.15		4,736.11			(102.96)	23,016.30	23,016.30	4,400,000
US TREASURY NOTE	912828VF4	12-7-15	4,343,109.38	4,336,750.00	4,477,343.20	05-31-20	1.375%	168.0556	31	5,124.32	0.00	5,209.72			(85.41)	10,248.63	10,248.63	4,400,000
US TREASURY NOTE	912828VP2	3-2-16	1,236,515.62	1,237,752.14	1,250,016.00	07-31-20	2.000%	66.6667	31	10,032.00		2,066.67	12,000.00		(33.45)	65.22	65.22	1,200,000
US TREASURY NOTE	912828VP2	3-2-16	2,782,160.16	2,780,923.64	2,807,367.19	07-14-16	2.000%	150.0000	14	22,539.43		2,100.00	24,626.37		(13.06)	0.00	0.00	2,700,000
US TREASURY NOTE	912828VP2	5-18-16	8,683,171.88	8,683,171.88	8,750,112.00	07-31-20	2.000%	466.6667	31	70,153.85		14,466.67	84,000.00		(164.00)	456.52	456.52	8,400,000
US TREASURY NOTE	912828L32	6-29-16	1,731,078.13	1,731,144.00	1,729,019.00	08-31-20	1.375%	64.9306	31	7,812.84		2,012.85			(43.76)	9,781.93	9,781.93	1,700,000
US TREASURY NOTE	912828L32	7-12-16	2,141,589.84	2,135,847.00	2,135,847.00	08-31-20	1.375%	80.2083	19	0.00	10,514.27	1,523.96			45.33	12,083.56	1,569.29	2,100,000
																		87.36%
<b>GOVERNMENT BONDS</b>																		
FNMA	3135GOYE7	03-07-14	1,202,352.00	1,202,893.20	1,200,271.20	08-26-16	0.625%	20.8333	30	2,604.17		625.00				3,229.17	3,229.17	1,200,000
FHLMC	3137EAB1	07-20-16	4,489,110.00	4,494,865.50	4,494,865.50	07-19-19	0.875%	109.3750	11	0.00		1,203.13				1,203.13	1,203.13	4,500,000
FNMA	3135GON33	8-2-16	2,196,304.00	2,196,304.00	2,196,304.00	08-02-19	0.875%	53.4722		0.00		0.00				0.00	0.00	2,200,000
FHLB GLOBAL NOTE	3130A8Q55	7-15-16	2,683,581.30	2,690,155.80	2,690,155.80	07-14-21	1.125%	84.3750	16	0.00	84.38	1,350.00				1,434.38	1,350.00	2,700,000
																		10.62%
<b>FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION</b>																		
FNMA	3136ANJY4	4-30-15	616,097.80	614,551.21	613,440.89	04-01-18	1.550%	26.2639	30	787.92		787.92	787.92			787.92	787.92	610,000
FHLMC	3137BNMZ4	4-28-16	605,709.25	605,696.31	605,956.27	03-01-19	1.738%	28.9530	30	881.31		868.59	881.31			868.59	868.59	599,717
FHLMC	3137BNMZ4	4-28-16	8,870.38	8,870.38	8,782.62	07-25-16	1.738%	0.4240		0.00		0.00				0.00	0.00	8,783
FANNIE MEA	3136AQDQ0	10-30-15	808,011.12	808,011.12	806,051.84	09-01-19	1.646%	36.5778	30	1,097.33		1,097.33	1,097.33			1,097.33	1,097.33	800,000
																		2.02%
<b>CASH AND CASH EQUIVALENTS</b>																		
			431,232.06		431,232.06					0.00						0.00	0.00	0
LAIF			13,422,145.66	13,422,145.66	13,422,145.66					0.00		6,697.08				6,697.08	6,697.08	13,422,145.66
<b>MATURED/CALLED</b>																		
US TREASURY NOTE	912828WA4	03-21-14	(2,145,204.55)	(2,155,870.82)	(2,151,679.69)	7-7-16												(2,150,000.00)
US TREASURY NOTE	912828WA4	03-21-14	(1,895,461.52)	(1,904,966.19)	(1,901,261.72)	7-29-16												(1,900,000.00)
US TREASURY NOTE	912828F62	09-08-15	(4,518,105.47)	(4,545,283.08)	(4,587,363.28)	7-19-16												(4,500,000.00)
US TREASURY NOTE	912828VP2	3-2-16	(2,782,160.16)	(2,780,923.64)	(2,807,367.19)	07-14-16												(2,700,000.00)
FHLMC	3137BNMZ4	4-28-16	(8,870.38)	(8,870.38)	(8,782.62)	07-25-16												(8,783.00)
TOTAL LAIF			13,422,145.66	13,422,145.66	13,422,145.66													
TOTAL A/C 121100 & 112010			88,868,272.72	88,959,710.49	89,442,011.36													
<b>TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)</b>			<b>88,868,272.72</b>	<b>88,959,710.49</b>	<b>89,442,011.36</b>					<b>246,627.64</b>	<b>10,598.65</b>	<b>81,737.64</b>	<b>170,017.69</b>		<b>(1,022.81)</b>	<b>167,923.45</b>	<b>157,324.80</b>	<b>88,594,716.50</b>

SAN MATEO COUNTY TRANSIT DISTRICT  
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES

July 31, 2016

US Bank Account #19-516531

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-15	MARKET VALUE 7-31-16	MATURITY DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 6-30-16	PREPAID INT REC'VBLE 7-31-16	INTEREST EARNED 7-31-16	INTEREST RECEIVED 7-31-16	ADJ.	INTEREST REC'VBLE 7-31-16	INT REC'VBLE LESS PREPAID 7-31-16	PAR VALUE
<b><u>GOVERNMENT BONDS</u></b>																	
HOUSING URBAN DEVEL	911759E80	12-23-08	72,572.73	70,007.00	70,053.90	08-01-17	7.908%	15.3767	30	2,306.50		461.30			2,767.80	2,767.80	70,000
<b><u>CASH AND CASH EQUIVALENTS</u></b>																	
FIRST AMER US TREASURY MM	31846V534		8,047,948.80	8,047,948.80	8,047,948.80					0.00		0.00				0.00	0.00
LAIF			77,008.90	77,008.90	77,008.90					0.00		38.42			38.42	38.42	77,009
<b><u>MATURED/CALLED</u></b>																	
TOTAL LAIF			77,008.90	77,008.90	77,008.90												
TOTAL A/C 121100 & 112010			72,572.73	70,007.00	70,053.90												
<b>TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)</b>			<b>72,572.73</b>	<b>70,007.00</b>	<b>70,053.90</b>					<b>2,306.50</b>	<b>0.00</b>	<b>461.30</b>	<b>0.00</b>	<b>0.00</b>	<b>2,767.80</b>	<b>2,767.80</b>	<b>70,000</b>

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**PARATRANSIT FUNDS -- INTEREST ON SECURITIES**  
**July 31, 2016**  
**PFM Account #79400200**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	GASB 31 ADJUSTED 06-30-15	MARKET VALUE 7-31-16	MATURITY/CALL DATE	INT RATE	RATE/DAY	APPL DAYS	INTEREST REC'VBLE 6-30-16	PP INTEREST REC'VBLE 7-31-16	INTEREST EARNED 7-31-16	INTEREST RECEIVED 7-31-16	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 7-31-16	INT REC'VBLE LESS PREPAID 7-31-16	PAR VALUE	
<b>U.S. TREASURY NOTES AND BONDS</b>																			
US TREASURY NOTE	912828WF3	03-28-14	274,205.08	275,734.01	275,241.18	11-15-16	0.625%	4.7743	31	219.53		148.00			(3.23)	364.30	364.30	275,000	
US TREASURY NOTE	912828WF3	03-28-14	598,190.84	601,471.61	600,609.38	7-7-16	0.625%	10.4167	7	478.88		72.92	591.03		39.23	(0.00)	(0.00)	600,000	
US TREASURY NOTE	912828WF3	03-28-14	548,460.01	551,468.03	550,494.14	7-29-16	0.625%	9.5486	29	439.07		276.91	737.94		21.96	(0.00)	(0.00)	550,000	
US TREASURY NOTE	912828SC5	03-19-14	4,218,225.00	4,223,297.40	4,209,353.40	01-31-17	0.875%	102.0833	31	15,346.15		3,164.58	18,375.00		(35.87)	99.86	99.86	4,200,000	
US TREASURY NOTE	912828TG5	06-2-16	3,987,343.75	3,987,343.75	3,995,936.00	07-31-17	0.500%	55.5556	31	8,351.65		1,722.22	10,000.00		(19.52)	54.35	54.35	4,000,000	
US TREASURY NOTE	912828UZ1	03-31-16	3,304,252.14	3,305,008.21	3,312,669.56	04-30-18	0.625%	57.5521	31	3,490.66		1,784.12			(38.79)	5,235.99	5,235.99	3,315,000	
US TREASURY NOTE	912828WD8	10-13-15	2,721,726.56	2,721,726.56	2,732,907.60	10-31-18	1.250%	93.7500	31	5,686.14		2,906.25			(63.18)	8,529.21	8,529.21	2,700,000	
US TREASURY NOTE	912828F62	09-09-15	753,017.58	758,271.75	766,201.50	10-31-19	1.500%	31.2500	31	1,895.38		968.75			(21.06)	2,843.07	2,843.07	750,000	
US TREASURY NOTE	912828F62	09-09-15	1,255,029.30	1,263,786.25	1,274,267.58	7-19-16	1.500%	52.0833	19	3,158.97		989.58	4,127.04		(21.51)	(0.00)	(0.00)	1,250,000	
US TREASURY NOTE	912828UQ1	11-09-15	1,233,544.92	1,233,886.25	1,266,846.25	02-29-20	1.250%	43.4028	31	5,222.49		1,345.49			(29.26)	6,538.72	6,538.72	1,250,000	
US TREASURY NOTE	912828VF4	12-7-15	1,332,544.92	1,330,593.75	1,373,730.30	5-31-20	1.375%	51.5625	31	1,572.23		1,598.44			(26.20)	3,144.47	3,144.47	1,350,000	
US TREASURY NOTE	912828VP2	3-2-16	443,084.77	442,672.60	447,922.40	7-31-20	2.000%	23.8889	31	3,587.87		740.56	4,300.00		(5.06)	23.37	23.37	430,000	
US TREASURY NOTE	912828VP2	3-2-16	793,430.86	793,843.03	800,619.53	7-14-16	2.000%	42.7778	14	6,434.11		598.89	7,023.08		(9.92)	0.00	0.00	770,000	
US TREASURY NOTE	912828VP2	5-18-16	2,584,277.34	2,584,277.34	2,604,200.00	7-31-20	2.000%	138.8889	31	20,879.12		4,305.56	25,000.00		(48.81)	135.87	135.87	2,500,000	
US TREASURY NOTE	912828L32	6-29-16	458,226.56	457,681.50	457,681.50	8-31-20	1.375%	17.1875	31	2,068.10		532.81			(11.58)	2,589.33	2,589.33	450,000	
US TREASURY NOTE	912828L32	7-12-16	611,882.81	610,242.00	610,242.00	8-31-20	1.375%	22.9167	19	0.00	3,004.08	435.42			12.95	3,452.45	448.37	600,000	
																		88.52%	
<b>FEDERAL AGENCY COLLETERIALIZED MORTGAGE OBLIGATION</b>																			
FNMA	3136ANJY4	4-30-15	171,699.39	171,268.37	170,958.94	04-01-18	1.550%	7.3194	30	219.58		219.58	219.58			219.58	219.58	170,000	
FHLMC	3137BNMZ4	4-28-16	169,598.59	169,669.19	169,667.76	03-01-19	1.738%	8.1068	30	246.76		243.20	246.77		0.02	243.21	243.21	167,921	
FHLMC	3137BNMZ4	4-28-16	2,483.70	2,409.10	2,459.13	07-25-16	1.738%			0.00		0.00				0.00	0.00	2,459	
FANIE MAE	3136AQDQ0	10-30-15	232,303.20	232,303.20	231,739.90	09-01-19	1.646%	10.5161	30	315.48		315.48	315.48			315.48	315.48	230,000	
																		2.02%	
<b>FEDERAL AGENCY BOND/NOTE</b>																			
FHLMC	3137EAEB1	7-20-16	1,246,975.00	1,248,573.75	1,248,573.75	07-19-19	0.8750%	30.3819	11	0.00		334.20				334.20	334.20	1,250,000	
FNMA	3135GON33	7-29-16	648,908.00	648,908.00	648,908.00	08-02-19	0.8750%	15.7986		0.00		0.00				0.00	0.00	650,000	
FHLB	3130A8QS5	7-14-16	765,317.63	767,192.58	767,192.58	07-14-21	1.1250%	24.0625	16	0.00	24.06	385.00				409.06	385.00	770,000	
																		9.46%	
<b>CASH AND CASH EQUIVALENTS</b>																			
			168,947.01	168,947.01	168,947.01					0.00					0.00	0.00	0.00	0	
<b>CASH INVESTMENT</b>																			
LAIF			5,099,384.78	5,099,384.78	5,099,384.78					0.00	0.00	2,544.38	0.00		0.00	2,544.38	2,544.38	5,099,385	
<b>MATURED/CALLED</b>																			
US TREASURY NOTE	912828WF3	03-28-14	(598,190.84)	(601,471.61)	(600,609.38)	7-7-16												(600,000.00)	
US TREASURY NOTE	912828WF3	03-28-14	(548,460.01)	(551,468.03)	(550,494.14)	7-29-16												(550,000.00)	
US TREASURY NOTE	912828F62	09-09-15	(1,255,029.30)	(1,263,786.25)	(1,274,267.58)	7-19-16												(1,250,000.00)	
FHLMC	912828VP2	3-2-16	(793,430.86)	(793,843.03)	(800,619.53)	7-14-16												(770,000.00)	
FHLMC	3137BNMZ4	4-28-15	(2,483.70)	(2,409.10)	(2,459.13)	07-25-16												(2,459.00)	
TOTAL LAIF			5,099,384.78	5,099,384.78	5,099,384.78														
TOTAL A/C 122010			25,157,133.24	25,169,195.27	25,289,972.62														
<b>TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)</b>			<b>25,157,133.24</b>	<b>25,169,195.27</b>	<b>25,289,972.62</b>					<b>79,612.17</b>	<b>3,028.14</b>	<b>23,087.96</b>	<b>70,935.92</b>	<b>0.00</b>	<b>(259.83)</b>	<b>34,532.52</b>	<b>31,504.38</b>	<b>25,057,920.86</b>	

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

BUDGET AMENDMENTS

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

BUDGET REVISIONS

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

SAN MATEO COUNTY TRANSIT DISTRICT  
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS  
FY2017  
July 2016

8/30/16 9:31 AM

Approved Budget			Receipts		Over/(Under)	Current																																										
Date	Amount	Revised	Date	Amount	Budget/Projection	Projection																																										
<b>FY2016:</b>																																																
1st Quarter	17,607,333	17,607,333	1st Quarter	19,520,600	1,913,267	19,520,600																																										
2nd Quarter	18,895,801	18,895,801	2nd Quarter	20,786,477	1,890,676	20,786,477																																										
3rd Quarter	19,166,840	23,166,840	3rd Quarter	18,179,711	(4,987,129)	18,179,711																																										
4th Quarter	21,330,026	21,330,026	4th Quarter	19,523,572	(1,806,454)	19,523,572																																										
<b>FY2016 Total</b>	<b>77,000,000</b>	<b>81,000,000</b>	<b>FY2016 Total</b>	<b>78,010,360</b>	<b>(2,989,640)</b>	<b>78,010,360</b>																																										
<b>FY2017:</b>																																																
Jul. 16	5,919,931		Sep. 16			5,919,931																																										
Aug. 16	5,919,931		Oct. 16			5,919,931																																										
Sep. 16	7,498,579		Nov. 16			7,498,579																																										
3 Months Total	19,338,441	-				19,338,441																																										
Oct. 16	6,455,545		Dec. 16			6,455,545																																										
Nov. 16	6,455,545		Jan. 17			6,455,545																																										
Dec. 16	7,842,500		Feb. 17			7,842,500																																										
6 Months Total	40,092,031	-				40,092,031																																										
Jan. 17	6,089,072		Mar. 17			6,089,072																																										
Feb. 17	6,677,683		Apr. 17			6,677,683																																										
Mar. 17	8,284,521		May 17			8,284,521																																										
9 Months Total	61,143,307	-				61,143,307																																										
Apr. 17	7,054,822		Jun. 17			7,054,822																																										
May 17	7,170,544		Jul. 17			7,170,544																																										
Jun. 17	7,631,327		Aug. 17			7,631,327																																										
<b>FY2017 Total</b>	<b>83,000,000</b>	<b>-</b>	<b>FY2017 Total</b>			<b>83,000,000</b>																																										
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;"></td> <td style="width: 15%; text-align: center;">5,919,931</td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%;"></td> </tr> <tr> <td></td> <td></td> <td></td> <td>1st Quarter</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>2nd Quarter</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>3rd Quarter</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>4th Quarter</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;"><u><u>5,919,931</u></u></td> <td></td> <td>YTD Actual Per Statement of Revenue &amp; Expenses</td> <td></td> <td></td> <td></td> </tr> </table>								5,919,931									1st Quarter							2nd Quarter							3rd Quarter							4th Quarter					<u><u>5,919,931</u></u>		YTD Actual Per Statement of Revenue & Expenses			
	5,919,931																																															
			1st Quarter																																													
			2nd Quarter																																													
			3rd Quarter																																													
			4th Quarter																																													
	<u><u>5,919,931</u></u>		YTD Actual Per Statement of Revenue & Expenses																																													





the provisions of the solicitation. The alterations are material and cannot be waived. In addition, AMP's bid price exceeded the District's independent cost estimate by over \$100,000.

The District's current contractor is New Flyer Industries, at a five-year estimated cost of \$155,493.61.

Non-asbestos brake blocks will be purchased on the open market until a new contract is in place.

Contract Officer: Brian Geiger 650-508-7973  
Project Manager: Natalie Chi, Bus Maintenance Contract Administrator 650-508-6418



BOARD OF DIRECTORS 2016

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

JIM HARTNETT  
GENERAL MANGER/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, SEPTEMBER 7, 2016 – 2:30 p.m.**  
or immediately following previous Committee meeting

**ACTION**

1. Approval of Minutes of Legislative Committee Meeting of August 3, 2016

**INFORMATIONAL**

2. State and Federal Legislative Update

Committee Members: Peter Ratto, Shirley Harris, Karyl Matsumoto

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
AUGUST 3, 2016**

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

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

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

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

Committee Chair Peter Ratto called the meeting to order at 3:00 p.m.

**Approval of Minutes of July 6, 2016**

Motion/Second: Harris/Guilbault

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

Absent: Stone

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

Shweta Bhatnagar, Manager, Government Affairs, said Senator Jim Beall and Assemblymember Jim Frazier have been working together for the past several weeks to merge their separate transportation funding proposals into one proposal that they hope will pass the Legislature with the required two-thirds vote. As they work to advance a compromise, several members have raised concerns about funding transit by increasing the diesel sales tax due to the perceived adverse impact on trucking, or increasing funding to the Cap and Trade programs given the recent low auction results and uncertainty about the program's future. Staff continues to stress the need for transit funding to be included in the final transportation funding package that is developed.

Ms. Bhatnagar said Assemblymember Kevin Mullin amended Assembly Bill (AB) 1889, which is a Peninsula Corridor Joint Powers Board-sponsored bill. The bill now clarifies that early investments in the bookends and elsewhere along the high-speed rail system, which will ultimately be used by high-speed trains, are consistent with the intent of the Legislature in appropriating funding and with the will of the voters in approving Proposition 1A. The bill made it out of Senate Transportation and Housing and was heard in Senate Appropriations on August 2. Staff anticipates it will be voted on in committee sometime next week.

Ms. Bhatnagar said AB 2030, sponsored by Assemblymember Mullin, increases the levels that SamTrans is required to solicit bids for both small purchase contracts and supplies, equipment and materials, made it out of the Senate and is now back in the Assembly for concurrence on the amendments. Staff expects it to pass out of the Assembly and be sent to the Governor sometime next week.

Ms. Bhatnagar said staff also expects the California State Transportation Agency will be announcing the projects that will receive funding under the Transit and Intercity Rail program later this month. Staff has applied for these for the Caltrain Electrification Project. August 31 marks the end of the regular session and the Governor has until September 30 to sign or veto regular session legislation. The Special Session on Transportation can run until November 30.

Ms. Bhatnagar said on the Federal side, there has been no movement in the House or Senate on their respective Transportation, Housing and Urban Development appropriations bill. Congress will likely pass a continuing resolution during September since the end of the fiscal year is September 30.

Director Adrienne Tissier asked what the chances of AB1889 passing. Seamus Murphy, Chief Communications Officer, said it has a good shot and has support from the administration and the California High-Speed Rail Authority has been working with staff on the crafting of the bill. The Department of Finance is neutral on the bill. Mr. Murphy said there were some amendments to the language that addresses some of the opponents concerns that removes some of the oversight that is required in Proposition 1A.

Adjourned: 3:06 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.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

*STATE ISSUES*

As of 8/17/16: The Legislature took action on several SamTrans bills of interest:

Assembly Bill (AB) 1640 (Stone) - SUPPORT

This bill seeks to clarify that public transit employees, hired between January 1, 2013 and December 30, 2014, are exempt from the Public Employee's Pension Reform Act of 2013. The bill made it out of the Senate Appropriations and will now move to the Senate Floor for a vote.

AB1889 (Mullin) – SPONSOR

Helps facilitate the distribution of \$1.1 billion in previously appropriated Proposition 1A (Prop 1A) funds for projects that are necessary for high-speed trains to run even if additional improvements will be made at a later date to complete the full high-speed rail project. The bill also clarifies the meaning of "suitable and ready for high-speed train operations" to ensure the Peninsula Corridor Electrification Project (PCEP) would be eligible for Prop 1A funding. The bill made it out of the Senate Appropriations and will now move to the Senate Floor for a vote.

AB 2030 (Mullin) – SPONSOR

Increases the threshold for the purchase of supplies, equipment, and materials from \$100,000 to \$150,000 without first having to put the contract out to bid. Additionally the

bill increases the threshold for small purchases from \$2,500 to \$5,000. The bill passed the Legislature and has been sent to the Governor for his signature.

Senate Bill (SB) 824 (Beall) - SUPPORT

Makes several changes to the Low Carbon Transit Operations Program to make the program more flexible for funding recipients. The bill was amended to remove the 50 percent program-wide disadvantage communities requirement and has been reverted back to the 50 percent agency specific disadvantage communities requirement. The bill made it out of the Assembly Appropriations and will now move to the Assembly Floor for a vote.

SB 1128 (Glazer) – SUPPORT

Removes the 2017 sunset date on the Bay Area Commuter Benefits Program making the program permanent. The program requires Bay Area employers with more than 50 employees to offer commute benefits, such as pre-tax benefits, employer provided transportation or transit subsidies to their employees.

SB X 1 1 (Beall) – SUPPORT

Increases several taxes and fees to address the issue of deferred maintenance on State highways and local streets and roads, as well as provides funding for public transit.

On August 16, the California State Transportation Agency awarded \$390 million in grants for 14 projects for the 2016 Transit and Intercity Capital Program. The PCEP was awarded \$20 million.

*FEDERAL ISSUES*

As of 8/17/16:

On August 16, the Federal Railroad Administration awarded \$25 million in grants for 11 projects to assist in implementing Positive Train Control (PTC). The Communications-based Overlay Signal System PTC project was awarded \$2.88 million.

Congress is in recess for the month of August.

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## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 33</a> <a href="#">Quirk</a> D</p> <p>Electrical corporations: energy storage systems.</p>	<p>8/15/2016-S. THIRD READING 8/15/2016-Read third time. Passed. Ordered to the Assembly. Motion to reconsider made by Senator Hueso. Reconsideration granted.</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, as defined. Existing law requires the commission to open a proceeding to determine appropriate targets, if any, for each load-serving entity, as defined, to procure viable and cost-effective energy storage systems to be achieved by December 31, 2015, and December 31, 2020. If determined to be appropriate, the commission is required to adopt the procurement targets by October 1, 2013, and to reevaluate the determinations not less than once every three years. Pursuant to these requirements the commission adopted Decision 13-10-040 (October 17, 2013), Decision Adopting Energy Storage Procurement Framework and Design Program.</p> <p>This bill contains other existing laws.</p>	
<p><a href="#">AB 326</a> <a href="#">Frazier</a> D</p> <p>Public works: prevailing wage rates: wage and penalty assessments.</p>	<p>8/16/2016- A. CONCURRENCE 8/16/2016-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 18 pursuant to Assembly Rule 77.</p>	<p>Existing law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. Existing law also requires the awarding body, as defined, to withhold from payments due under a contract for public work an amount sufficient to satisfy the civil wage and penalty assessment issued by the Labor Commissioner, and to give notice of the withholding to the affected contractor or subcontractor.</p> <p>This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities within 30 days following either the conclusion of all administrative and judicial review or upon the department receiving written notice from the Labor Commissioner or his or her designee of a settlement or other final disposition of an assessment issued, as specified, or from the authorized representative of the awarding body of a settlement or other final disposition of a notice issued, as specified. This bill contains other existing laws.</p>	



## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 626</a> <a href="#">Chiu</a> D</p> <p>Public contracts: claim resolution.</p>	<p>8/15/2016-S. THIRD READING 8/15/2016-Read second time. Ordered to third reading.</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, 2017, a claim resolution process applicable to any claim by a contractor in connection with a public works project. 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><a href="#">AB 779</a> <a href="#">Garcia, Cristina</a> D</p> <p>Local government: financial disclosures.</p>	<p>8/16/2016- A. CONCURRENCE 8/16/2016-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 18 pursuant to Assembly Rule 77.</p>	<p>Existing law requires a local agency, if it is required to report specified information to the Controller and if it maintains an Internet Web site, to post, in a conspicuous location on its Internet Web site, information on the annual compensation of its elected officials, officers, and employees, as specified.</p> <p>This bill would require a city, county, city and county, or special district, on or before April 30 of each year, to post compensation information in a conspicuous location on its Internet Web site that contains the names, positions, and total compensation, including a breakdown of the types of compensation provided, of each elected official within that entity for the previous calendar year. By increasing the duties of local officials, 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 8/17/16**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 869</a> <a href="#">Cooper</a> D</p> <p>Public transportation agencies: fare evasion and prohibited conduct.</p>	<p>6/27/2016-S. THIRD READING 6/27/2016-Read second time. Ordered to third reading.</p>	<p>Existing law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for fare evasion or other passenger misconduct, other than by minors, on or in a transit facility or vehicle in lieu of the criminal penalties otherwise applicable, with specified administrative procedures for the imposition and enforcement of the administrative penalties, including an initial review and opportunity for a subsequent administrative hearing.</p> <p>This bill would provide that a person who fails to pay the administrative penalty when due or successfully complete the administrative process to dismiss the notice of fare evasion or passenger conduct violation may be subject to those criminal penalties. The bill would require the notice of fare evasion or passenger conduct violation to contain a printed statement that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed pursuant to these provisions. This bill contains other related provisions and other existing laws.</p>	

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1550</a> <a href="#">Gomez</a> D</p> <p>Greenhouse gases: investment plan: disadvantaged communities.</p>	<p>8/16/2016-S. THIRD READING 8/16/2016-Read second time and amended. Ordered to third reading.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities, as defined, and a minimum of 10% to projects located in those disadvantaged communities. Existing law provides that the allocation of 10% for projects located in disadvantaged communities may be used for projects included in the minimum allocation of 25% for projects that provide benefits to disadvantaged communities.</p> <p>This bill would instead require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities, as described, and an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities, as defined. This bill contains other related provisions.</p>	

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1591</a> <a href="#">Frazier</a> D</p> <p>Transportation funding.</p>	<p>2/1/2016-A. TRANS. 2/1/2016-Referred to Coms. on TRANS. and REV. &amp; TAX.</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.</p> <p>This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.225 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill, including an inflation adjustment as provided, an increase of \$38 in the annual vehicle registration fee, and a new \$165 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined. This bill contains other related provisions and other existing laws.</p>	

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1610</a> Committee on Budget  Transportation.</p>	<p>6/16/2016- A. CONCURRENCE 6/16/2016-In Assembly. Concurrence in Senate amendments pending. May be considered on or after June 18 pursuant to Assembly Rule 77.</p>	<p>Existing law authorizes the California Infrastructure and Economic Development Bank to sell specified portions of compact assets, defined as moneys required to be paid to the state under specified provisions of designated tribal compacts and the state's rights to receive those payments, to a special purpose trust, which may issue bonds that are secured against those assets. The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. Existing law requires that when the amounts described in those provisions have been paid to the transportation funds named, the revenues received by the state from the tribal compacts are required to be remitted to the California Gambling Control Commission for deposit in the General Fund.</p> <p>This bill would instead provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 1640</a> <a href="#">Stone, Mark D</a>  Retirement: public employees.</p>	<p>8/3/2016-S. THIRD READING 8/3/2016-Read second time. Ordered to third reading.</p>	<p>The California Public Employees' Pension Reform Act of 2013 (PEPRA) requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes new retirement formulas that may not be exceeded by a public employer offering a defined benefit pension plan for employees first hired on or after January 1, 2013. PEPRA exempts from its provisions certain public employees whose collective bargaining rights are subject to specified provisions of federal law until a specified federal district court decision on a certification by the United States Secretary of Labor, or until January 1, 2016, whichever is sooner.</p> <p>This bill would extend indefinitely that exemption for those public employees, whose collective bargaining rights are subject to specified provisions of federal law and who became a member of a state or local public retirement system prior to December 30, 2014. The bill would exempt these employees from PEPRA without regard to date of hire upon issuance of a specified federal district court decision.</p>	<p>Support</p>

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1641</a> <a href="#">Allen, Travis</a> R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>2/4/2016-A. TRANS. 4/4/2016-In committee: Set, second hearing. Hearing canceled at the request of author.</p>	<p>Under existing law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school.</p> <p>This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services. This bill contains other related provisions.</p>	
<p><a href="#">AB 1661</a> <a href="#">McCarty</a> D</p> <p>Local government: sexual harassment prevention training and education.</p>	<p>8/16/2016- A. CONCURRENCE 8/16/2016-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 18 pursuant to Assembly Rule 77.</p>	<p>Existing law requires all local agency officials to receive training in ethics, at specified intervals, if the local agency provides any type of compensation, salary, or stipend to those officials. Existing law also requires any civil or political subdivision of the state and all cities to provide at least 2 hours of training and education regarding sexual harassment to all supervisory employees, as specified.</p> <p>This bill would additionally require local agency officials, as defined, to receive sexual harassment prevention training and education if the local agency provides any type of compensation, salary, or stipend to those officials, and would allow a local agency to require employees to receive sexual harassment prevention training or information. The bill would also require an entity that develops curricula to satisfy this requirement to consult with the city attorney or county counsel regarding the sufficiency and accuracy of that proposed content.</p>	

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1676</a> <a href="#">Campos</a> D</p> <p>Employers: wage discrimination.</p>	<p>8/2/2016-S. THIRD READING 8/2/2016-Read second time. Ordered to third reading.</p>	<p>Existing law generally prohibits an employer from paying an employee at wage rates less than the rates paid to employees of the opposite sex in the same establishment for equal work on jobs the performance of which requires equal skill, effort, and responsibility, and which are performed under similar working conditions. Existing law establishes exceptions to that prohibition, including, among others, where the payment is made based on any bona fide factor other than sex, such as education, training, or experience. Existing law makes it a misdemeanor for an employer or other person acting either individually or as an officer, agent, or employee of another person to pay or cause to be paid to any employee a wage less than the rate paid to an employee of the opposite sex as required by these provisions, or who reduces the wages of any employee in order to comply with these provisions. Existing law also makes it a misdemeanor for an employer to refuse or neglect to comply with the above provisions of law.</p> <p>This bill would specify that prior salary cannot, by itself, justify any disparity in compensation under the bona fide factor exception to the above prohibition. By changing the definition of an existing crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 1889</a> <a href="#">Mullin</a> D</p> <p>High-Speed Rail Authority: high-speed train operation.</p>	<p>8/15/2016-S. THIRD READING 8/15/2016-Read second time and amended. Ordered to third reading.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system. Existing law, pursuant to 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, statewide general election, provides for the issuance of \$9.95 billion for high-speed train capital projects and other associated purposes. The bond act requires the authority to expend the proceeds of the bond act pursuant to certain planning and reporting requirements, which require the authority to approve that the corridor or usable segment would be suitable and ready for high-speed train operations.</p> <p>This bill would provide for the purposes of a certain plan that a corridor or usable segment thereof would be "suitable and ready for high-speed train operation" if specified conditions are met.</p>	

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1919</a> <a href="#">Quirk</a> D</p> <p>Local transportation authorities: bonds.</p>	<p>8/16/2016-A. ENROLLMENT 8/16/2016-In Assembly. Ordered to Engrossing and Enrolling.</p>	<p>The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Existing law authorizes the ballot proposition submitted to the voters to include a provision authorizing bonds to be issued that would be payable from the proceeds of the transactions and use tax. Existing law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service.</p> <p>This bill would instead require the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.</p>	
<p><a href="#">AB 1964</a> <a href="#">Bloom</a> D</p> <p>High-occupancy vehicle lanes: vehicle exceptions.</p>	<p>8/17/2016-S. THIRD READING 8/17/2016-Action From SECOND READING: Read second time and amended.To THIRD READING.</p>	<p>Existing federal law authorizes, until September 30, 2019, a state to allow low emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Existing federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use HOV lanes.</p> <p>This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. The bill would provide that identifiers issued for specified vehicles are valid until January 1, 2019. The bill would authorize the Department of Motor Vehicles to issue other identifiers until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill contains other related provisions and other existing laws.</p>	



## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2030</a> <a href="#">Mullin D</a></p> <p>Transportation districts: contracts.</p>	<p>8/10/2016-A. ENROLLED 8/10/2016-Enrolled and presented to the Governor at 3 p.m.</p>	<p>Existing law requires contracts of the San Francisco Bay Area Rapid Transit District for the purchase of supplies, equipment, and materials to be let to the lowest responsible bidder or to the bidder who submits a proposal that provides best value, as defined, if the amount of the contract exceeds \$100,000 and requires the district to obtain a minimum of 3 quotations for those contracts between \$2,500 and \$100,000. Existing law requires the district, if the contract is for the construction of facilities and works, to let the contract to the lowest responsible bidder if the amount of the contract exceeds \$10,000 and to obtain a minimum of 3 quotations for those contracts between \$2,500 and \$10,000.</p> <p>This bill would instead impose those bidding requirements with respect to district contracts for the purchase of supplies, equipment, and materials if the amount of the contract exceeds \$150,000 and would require a minimum of 3 quotations for those contracts between \$5,000 and \$150,000. The bill would also require, with respect to district contracts for the construction of facilities and works, a minimum of 3 quotations for those contracts between \$5,000 and \$10,000. This bill contains other related provisions and other existing laws.</p>	<p>Sponsor</p>
<p><a href="#">AB 2126</a> <a href="#">Mullin D</a></p> <p>Public contracts: Construction Manager/General Contractor contracts.</p>	<p>8/11/2016-S. CONSENT CALENDAR 8/11/2016-Ordered to special consent calendar.</p>	<p>Existing law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. Existing law requires specified information provided to the department pursuant to these provisions to be verified under oath.</p> <p>This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services. By expanding this authorization, the bill would expand the scope of the crime of perjury, thus imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2152</a> <a href="#">Gray</a> D</p> <p>Elections: ballots: ballot order.</p>	<p>3/8/2016-A. E. &amp; R. 5/31/2016-From committee: Without further action pursuant to Joint Rule 62(a).</p>	<p>Existing law requires all voting to be by ballot and requires each polling place to provide, at each election at which public officers are to be voted for, but one form of ballot for all candidates for public office, except for partisan primary elections, as specified. Existing law specifies the order of precedence of offices on the ballot and authorizes a county elections official to vary the order for certain offices and measures submitted to the voters, in order to allow for the most efficient use of space on the ballot in counties that use a voting system, as defined. Existing law requires state measures to always precede local measures.</p> <p>This bill, for the November 8, 2016, statewide general election only, would authorize a county board of supervisors to direct the county elections official to place a local measure related to local transportation finance above state measures. This bill contains other related provisions.</p>	
<p><a href="#">AB 2170</a> <a href="#">Frazier</a> D</p> <p>Trade Corridors Improvement Fund: federal funds.</p>	<p>8/17/2016-S. THIRD READING 8/17/2016-Action From SECOND READING: Read second time and amended.To THIRD READING.</p>	<p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes.</p> <p>This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions. This bill contains other related provisions and other existing laws.</p>	

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2257</a> <a href="#">Maienschein</a> R</p> <p>Local agency meetings: agenda: online posting.</p>	<p>8/16/2016- A. CONCURRENCE 8/16/2016-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 18 pursuant to Assembly Rule 77.</p>	<p>The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act further requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. The act requires that the agenda or notice be freely accessible to members of the public and be posted on the local agency's Internet Web site, if the local agency has one.</p> <p>This bill would require an online posting of an agenda for a meeting occurring on and after January 1, 2019, of a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an Internet Web site to be posted on the local agency's primary Internet Web site homepage accessible through a prominent, direct link, as specified. The bill would exempt a legislative body of a city, county, city and county, special district, school district, or political subdivision established by the state that has an Internet Web site from this requirement if it has an integrated agenda management platform that meets specified requirements, including, among others, that the current agenda is the first agenda available at the top of the integrated agenda management platform. The bill would authorize an integrated agenda management platform to include prior meeting agendas, as specified. The bill would require any agenda posted pursuant to these provisions to be in an open format that meets specified requirements, including, among others, that the agenda is platform independent and machine readable. The bill would also define terms for these purposes. This bill contains other related provisions and other existing laws.</p>	

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2348</a> <a href="#">Levine</a> D</p> <p>Department of Finance: infrastructure investment.</p>	<p>8/15/2016-S. THIRD READING 8/15/2016-Read second time. Ordered to third reading.</p>	<p>Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning the financial and business policies of the state.</p> <p>This bill would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund. The bill would also state the intent of the Legislature to identify special funds to be transferred into the fund for the purposes of these provisions. By creating a new continuously appropriated fund, this bill would make an appropriation. This bill contains other existing laws.</p>	
<p><a href="#">AB 2722</a> <a href="#">Burke</a> D</p> <p>Transformative Climate Communities Program.</p>	<p>8/16/2016-S. THIRD READING 8/16/2016-Read second time and amended. Ordered to third reading.</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.</p> <p>This bill would create the Transformative Climate Communities Program, to be administered by the council. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for the development of transformative climate community plans, and projects that implement plans, that contribute to the reduction of emissions of greenhouse gases and demonstrate potential climate, economic, workforce, health, and environmental benefits in disadvantaged communities that have a demonstrated need for climate, economic, workforce, health, and environmental benefits. The bill would require the council, in coordination with the member agencies of the council, the State Air Resources Board, and other state entities, as needed, to develop guidelines and selection criteria for the implementation of the program. This bill contains other related provisions and other existing laws.</p>	

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2906</a> Committee on Transportation  Transportation: omnibus bill.</p>	<p>8/15/2016-A. ENROLLMENT 8/15/2016-Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Existing law authorizes the Treasurer and the California Transportation Commission to pledge amounts deposited in the State Highway Account from federal transportation funds for the purposes of issuing federal highway grant anticipation notes, commonly known as GARVEE bonds, to fund transportation projects selected by the commission. Existing law requires the commission to prepare an annual analysis of the bonding capacity of those federal transportation funds.</p> <p>This bill would instead require the commission to prepare this analysis when the Department of Transportation anticipates the issuance of new notes and makes a written request in that regard, but not more than once annually. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">ABX1 1</a> <a href="#">Alejo D</a>  Transportation funding.</p>	<p>6/23/2015-A. PRINT 6/24/2015-From printer.</p>	<p>Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.</p> <p>This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">ABX1 2</a> <a href="#">Perea D</a>  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>	

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">ABX1 3</a> <a href="#">Frazier</a> D</p> <p>Transportation funding.</p>	<p>9/24/2015-A. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.</p>	
<p><a href="#">ABX1 6</a> <a href="#">Hernández, Roger</a> D</p> <p>Affordable Housing and Sustainable Communities Program.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law continuously appropriates 20% of the annual proceeds of the fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives.</p> <p>This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined. The bill would further require at least 50% of those moneys to be allocated to eligible affordable housing projects. The bill would require the council to amend its guidelines and selection criteria consistent with these requirements and to consult with interested stakeholders in this regard.</p>	
<p><a href="#">ABX1 7</a> <a href="#">Nazarian</a> D</p> <p>Public transit: funding.</p>	<p>7/16/2015-A. PRINT 7/17/2015-From printer.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. 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.</p> <p>This bill contains other existing laws.</p>	Support

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

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



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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">ABX1 18</a> <a href="#">Linder R</a></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><a href="#">ABX1 19</a> <a href="#">Linder R</a></p> <p>California Transportation Commission.</p>	<p>8/31/2015-A. PRINT 9/1/2015-From printer.</p>	<p>Existing law establishes in the state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.</p> <p>This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.</p>	

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

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">ABX1 24</a> <a href="#">Levine</a> D</p> <p>Bay Area Transportation Commission: election of commissioners.</p>	<p>9/11/2015-A. PRINT 9/12/2015-From printer.</p>	<p>Existing law designates the Metropolitan Transportation Commission as the regional transportation planning agency for the San Francisco Bay area, with various powers and duties with respect to transportation planning and programming, as specified, in the 9-county San Francisco Bay area region. Existing law creates the Bay Area Toll Authority, governed by the same board as the commission, but created as a separate entity, with specified powers and duties relative to the administration of certain toll revenues from state-owned toll bridges within the geographic jurisdiction of the commission. Under existing law, the commission is comprised of 21 appointed members, as specified.</p> <p>This bill, effective January 1, 2017, would redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017. The bill would state the intent of the Legislature for district boundaries to be drawn by a citizens' redistricting commission and campaigns for commissioners to be publicly financed. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">ABX1 25</a> <a href="#">Allen, Travis</a> R</p> <p>Shuttle services: loading and unloading of passengers.</p>	<p>1/11/2016-A. PRINT 1/12/2016-From printer.</p>	<p>Under existing law, a person may not stop, park, or leave a vehicle standing alongside a curb space authorized for the loading or unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb, except that existing law allows local authorities to permit schoolbuses to stop alongside these curb spaces upon agreement between a transit system operating buses as common carriers in local transportation and a public school district or private school.</p> <p>This bill would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside these curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined. The bill would state that it is the intent of the Legislature to not replace public transit services. This bill contains other related provisions.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">ACA 4</a> <a href="#">Frazier</a> D</p> <p>Local government transportation projects: special taxes: voter approval.</p>	<p>8/19/2015-A. APPR. SUSPENSE FILE 8/27/2015-In committee: Hearing postponed by committee.</p>	<p>The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.</p> <p>This measure would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it would become effective immediately upon approval by the voters and would apply to any local measure imposing, extending, or increasing a sales and use tax or transactions and use tax for local transportation projects submitted at the same election. This bill contains other existing laws.</p>	<p>Support</p>
<p><a href="#">SB 32</a> <a href="#">Pavley</a> D</p> <p>California Global Warming Solutions Act of 2006: emissions limit.</p>	<p>8/15/2016-A. THIRD READING 8/15/2016-Read second time. Ordered to third reading.</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 approve 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 would also require the state board, on or before January 1, 2018, and each year thereafter, to prepare and submit to the Joint Legislative Budget Committee and appropriate policy committees a report relating to the greenhouse gas emissions reductions achieved toward those limits. This bill contains other related provisions.</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 91</a> Committee on Budget and Fiscal Review</p> <p>Greenhouse Gas Reduction Fund: investment plan.</p>	<p>9/4/2015-A. BUDGET 9/4/2015-Read third time and amended. Ordered to third reading. Re-referred to Com. on BUDGET pursuant to Assembly Rule 77.2.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would express the intent of the Legislature to enact legislation that amends the Budget Act of 2015 to reflect an expenditure plan for moneys in the Greenhouse Gas Reduction Fund that conforms to the 2015 investment plan for the moneys in the fund as adopted by the Legislature.</p>	
<p><a href="#">SB 122</a> <a href="#">Jackson</a> D</p> <p>California Environmental Quality Act: record of proceedings.</p>	<p>8/16/2016-A. THIRD READING 8/16/2016-Read second time. Ordered to third reading.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA.</p> <p>This bill would require the lead agency, at the request of a project applicant and consent of the lead agency, to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, EIR, or other environmental document for projects. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 824</a> <a href="#">Beall D</a></p> <p>Low Carbon Transit Operations Program.</p>	<p>8/16/2016-A. THIRD READING 8/16/2016-Read second time. Ordered to third reading.</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 require a recipient transit agency to demonstrate that each expenditure of program moneys allocated to the agency does not supplant another source of funds. The bill would authorize a recipient transit agency that does not submit an expenditure for funding under the program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year for a maximum of 4 years. The bill would allow a recipient transit agency to loan or transfer its funding share in any particular fiscal year to another recipient transit agency within the same region, or to apply to the department to reassign, to other eligible expenditures under the program, any savings of surplus moneys from an approved and completed expenditure under the program or from an approved expenditure that is no longer a priority, as specified. The bill would also allow a recipient transit agency to apply to the department for a letter of no prejudice for any eligible expenditures under the program for which the department has authorized a disbursement of funds, and, if granted, would allow the recipient transit agency to expend its own moneys and to be eligible for future reimbursement from the program, under specified conditions. The bill would also require a recipient transit agency to provide additional information to the department to the extent funding is sought for capital projects. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 838</a> Committee on Budget and Fiscal Review  Transportation.</p>	<p>6/16/2016- S. CONCURRENCE 6/16/2016-In Senate. Concurrence in Assembly amendments pending.</p>	<p>Existing law authorizes the California Infrastructure and Economic Development Bank to sell specified portions of compact assets, defined as moneys required to be paid to the state under specified provisions of designated tribal compacts and the state's rights to receive those payments, to a special purpose trust, which may issue bonds that are secured against those assets. The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. Existing law requires that when the amounts described in those provisions have been paid to the transportation funds named, the revenues received by the state from the tribal compacts are required to be remitted to the California Gambling Control Commission for deposit in the General Fund.</p> <p>This bill would instead provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 882</a> <a href="#">Hertzberg</a> D  Crimes: public transportation: minors.</p>	<p>8/10/2016-S. ENROLLED 8/10/2016-Enrolled and presented to the Governor at 10 a.m.</p>	<p>Existing law makes it an infraction or a misdemeanor to evade the payment of a fare on a public transit system, to misuse a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or to use a discount ticket without authorization or fail to present, upon request from a transit system representative, acceptable proof of eligibility to use a discount ticket.</p> <p>This bill would prohibit a minor from being charged with an infraction or a misdemeanor for those acts.</p>	



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 903</a> <a href="#">Nguyen</a> R</p> <p>Transportation funds: loan repayment.</p>	<p>2/4/2016-S. T. &amp; H. 2/4/2016-Referred to Com. on T. &amp; H.</p>	<p>Existing law creates the Traffic Congestion Relief Fund, as a continuously appropriated fund, for the purpose of funding a list of transportation projects specified in statute. Existing law provided for the transfer of specified amounts from the General Fund to the Traffic Congestion Relief Fund, beginning in the 2000-01 fiscal year. Existing law also provided for the transfer of a portion of the sales tax on gasoline to the Transportation Investment Fund subsequent to voter approval on March 5, 2002, of Article XIX B of the California Constitution, which thereafter dedicated those sales tax revenues to specified transportation purposes. Existing law required a portion of the revenues in the Transportation Investment Fund to be transferred to the Traffic Congestion Relief Fund.</p> <p>This bill would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 944</a></p> <p>Committee on Transportation and Housing</p> <p>Housing omnibus.</p>	<p>8/8/2016-A. THIRD READING 8/8/2016-From consent calendar on motion of Assembly Member Calderon. Ordered to third reading.</p>	<p>Existing law, the Contractors' State License Law, provides for the licensure and regulation of contractors by the Contractors' State License Board. Existing law imposes specified requirements on home improvement contracts and service and repair contracts. Existing law makes it a misdemeanor for a person to engage in the business or act in the capacity of a contractor without a license and provides certain exemptions from that licensure requirement, including exemptions for owner-builders, as specified.</p> <p>This bill would provide an additional exemption for a nonprofit corporation providing assistance to an owner-builder who is participating in a mutual self-help housing program, as specified. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1128</a> <a href="#">Glazer D</a></p> <p>Commute benefit policies.</p>	<p>6/29/2016-A. THIRD READING 6/29/2016-Read second time. Ordered to third reading.</p>	<p>Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Existing law makes these provisions inoperative on January 1, 2017.</p> <p>This bill would extend these provisions indefinitely, thereby establishing the pilot program permanently. The bill would also delete bicycle commuting as a pretax option under the program and instead would authorize a covered employer, at its discretion, to offer commuting by bicycling as an employer-paid benefit in addition to commuting via public transit or by vanpool. The bill would also delete the reporting requirement.</p>	<p>Support</p>
<p><a href="#">SB 1383</a> <a href="#">Lara D</a></p> <p>Short-lived climate pollutants.</p>	<p>8/16/2016-A. THIRD READING 8/16/2016-Read second time. Ordered to third reading.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The state board is also required to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants, as defined, in the state.</p> <p>This bill would require the state board, no later than January 1, 2018, to approve and begin implementing that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as specified.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1398</a> <a href="#">Leyva</a> D</p> <p>Public water systems: lead service lines.</p>	<p>8/11/2016-A. THIRD READING 8/11/2016-Read second time. Ordered to third reading.</p>	<p>Existing law requires public water systems to take specified actions to test for and remediate certain contaminants in drinking water, including lead and copper. Existing law prohibits the use of any pipe, pipe or plumbing fitting or fixture, solder, or flux that is not lead free in the installation or repair of any public water system or any plumbing in a facility providing water for human consumption, except as specified.</p> <p>This bill would require a public water system to compile an inventory of known lead service lines in use in its distribution system and identify areas that may have lead service lines in use in its distribution system by July 1, 2018. This bill would require a public water system, after completing the inventory, to provide a timeline for replacement of known lead service lines in the distribution system to the State Water Resources Control Board. This bill would require, by July 1, 2020, a public water system with areas that may have lead service lines in use in its distribution system to either determine the existence or absence of lead service lines in these areas and provide that information to the board or provide a timeline for replacement of the pipes, tubings, and fittings whose content cannot be determined that connect a water main to an individual water meter or service connection. This bill would require the board to approve a replacement timeline, as specified.</p>	
<p><a href="#">SB 1464</a> <a href="#">De León</a> D</p> <p>California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.</p>	<p>8/15/2016-A. THIRD READING 8/15/2016-Read second time. Ordered to third reading.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions.</p> <p>This bill would require, in identifying priority programmatic investments, that the investment plan assess how proposed investments interact with current state regulations, policies, and programs, and evaluate if and how the proposed investments could be incorporated into existing programs. The bill would also require the investment plan to recommend metrics that would measure progress and benefits from the proposed programmatic investments. This bill contains other existing laws.</p>	

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 1</a> <a href="#">Beall</a> D</p> <p>Transportation funding: environmental mitigation: oversight.</p>	<p>4/21/2016-S. APPR. 4/21/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. 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.</p> <p>The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill and \$0.10 of a \$0.22 per gallon increase in the diesel fuel excise tax imposed by the bill, an increase of \$35 in the annual vehicle registration fee, a new \$100 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined, a new annual road access charge on each vehicle, as defined, of \$35, and repayment, by June 30, 2016, of outstanding loans made in previous years from certain transportation funds to the General Fund. The bill would provide that revenues from future adjustments in the applicable portion of the fuel tax rates, the annual vehicle registration fee increase, and the road access charge would also be deposited in the account. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SBX1 2</a> <a href="#">Huff</a> R</p> <p>Greenhouse Gas Reduction Fund.</p>	<p>6/30/2015-S. T. &amp; I.D. 9/1/2015-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would exclude from allocation under these provisions the annual proceeds of the fund generated from the transportation fuels sector.</p> <p>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 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 4</a> <a href="#">Beall</a> D</p> <p>Transportation funding.</p>	<p>9/24/2015-S. CONFERENCE COMMITTEE 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.</p>	
<p><a href="#">SBX1 5</a> <a href="#">Beall</a> D</p> <p>Transportation funding.</p>	<p>9/1/2015-A. DESK 9/1/2015-In Assembly. Read first time. Held at Desk.</p>	<p>Existing law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state.</p> <p>This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.</p>	
<p><a href="#">SBX1 7</a> <a href="#">Allen</a> D</p> <p>Diesel sales and use tax.</p>	<p>9/3/2015-S. APPR. 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to 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>	Support

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SBX1 8</a> <a href="#">Hill D</a></p> <p>Public transit: funding.</p>	<p>9/2/2015-S. APPR. 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0. Page 57.) (September 1). Re-referred to Com. on APPR.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund.</p> <p>This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other existing laws.</p>	<p>Support</p>

## San Mateo County Transit District State Legislative Matrix 8/17/16

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

## San Mateo County Transit District State Legislative Matrix 8/17/16

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



## San Mateo County Transit District State Legislative Matrix 8/17/16

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

## San Mateo County Transit District State Legislative Matrix 8/17/16

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SCA 5</a> <a href="#">Hancock</a> D</p> <p>Local government finance.</p>	<p>4/12/2016-S. GOV. &amp; F. 4/12/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. &amp; F.</p>	<p>The California Constitution provides that all property is taxable, unless exempted by the California Constitution or by federal law. The California Constitution authorizes the Legislature to classify personal property for differential taxation or for exemption by means of a statute approved by a 2/3 vote of the membership of each house.</p> <p>This measure would exempt from taxation for each taxpayer an amount up to \$500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SCAX1 1</a> <a href="#">Huff</a> R</p> <p>Motor vehicle fees and taxes: restriction on expenditures.</p>	<p>9/9/2015-S. APPR. 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0. Page 72.) (September 8). Re-referred to Com. on APPR.</p>	<p>Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes, and restricts the expenditure of revenues from fees and taxes imposed by the state upon vehicles or their use or operation to state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways, as well as to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law.</p> <p>This measure would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. The measure would delete the provision that provides for use of any fuel tax revenues allocated to mass transit purposes to be pledged or used for payment of principal and interest on voter-approved bonds issued for those mass transit purposes, and would instead subject those expenditures to the existing 25% limitation applicable to the use of fuel tax revenues for street and highway bond purposes. O This bill contains other related provisions and other existing laws.</p>	



BOARD OF DIRECTORS 2016

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

JIM HARTNETT  
GENERAL MANAGER/CEO

## **AGENDA**

### **PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE COMMITTEE OF THE WHOLE**

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

**WEDNESDAY, SEPTEMBER 7, 2016 – 2:45 p.m.**  
or immediately following previous Committee meeting

#### **ACTION**

1. Approval of Minutes of Planning, Development and Sustainability Committee Meeting of August 3, 2016

#### **INFORMATIONAL**

2. Dumbarton Transportation Corridor Study Update
3. Strategic Plan Update
4. Capital Projects Quarterly Status Report – 4<sup>th</sup> Quarter Fiscal Year 2016

Committee Members: Adrienne Tissier, Jeff Gee, Rose Guilbault

#### NOTE:

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

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)  
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA  
MINUTES OF PLANNING, DEVELOPMENT AND SUSTAINABILITY  
COMMITTEE MEETING  
COMMITTEE OF THE WHOLE  
AUGUST 3, 2016**

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

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

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

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

Committee Chair Adrienne Tissier called the meeting to order at 3:06 p.m.

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

Motion/Second: Gee/Kerstee-Tucker

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

Absent: Stone

**SamTrans Triennial Customer Survey and Focus Groups**

Christiane Kwok, Manager, Market Research and Development, reported:

- Purpose:
  - Determine who our customers are
  - Measure whether their needs are being met
- Methodology:
  - Onboard survey in October 2015
    - 50 weekday routes
    - 24 weekend routes
    - Peak and off-peak schedules
  - Response:
    - 6,430 completed surveys
    - 69 percent response rate
- Changes since last survey:
  - SamTrans Service Plan
  - Day Pass decreased from three to 2.5 times the one-way fare
- Results:
  - Majority of customers ride five plus days a week and make a round trip
  - 61 percent of riders don't own or have access to a car
  - Nearly half have been riding for more than three years
  - Most customers commute to work or school
  - Customers continue to move from cash to Clipper cash value
  - More than half of all customers need only one bus for their trip
  - Most walk to or from the bus stop

- Customer satisfaction:
  - Above average scores across all 12 attributes
  - Most attributes rated higher or about the same as 2012
  - Rated overall experience was 4.23, compared to 4.21 in 2012
  - Long-time riders and respondents completing the Spanish version of the survey are more satisfied
- An equal share of customers get information from the website or a printed timetable.
- Most have access to the internet generally at home or on their cell phone.
- Nearly 46 percent use a Clipper Card.
- Demographics:
  - The average age is 36 years
  - Respondents are split between male and female with 11 percent choosing not to respond
  - Nearly one-third are employed full time
  - The average income is \$40,000
  - The majority reside in San Mateo County
  - More than two-thirds speak English at home
  - One third of customers are Hispanic/Latino
- Communications Focus Groups
  - Background:
    - Goal was to improve customer communications regarding access to information about routes, schedules, and fares to encourage increased ridership
    - Four focus groups held in May 2016
      - Frequent riders
      - Non-frequent riders
      - Non-riders
      - Spanish-speaking (mix of frequency)
  - Key Findings:
    - Applications and mobile website access are emerging as preferred methods of accessing information
    - Non-riders are willing to try SamTrans, particularly if it goes someplace fun and they get a free ride or two
    - Possible use of ride sharing services for routes with low ridership received positive feedback

Jayne Ackemann, Director, Marketing and Communications, reported:

- Next Steps:
  - Customer Experience Task Force
  - Mobile Ticketing Request for Proposal issued
  - Real-time data
  - Fare study and express route study
  - New technologies

Committee Chair Tissier asked if announcements on the bus are in Spanish. Ms. Ackemann said some messages are in Spanish.

Committee Chair Tissier asked if the applications can be done in different languages. Ms. Ackemann said the language is selected when the application is downloaded.

Director Rose Guilbault said with the growing Hispanic population this is an opportunity for increased marketing to this group. Ms. Ackemann said staff does target marketing in specific languages to reach certain populations.

Chair Zoe Kersteen-Tucker asked if staff reaches out to the youth market. Ms. Ackemann said staff is doing a back to school youth campaign focusing on the four new routes for school service. Staff will be at the San Carlos Youth Center signing up youths for Clipper cards.

Chair Kersteen-Tucker said there should be co-marketing with the shuttle operators.

Director Karyl Matsumoto asked where the new riders are coming from. Ms. Kwok said the data is in the report.

Director Matsumoto said she rode Route 292 and was amazed the number of people who ride this route. She liked seeing the operator number inside on the bus. She said more bus straps should be added and there were no straps in the back of the bus.

Director Matsumoto asked for a list of routes that serve schools. Ms. Ackemann said she will send that information.

Adjourned: 3:36 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett  
General Manager/CEO

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

SUBJECT: **DUMBARTON TRANSPORTATION CORRIDOR STUDY UPDATE**

**ACTION**

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

**SIGNIFICANCE**

The San Mateo County Transit District (District) is conducting a feasibility study of how to reduce traffic congestion on the Dumbarton Bridge corridor between Alameda, San Mateo and Santa Clara counties. The study is evaluating options that address congestion on the Dumbarton Bridge (Highway 84) and its approaches. The study also examines how to rehabilitate and repurpose the Dumbarton rail bridge for transit purposes to improve mobility.

The study will recommend operational and infrastructure improvements on both Highway 84 and the rail bridge that will be phased over time. As such, the study will identify short- and long-term transportation alternatives that contribute to the ultimate vision for a multi-modal corridor.

The study area focuses on the Dumbarton Corridor connecting Alameda and San Mateo counties but also includes the cities of Redwood City, Menlo Park, and East Palo Alto on the west side, and Newark, Union City, and Fremont on the east side of the corridor. The study will also examine transportation connections to Palo Alto in Santa Clara County.

The District is working collaboratively with project partners including Facebook, the San Mateo County Transportation Authority (TA), Alameda County Transportation Commission (ACTC), and Alameda-Contra Costa Transit. The cities in the corridor are being engaged as major stakeholders in the project.

The Study commenced in late February 2016. At the September 7, 2016 Board meeting, staff will provide an update, detailing the initial screening of alternatives and alternatives carried forward for further evaluation. Staff will also provide information on upcoming stakeholder and public outreach meetings scheduled for mid-September.

## **BUDGET IMPACT**

There is no impact on the budget.

## **BACKGROUND**

While the TA financed the purchase of the Dumbarton rail corridor (extending from Redwood Junction to Newark) in 1994, the District is the owner of record. The TA, along with the Metropolitan Transportation Commission (MTC), ACTC, and Santa Clara Valley Transportation Authority funded an environmental review process to evaluate new rail service on the Dumbarton rail bridge. However, due to insufficient funding for proposed improvements, the environmental review process was put on hold in 2014.

In light of the current jobs-housing imbalance and continued growth in the corridor, SamTrans and Facebook forged a partnership to comprehensively study what can be done to alleviate congestion in this vital east-west corridor. In January 2016, the SamTrans Board approved the execution of a funding agreement with Facebook to receive \$1 million to complete the Dumbarton Transportation Corridor Study.

## **STRATEGIC INITIATIVE**

- Priority 1: Expand mobility options for our customers
- Goal 1: Increase weekday fixed-route ridership by 15 percent

Prepared By: Melissa Reggiardo, Principal Planner

650-508-6283



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett  
General Manager/CEO

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

SUBJECT: **STRATEGIC PLAN UPDATE**

**ACTION**

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

**SIGNIFICANCE**

The San Mateo County Transit District's (District) Strategic Plan (Plan) provides the policy framework that guides the agency's policy, service, and investment decisions from 2014 through 2019. The Plan sets three priorities: increasing mobility options for our customers, strengthening the agency's fiscal health, and building a more effective organization that delivers optimal service to the SamTrans, Caltrain, and the San Mateo County Transportation Authority programs. Staff will update its progress in implementing the Plan at the September 7, 2016 meeting via a PowerPoint presentation, discuss a recommended process for ongoing work, discuss a supplement to the Plan, and set the stage for the Board's October retreat.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

In November 2015, the Board held an all-day retreat and discussed the Strategic Plan. The attached Supplement to the Strategic Plan (Exhibit A) identifies the top five priorities discussed at the retreat and provides further direction on how to implement the Plan. In addition, staff developed a matrix for the Ad Hoc Board Subcommittee on the Board Retreat (Exhibit B) that will be used to monitor progress of the Plan's implementation.

Prepared By: Douglas Kim, Director, Planning

650-508-6278

Supplement to the SamTrans 2015-2019 Strategic Plan  
September 7, 2016

The Strategic Plan (Plan) envisions that reports will be delivered to the Board of Directors (Board) on an annual basis to assess progress on the Plan's actions and initiatives and to inform potential refinement of strategies to achieve the Plan's goals. In November 2015, the Board held an all-day retreat to discuss its priorities, implementation of the Plan, and identified five key priorities:

1. Enhance financial flexibility
2. Improve the ease of use of SamTrans services
3. Increase engagement and involvement of the private sector
4. Fill workforce vacancies
5. Explore the creation of workforce housing

While many actions included in the current Plan already support these initiatives, this Supplement reinforces feedback from the Board through the addition of new actions, or the refinement of existing actions, including:

1. Enhance financial flexibility
  - Goal 2, Refine Action 2.3: Institute fare changes for fixed routes by 2016, and ~~on a regular basis thereafter that~~ *complete a comprehensive fare study in 2017 that will inform future fare changes and increase revenue by making the system easier to use and administer.*
2. Improve the ease of use of SamTrans services
  - Goal 1, New Action: Explore amenities that will attract and retain riders by making the system easier to use, including the development of a SamTrans mobile application, expanded payment options including mobile ticketing and the availability of real-time arrival and departure functionality.
  - Goal 1, New Action: Expand SamTrans social media program to respond to increased customer service demands.
  - Goal 1, New Action: Develop a cross-departmental Customer Experience Task Force that will focus on identifying and implementing service improvements that attract and retain riders.
3. Increase engagement and involvement of the private sector
  - Goal 1, Refine Action 1-19: Explore public-private partnerships *that create more mobility options including services that connect commuters with major job centers, expanded or new services along the Dumbarton corridor and partnerships with shared ride and ride-sharing providers that can serve smaller markets.*
4. Fill workforce vacancies
  - Reinforced by Action 3-13 in the current Plan (Consider Increasing Human Resources staffing to ensure personnel recruitments can be accomplished efficiently and other organizational initiatives can be implemented effectively).
5. Explore the creation of workforce housing
  - Reinforced by Action 3-16 in the current Plan (Develop workforce housing strategies that can attract and retain quality personnel and talent).

## BOARD SUBCOMMITTEE INITIATIVES

## Exhibit B

Initiative	Specific Plan Priority	Specific Plan Goal	Progress
1. Youth Mobility Plan	Expand Mobility Options	Grow Ridership 15% in 5 Years	Completion by January 2017
2. Senior Mobility Action Plan	Expand Mobility Options	Grow Ridership 15% in 5 Years	Completion by Spring 2017
3. Mobility Management Center	Expand Mobility Options	Grow Ridership 15% in 5 Years	Online by January 2017
4. Public/private Partnership on Dumbarton Corridor	Expand Mobility Options	Grow Ridership 15% in 5 Years	Study complete Spring 2017
5. SFO Shuttle Service	Expand Mobility Options	Grow Ridership 15% in 5 Years	Initial discussions with SFO
6. Innovative Partnerships with Transportation Network	Expand Mobility Options	Grow Ridership 15% in 5 Years	Initial discussions with TNCs
7. SamTrans Mobile Application development	Expand Mobility Options	Grow Ridership 15% in 5 years	End of 2017
	Strengthen Fiscal Health	Increase Fixed Route Farebox Recovery by 20%	
8. Social Media/Customer Service Integration	Expand Mobility Options	Grow Ridership 15% in 5 years	Expanding social media responsibilities by Fall 2017
	Strengthen Fiscal Health	Increase Fixed Route Farebox Recovery by 20%	
9. Establish SamTrans Customer Experience Task Force	Expand Mobility Options	Grow Ridership 15% in 5 years	Pending
	Strengthen Fiscal Health	Increase Fixed Route Farebox Recovery by 20%	
10. Introduce Real Time Functionality	Expand Mobility Options	Grow Ridership 15% in 5 years	In progress
	Strengthen Fiscal Health	Increase Fixed Route Farebox Recovery by 20%	
11. Develop Website Refresh Plan	Expand Mobility Options	Grow Ridership 15% in 5 years	In progress
	Strengthen Fiscal Health	Increase Fixed Route Farebox Recovery by 20%	
12. Workforce Housing Initiatives	Become a More Effective	Manage Workforce Change	Developing comprehensive strategy
13. Employee Survey and Compensation Study	Become a More Effective	Improve Organizational Performance	Draft study due early 2017
14. Hire Business Retention/ Organization Planning Lead	Become a More Effective	Manage Workforce Change	Complete. Position hired in June
15. District Internal Communications Plan	Become a More Effective	Improve Organizational Performance	Plan commenced August 2016
16. Refresh Depot Intranet	Become a More Effective	Improve Organizational Performance	In progress
17. Finalize the People Soft implementation, continue enhancement, provide training and improve control	Become a More Effective Organization	Improve Organizational Performance	In progress
18. Review all Policies and Procedures.	Become a More Effective	Improve Organizational Performance	In progress
19. Implement Business Continuity and Knowledge	Become a More Effective	Manage Workforce Change	In progress
20. Document Management Policy and Document	Become a More Effective	Improve Organizational Performance	In progress
21. Improve Workforce Development	Become a More Effective	Manage Workforce Change	In progress
22. Introduce Specific Key Performance Indicators	Become a More Effective	Improve Organizational Performance	In progress
23. Fill vacancies	Become a More Effective	Improve Organizational Performance	In progress
24. Sustainability Programs	Strengthen Fiscal Health	Improve Organizational Performance	In progress
25. Convert Bus Fleet to Electric Buses	Strengthen Fiscal Health	Implement Existing and New Best Practices	Pursuing purchase of 10 initial electric buses
26. Long Term Budget Planning and Annual Budget Books	Strengthen Fiscal Health	Improve Organizational Performance	In progress
27. Expand Electronic Payment Options (PayPal, Square, etc...)	Expand Mobility Options	Grow Ridership 15% in 5 years	In progress
	Strengthen Fiscal Health	Increase Fixed Route Farebox Recovery by 20%	
28. Targeted Senior/Youth Marketing and Overall Market Research Efforts	Expand Mobility Options	Grow Ridership 15% in 5 years	In progress
	Strengthen Fiscal Health	Increase Fixed Route Farebox Recovery by 20%	

**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 –  
4<sup>th</sup> QUARTER FISCAL YEAR 2016**

**ACTION**

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

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

Prepared by: Gordon Hail, Senior Project Controls Engineer

650-508-7795



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

JIM HARTNETT  
GENERAL MANAGER/CEO

## BOARD OF DIRECTORS

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

**WEDNESDAY, SEPTEMBER 7, 2016 – 3:00 p.m.**  
or immediately following Committee meetings

### 1. ROLL CALL

### 2. CONSENT CALENDAR

#### MOTION

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

### 3. PUBLIC COMMENT

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

### 4. REPORT OF THE CHAIR

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

- a. 2016 Roadeo

### 6. COMMUNITY RELATIONS COMMITTEE – J. GEE

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

### 7. FINANCE COMMITTEE – C. STONE

#### MOTION

- a. Rejection of All Bids to Furnish and Deliver Non-Asbestos Brake Blocks

### 8. LEGISLATIVE COMMITTEE – P. RATTO

#### SUBJECT DISCUSSED

- a. State and Federal Legislative Update

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

**9. PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE – A. TISSIER**

SUBJECTS DISCUSSED

- a. Dumbarton Transportation Corridor Study Update
- b. Strategic Plan Update
- c. Capital Projects Quarterly Status Report – 4<sup>th</sup> 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** – October 5, 2016 at 2 p.m.,  
San Mateo County Transit District, Bacciocco Auditorium, 2<sup>nd</sup> Floor,  
1250 Carlos Ave., San Carlos 94070

**14. ADJOURNMENT**

## **INFORMATION FOR THE PUBLIC**

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

The San Mateo County Transit District Board and Citizens Advisory Committee (CAC) meeting schedules are available on the Web site. Communications to the Board of Directors can be e-mailed to [board@samtrans.com](mailto:board@samtrans.com).

### **Date and Time of Board and Advisory Committee Meetings**

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

### **Location of Meeting**

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

### **Public Comment**

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

### **Accessibility for Individuals with Disabilities**

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

### **Availability of Public Records**

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

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING  
AUGUST 3, 2016**

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

Board Members Absent: C. Stone

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

Chair Zoe Kersteen-Tucker called the meeting to order at 3:36 p.m.

**CONSENT CALENDAR**

- a. Approval of Minutes of Board of Directors Meeting of July 6, 2016
- b. Acceptance of Quarterly Investment Review and Fixed Income Report for the Quarter Ended June 30, 2016

Motion/Second: Harris/Gee

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

Absent: Stone

**PUBLIC COMMENT**

Montzerrat Garcia, San Mateo, said she is with the Youth Leadership Institute and is leading a youth transportation access project. She would like an opportunity for the Board to meet the youth who are doing the project and for the youth to make a presentation to the Board on their findings.

**REPORT OF CHAIR**

**Resolution of Appreciation to Chuck Harvey, Deputy CEO**

Chair Kersteen-Tucker thanked Mr. Harvey for all the assistance he has offered her and his dedication to the Coastside.

Director Rose Guilbault said she recently learned he was a teacher. She said as a new Board member she relied on Mr. Harvey and he always made it so interesting when answering any question even if it wasn't the first time he had heard it.

Director Shirley Harris said she admired Mr. Harvey for his understanding and the need to invest in human capital. She appreciated Mr. Harvey taking the time to explain things and introduce Directors at American Public Transportation Association conferences.

Director Adrienne Tissier said Mr. Harvey's knowledge is unbelievable.



Director Carole Groom said she appreciated how Mr. Harvey always would take the thorniest of issues and solve them.

Director Karyl Matsumoto said Mr. Harvey has left enormous footprints to be filled and he will be missed.

Director Peter Ratto wished Mr. Harvey all the best in retirement. Mr. Harvey was always at the Citizen Advisory Committee (CAC) meetings and thanked him for his patience with the CAC.

Director Jeff Gee said 27 years and three-fourths of the lifespan of this organization are because of Mr. Harvey. He thanked Mr. Harvey for what he has done for the county and the region.

Motion/Second: Tissier/Harris

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

Absent: Stone

Mr. Harvey thanked the Board for their recognition and support.

### **Transit Oriented Development (TOD) Ad Hoc Committee Report**

Director Tissier said the committee met on July 28 and discussed TOD activities at the Daly City Park and Ride, in San Carlos and other potential sights. The committee discussed workforce housing and doing a survey to ensure there is a need as big as the Board thinks.

Director Groom left at 4 p.m.

### **REPORT OF THE GENERAL MANAGER/CEO – J. Hartnett**

#### **Proclamation Declaring July 1, 2016 as the SamTrans 40<sup>th</sup> Anniversary**

Tasha Bartholomew, Communications Officer, said the proclamation reaffirms providing high quality bus service throughout San Mateo County. SamTrans will be hosting a number of events for employees. The annual Bus Roadeo will be on August 28 and a public event will be held at the San Mateo Event Center on September 10. The dedicated webpage for the 40<sup>th</sup> Anniversary was shown.

Director Matsumoto gave kudos to staff for the 40<sup>th</sup> anniversary logo.

Jim Hartnett, General Manager/CEO, reported:

- Two transit police deputies attended the funeral services in Dallas of the police officers killed in the line of duty.
- SamTrans will be providing a bus bridge between the Daly City and Glen Park Bay Area Rapid Transit stations during their weekend closures through October. SamTrans is being reimbursed the cost of providing the service.
- Maintenance continues to exceed the goal standards on both the fixed-route and paratransit service.
- Runbook 121 starts August 7 and 178 bus stops are affected.

- There will be a press conference on Friday, August 5 in San Francisco for the All-Nighter Service provided by San Francisco Municipal Transportation Agency, Alameda-Contra Costa Transit, Golden Gate Transit and SamTrans.
- In mid-July he sent his most recent Message from Jim and it included updates on Reorg 2.0 and the retirement of Gigi Harrington, Deputy CEO/Chief Administrative Officer in October.

Martha Martinez, Executive Officer, District Secretary/Executive Administration, said she will be sending an email to the Board on participating as judges in the Rodeo.

### **COMMUNITY RELATIONS COMMITTEE – J. Gee**

#### SUBJECTS DISCUSSED

- a. Accessibility Update
- b. Paratransit Coordinating Council
- c. CAC Liaison Report
- d. Multimodal Ridership Report – June 2016

### **FINANCE COMMITTEE – P. Ratto**

#### RESOLUTIONS

- a. Authorize Amending the District Investment Policy and the Paratransit Trust Fund Investment Policy and Reauthorize Investment of Monies with the Local Agency Investment Fund
- b. Authorize Filing Annual Claim with the Metropolitan Transportation Commission for Transit Development Act, State Transit Assistance and Regional Measure 2 Funds in the Amount of \$42,718,981
- c. Authorize Entering into a Grant Agreement with the California State Department of Transportation for the US 101 Express Bus Feasibility Study in the Amount of \$180,000
- d. Authorize Entering into a Funding Agreement with the California State Department of Transportation for the Grand Boulevard Initiative: Creating Safe and Healthy Corridor Communities Project in the Amount of \$135,108
- e. Authorize Entering into Funding Agreements with City/County Association of Governments of San Mateo County to Receive Measure M Funds
- f. Authorize Approval and Ratification of the Fiscal Year 2017 District Insurance Program with Wells Fargo Insurance Services for a Total Premium Cost of \$1,882,676
- g. Authorize the Extension of the Contract with Dunbar Armored, Inc. for Provision of Armored Car Transit Revenue Collection, Transportation and Processing Services for a Not-to-Exceed Amount of \$470,475 for 12 Months

Motion/Second: Tissier/Harris

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

Absent: Groom, Stone

INFORMATIONAL

- h. Small Business Enterprise Preference and Local Business Enterprise Preference Update
- i. Information on the Statement of Revenues and Expenses for June 2016

**LEGISLATIVE COMMITTEE – P. Ratto**

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

**PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE – A. Tissier**

SUBJECT DISCUSSED

- a. SamTrans Triennial Customer Survey and Focus Groups

**AUDIT COMMITTEE – J. Gee**

SUBJECT DISCUSSED

- a. Meeting of July 21, 2016 - Introduction of Audit Firm, Vavrinek, Trine, Day and Co. and Fiscal Year 2016

Director Gee said the committee met on July 21 and the audit process has begun. Another meeting will be held with the auditors after their work is completed.

**WRITTEN COMMUNICATIONS**

No discussion.

**BOARD MEMBER REQUESTS/COMMENTS**

Director Matsumoto thanked Mr. Harnett for speaking at the Council of Cities meeting.

**GENERAL COUNSEL PROPOSAL**

No report.

**DATE AND TIME OF NEXT REGULAR MEETING** – September 7, 2016, at 2 p.m., San Mateo County Transit District, Administrative Building, 1250 San Carlos Avenue, San Carlos, CA 94070.

The meeting adjourned at 4:17 p.m.