



May 2, 2018
SamTrans Committee & Board Meetings

BOARD OF DIRECTORS LINK

COMMUNITY RELATIONS COMMITTEE LINK

FINANCE COMMITTEE LINK

STRATEGIC PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE LINK

LEGISLATIVE COMMITTEE LINK



A G E N D A

BOARD OF DIRECTORS

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

WEDNESDAY, MAY 2, 2018 – 2:00 p.m.

- 1. CALL TO ORDER/ROLL CALL**
- 2. PLEDGE OF ALLEGIANCE**
- 3. CONSENT CALENDAR**

MOTION

- a. Approval of Minutes of the Board of Directors Meeting of April 4, 2018
- b. Authorize Acceptance of Statement of Revenue and Expenses for Period ending March 31, 2018
- c. Authorize Acceptance of Quarterly Investment Report for the Quarter ending March 31, 2018
- d. Accept Report on Contracts Issued Between \$100K and \$150K for 1/1/2018-3/31/2018

4. PUBLIC COMMENT

Public comment by each individual speaker shall be limited to two (2) minutes

5. REPORT OF THE CHAIR

- a. Get Us Moving San Mateo County – Ad Hoc Committee

6. REPORT OF THE GENERAL MANAGER/CEO

- a. Dumbarton Corridor Report
- b. Dedicated Law Enforcement Services
- c. June and August Runbook Update

7. BOARD MEMBER REQUESTS/COMMENTS

8. RECESS TO COMMITTEE MEETINGS

**A. COMMUNITY RELATIONS COMMITTEE / COMMITTEE OF THE WHOLE*
(P. Ratto, Chair; Carole Groom, Rose Guilbault)**

1. Call to Order

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

ACTION

2. Approval of Minutes of Community Relations Committee Meeting of April 4, 2018
3. Proclamation Declaring May as "Older Americans Month"

INFORMATIONAL

4. Accessibility Update – Margo Ross
5. Paratransit Coordinating Council Update – Mike Levinson
6. Citizens Advisory Committee Liaison Report
7. Multimodal Ridership Report – March 2018
8. Adjourn

**B. FINANCE COMMITTEE / COMMITTEE OF THE WHOLE*
(K. Matsumoto, Chair; Rose Guilbault, Dave Pine)**

1. Call to Order

ACTION

2. Approval of Minutes of Finance Committee Meeting of April 4, 2018
3. Approve Execution of an Amendment to the Funding Agreement with the County of San Mateo for the Allocation of \$6.25 million to SamTrans for Fiscal Years 2018 and 2019

INFORMATIONAL

4. Presentation of Preliminary Fiscal Year 2018-19 Operating and Capital Budgets
5. Adjourn

**C. STRATEGIC PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE/
COMMITTEE OF THE WHOLE* (J. Powell ,Chair; Z. Kersteen-Tucker, D.Pine)**

1. Call to Order

ACTION

2. Approval of Minutes of Strategic Planning, Development and Sustainability Committee Meeting of April 4, 2018

INFORMATIONAL

3. Presentation of the Coastside Transit Study
4. Presentation of SamTrans Business Plan Update
5. Mobility Plan for Older Adults and People with Disabilities
6. Adjourn

* This Committee may be attended by Board members who do not serve on this Committee. In the event that a quorum of the entire Board is present, this Committee will 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.

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

D. LEGISLATIVE COMMITTEE / COMMITTEE OF THE WHOLE*
(Z. Kersteen-Tucker, Chair; J. Gee, J. Powell)

1. Call to Order

ACTION

2. Approval of Minutes of Legislative Committee Meeting of April 4, 2018

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

9. RECONVENE SAMTRANS BOARD MEETING

10. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE - P. RATTO

ACTION

- ~~a. Approval of Minutes of Community Relations Committee Meeting of April 4, 2018~~

SUBJECTS DISCUSSED

- b. Proclamation Declaring May as "Older Americans Month"
- c. Accessibility Update
- d. Paratransit Coordinating Council Update
- e. Citizens Advisory Committee Liaison Report
- f. Multimodal Ridership Report – March 2018

11. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE - K. MATSUMOTO

ACTION

- a. Approval of Minutes of Finance Committee Meeting of April 4, 2018
- b. Approve Resolution Authorizing Execution of an Amendment to the Funding Agreement with the County of San Mateo for the Allocation of \$6.25 million to SamTrans for Fiscal Years 2018 and 2019 Adopt
- ~~c. Resolution Electing to Become Subject to the California Uniform Public Construction Cost Accounting Act~~

SUBJECTS DISCUSSED

- ~~d. c.~~ Presentation of Preliminary FY 19 Operating and Capital Budgets.

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12. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE - Z. KERSTEEN-TUCKER

ACTION

- a. ~~Approval of Minutes of Strategic Planning, Development and Sustainability Committee Meeting of April 4, 2018~~

SUBJECT DISCUSSED

- b. State and Federal Legislative Update

13. STRATEGIC PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE/ COMMITTEE OF THE WHOLE* (J. Powell, Chair; Z. Kersteen-Tucker, D.Pine)

INFORMATIONAL

- a. Presentation of the Coastside Transit Study
- b. Presentation of SamTrans Business Plan Update
- c. Mobility Plan for Older Adults and People with Disabilities
- d. Adjourn

13-14. GENERAL COUNSEL REPORT

14-15. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

15-16. DATE, TIME AND PLACE OF NEXT REGULAR MEETING – June 6, 2018 at 2:00 p.m., San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Ave., San Carlos 94070

16-17. ADJOURN

* This Committee may be attended by Board members who do not serve on this Committee. In the event that a quorum of the entire Board is present, this Committee will 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.

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

INFORMATION FOR THE PUBLIC

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

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

Date and Time of Board and Advisory Committee Meetings

San Mateo County Transit District Committees and Board: First Wednesday of the month, 2 p.m.; SamTrans Citizens Advisory Committee: Last Wednesday of the month, 6:30 p.m. Date, time and location of meetings may be changed 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 two minutes and items raised that require a response will be deferred for staff reply.

Accessibility for Individuals with Disabilities

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

Availability of Public Records

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

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING
APRIL 4, 2018**

Board Members Present: Jeff Gee, Rose Guilbault, Karyl Matsumoto, Josh Powell, Peter Ratto, Charles Stone (Chair)

Board Members Absent: Carole Groom, Zoe Kersteen-Tucker, Dave Pine

Staff Present: Jim Hartnett, Carter Mau, Joan Cassman, Shayna van Hoften, April Chan, Tina Dubost, Rima Lobo, Dave Olmeda, Cindy Gumpal, Christine Boland

1. CALL TO ORDER/ROLL CALL

Chair Charles Stone called the meeting to order at 2:07 pm.

2. CONSENT CALENDAR

Approval of Minutes of the Board of Directors Meeting of March 7, 2018

Motion/Second: Guilbault/Gee

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

Absent: Groom, Kersteen-Tucker, Pine

3. PUBLIC COMMENT

- a. Laureen Stumps, Daly City, addressed the board requesting bus transportation from Pacifica to high school in Brisbane for approximately 70 students.
- b. Leanne Young, Daly City, addressed the board requesting improved bus transportation to Terra Nova or Oceana High School.
- c. Alina Zavodnik, Brisbane, reiterated the previous speakers' comments.
- d. Ryoko Iwase, Brisbane, urged extension of Routes 31 and 41 to assist students in getting to a new charter school in Daly City.
- e. Charles Jones, Amalgamated Transit Union, discussed the cost of living in the Bay Area, and spoke regarding the paratransit drivers and paratransit service. He said that he thought that paratransit caregivers should be part of the picture.

4. REPORT OF THE CHAIR – C. Stone

Get Us Moving San Mateo County – Ad Hoc Committee

Continued until May meeting.

5. REPORT OF THE GENERAL MANAGER/CEO – J. Hartnett

- a. Employee of the Year (Maintenance)

General Manager/CEO Jim Hartnett announced as Employee of the Year Tony Pascual, who has risen to the position of top mechanic in the Maintenance division at North Base within five years.

b. Employee of the Year (Operator)

Mr. Hartnett announced the Bus Transportation Employee of the Year, Dhanota Mohinder, who has been a full-time bus operator since 2002 and is currently operator on ECR and Route 295.

c. Presentation of Awards

Mr. Hartnett presented Twenty Year Safe Driver Awards to Rene Ebro, Cristobal Ibarra, Jacinto Perez Jr., and Roel Barredo.

6. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed at 2:39 pm.

A. COMMUNITY RELATIONS COMMITTEE/COMMITTEE OF THE WHOLE*

1. Chair Peter Ratto called the meeting to order at 2:39 pm.

2. Proclamation Honoring Dale Edwards

Public Comment:

Barbara Kalt, Paratransit Coordinating Council/Peninsula Volunteers, commended Dale Edwards for his hard work as a paratransit advocate in the community.

Chair Ratto commended Mr. Edwards for his 22 years of service.

Motion/Second: Gee/Stone

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

Absent: Groom, Kersteen-Tucker, Pine

3. Approval of Minutes of Community Relations Committee Meeting of March 7, 2018

Motion/Second: Stone/Gee

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

Absent: Groom, Kersteen-Tucker, Pine

4. Accessibility Update

Accessible Transit Services Manager Tina Dubost provided a brief report on paratransit activities.

5. Paratransit Coordinating Council Update

Paratransit Coordinating Council Chair Mike Levinson announced that the paratransit appreciation event would be held the following week and emergency preparedness would be on April 24; he discussed the work plan that was recently approved.

6. Paratransit Survey Key Findings

Market Research Analyst Julian Jest presented key findings of a recently conducted paratransit customer survey that included driver timeliness, access to smartphones, and Internet capability. Mr. Jest reviewed peer agency information in the Bay Area. Ms. Dubost reviewed the next steps and follow-through.

7. Citizens Advisory Committee Liaison Report

Chair Ratto referred to a written report from the Citizens Advisory Committee (CAC) in the reading file.

8. Multimodal Ridership Report – February 2018

Chief Operating Officer David Olmeda provided the statistics for February 2018.

Director Matsumoto proposed contracting out some underutilized routes versus discontinuing them. Director Gee concurred that the routes should be reviewed. Chair Stone echoed the comments but cautioned that there must be public mobility and public equity with the routes.

9. Adjourn

The meeting was adjourned at 3:20 pm.

B. FINANCE COMMITTEE/COMMITTEE OF THE WHOLE*

1. Chair Matsumoto called the meeting to order at 3:20 pm.

2. Approval of minutes of meeting of March 7, 2018

Motion/Second: Ratto/Stone

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

Absent: Groom, Kersteen-Tucker, Pine

3. Authorize acceptance of Statement of Revenue and Expenses for February 2018

Director Gee asked Chief Financial Officer/Treasurer Derek Hansel for a sales tax income graph. Mr. Hansel discussed projected deficit of \$4.2 million.

Motion/Second: Gee/Stone

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

Absent: Groom, Kersteen-Tucker, Pine

4. Delegate authority to General Manager/CEO on certain real estate offers, transactions, and property rights conveyances

Real Estate and Property Development Manager Brian Fitzpatrick outlined the proposed action of delegating authority to take additional administrative actions relating to certain large real estate offers and transactions.

Chair Stone inquired if the board would receive notification on the transactions administered by staff. Mr. Fitzpatrick stated before and after notifications about transactions would continue to happen. He said in the case of contiguous properties with different owners, the authority would apply to each parcel separately.

Motion/Second: Guilbault/Stone

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

Absent: Groom, Kersteen-Tucker, Pine

5. Award of Contract for SamTrans Mobility Application Solution

Director of Contract and Procurement Julie Taylor presented noted in her report that eight firms bid and four were found to be in compliance with the bidding provisions. She said the project evaluation committee recommended award of

the contract to Bytemark, whose mobile ticketing customers include Seattle and Sacramento. She said the app would provide fare and trip planning options. IT Director Carl Cubba answered the committee's questions about the bidders. Director Guilbault stated she was very excited about the app. Director Gee asked if the app is still scheduled for delivery on September 1. Mr. Cubba said that Bytemark was committed to meeting all delivery deadlines. Chair Stone asked about further enhancements. Ms. Taylor said realtime data will be provided from the dispatch center regarding speed and accuracy. Mr. Olmeda stated a demonstration can take place.

Motion/Second: Guilbault/Stone

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

Absent: Groom, Kersteen-Tucker, Pine

6. Adjourn

The meeting was adjourned at 3:45 pm.

C. STRATEGIC PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE/COMMITTEE OF THE WHOLE*

1. Chair Powell called the meeting to order at 3:45 pm.

2. Approval of minutes of meeting of March 7, 2018

Motion/Second: Stone/Ratto

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

Absent: Groom, Kersteen-Tucker, Pine

3. Presentation of the Draft Coastside Transit Study

Continued until May meeting.

4. SamTrans Fare Study Update

April Chan, Planning/Grants/TA Chief Officer, introduced her newest employee, Planning Director Christy Wegener.

Planner Daniel Shockley provided a brief update on the fare study that is being undertaken, including Study Goals, Methods, Schedule, Work Underway and the Look ahead. He stated an on-board survey would be conducted the following week to determine fare elasticity. Field work will be conducted in April, with elasticity modeling work from April through June, and draft and final reports in late summer.

Director Gee suggested reviewing affordable Transit Oriented Development and how the annual pass could be reviewed and to make sure there are minimums to it.

Director Powell suggested reviewing different pricing for various routes and reviewing the validity of the models used. He inquired about the farebox recovery ratio as fares were adjusted upward.

Public Comment:

Andy Chow, Redwood City, said he thought that new fare options are needed and could increase ridership.

5. Adjourn

The meeting was adjourned at 4:06 pm.

D. LEGISLATIVE COMMITTEE/COMMITTEE OF THE WHOLE*

1. Director Gee called the meeting to order at 4:06 pm.

2. Approval of minutes of meeting of March 7, 2018

Motion/Second: Stone/Ratto

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

Absent: Groom, Kersteen-Tucker, Pine

3. State and Federal Legislative Update

Government and Community Affairs Director Casey Fromson provided an update on numerous state and federal legislative efforts.

4. Adjourn

The meeting was adjourned at 4:09 pm.

7. RECONVENE SAMTRANS BOARD MEETING

The Board meeting reconvened at 4:09 pm.

8. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE – P. Ratto

SUBJECTS DISCUSSED:

- a. Accessibility Update
- b. Paratransit Coordinating Council Update
- c. Paratransit Survey Key Findings
- d. Citizens Advisory Committee Liaison Report
- e. Multimodal Ridership Report – February 2018

9. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE – K. Matsumoto

RESOLUTIONS:

- a. Delegate Authority to General Manager/CEO on Certain Real Estate Offers, Transactions and Property Rights Conveyances
- b. Award of Contract for SamTrans Mobility Application Solution

10. MATTERS FOR BOARD CONSIDERATION: STRATEGIC PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE – J. Powell

SUBJECTS DISCUSSED:

- a. Presentation of the Draft Coastside Transit Study – Continued until May meeting.
- b. SamTrans Fare Study Update

11. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE – J. Gee

SUBJECT DISCUSSED:

State and Federal Legislative Update

12. GENERAL COUNSEL REPORT – C. Stone

The Board recessed to a closed session at 4:12 pm.

Agency-designated representative: Chair Stone

Title/Unrepresented Employee: General Manager/CEO Jim Hartnett

Chair Stone said that the ad hoc Evaluation Committee conducted the annual Public Employee Performance Evaluation pursuant to Government Code Section 54957(b)(1) of General Manager/CEO Jim Hartnett followed by a discussion with the full Board. He read the following statement from the Committee:

"The Advisory Evaluation Committee conducted the annual performance evaluation of Jim Hartnett, the GM/CEO. Based on that process as discussed with the full Board during the closed session, the Board unanimously concludes that Mr. Hartnett has exceeded expectations in his performance over the past year and satisfied all of the established performance goals in an exemplary manner. As such, Mr. Hartnett has earned as of April 1, 2018 and is entitled to the compensation adjustment in his base salary as granted to the administrative employees on July 1, 2017 and the award of full performance pay as contemplated by his Employment Agreement.

"However, due to the current fiscal circumstances and ongoing budget process, and in response to Mr. Hartnett's request to defer actions related to his Employment Agreement, the Board has determined to defer further discussion of these compensation matters to a future time in Fiscal Year 2019 when there is greater clarity as to the financial condition of the District.

"Accordingly, the Board's decision in this regard effectively holds open the record of Mr. Hartnett's annual evaluation for the Advisory Committee and the Board to revisit later in Fiscal Year 2019 appropriate compensation decisions and amendments to Mr. Hartnett's Employment Agreement that reflect the results of this evaluation."

The performance evaluation was followed by a conference with a labor negotiator.

The Board reconvened to an open session at 4:37 pm.

Ms. Cassman said the Board met in closed session to discuss a public employee performance evaluation and labor negotiations and no actions were taken.

13. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS

Chair Stone referred to the written communications in the Board's reading file.

14. BOARD MEMBER REQUESTS/COMMENTS

15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING: MAY 2, 2018 AT 2:00 PM

San Mateo County Transit District, Administrative Building, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos.

16. ADJOURN

The meeting adjourned at 4:44 pm.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD ENDING
MARCH 31, 2018**

ACTION

Staff proposes the Committee recommend that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of March 2018 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through March 31, 2018. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances. In addition, the current forecast of Revenues and Expenses is compared to the Adopted Budget for Fiscal Year 2018.

SIGNIFICANCE

Annual Forecast: There have been no changes to the forecast from the prior month. The forecast was updated in the February financial statement to improve accuracy of year-end results and increase visibility to current trends. Finance staff collaborated with division chiefs and cost center managers to estimate year-end expense and review variances between actual and budget.

Year to Date Revenues: As of March year-to-date actuals, the Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 15) are \$1.7 million higher than the prior year. This is driven by a higher District ½ cent Sales Tax (page 1, line 10) and Investment Interest (page 1, line 11) offset by decline in revenues from Passenger Fares (page 1, line 1), Operating Grants (page 1, line 4) and SM County Measure A & Other (page 1, line 6) due to a reduction in paratransit funding for FY2018.

Year to Date Expenses: As of March year-to-date actuals, the Total Uses of Funds (page

1, line 33) are \$10.3 million higher than the prior year-to-date actuals. This is primarily due to Total Motor Bus expenses which are higher by \$2.8 million (page 1 line 19) due to inclusion of unfunded CalPERS and Other Post-Employment Benefits (OPEB) liability (this expense, which was incurred in July, will not recur throughout the year), ADA Programs are \$0.7 million higher than prior year (page 1, line 20) due to new insurance claims, and Sales Tax Allocation for Capital Programs (page 1, line 29) which was not broken out in prior years.

Budget Amendment:

At the March 7, 2018 board meeting, as per resolution no 2018-9 to increase operating revenue of \$300,000 and operating expense of \$600,000 for the Get Us Moving San Mateo County Public Engagement Efforts program.

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By:

Melanie Hartanto, Accountant
Jeannie Chen, Manager, General Ledger

650-508-6478

650-508-6259

**SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2018
MARCH 2018**

% OF YEAR ELAPSED: **75.0%**

	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	VARIANCE	% VARIANCE	BUDGET*	FORECAST	VARIANCE	% VARIANCE
SOURCES OF FUNDS								
Operating Revenues								
1 Passenger Fares	\$ 12,716,990	\$ 11,917,849	\$ (799,141)	(6.3%)	\$ 16,977,116	\$ 15,917,012	\$ (1,060,104)	(6.2%)
2 Local TDA and STA Funds	30,659,821	31,510,105	850,284	2.8%	42,013,473	42,013,473	0	0.0%
3 Pass through to Other Agencies	9,072	622,649	613,577	6763.4%	836,536	836,536	0	0.0%
4 Operating Grants	2,716,955	1,911,864	(805,091)	(29.6%)	5,382,754	5,382,754	0	0.0%
5 SMCTA Measure A	7,392,605	7,257,549	(135,056)	(1.8%)	9,577,753	9,577,753	0	0.0%
6 SM County Measure A & Other	3,750,000	2,812,500	(937,500)	(25.0%)	3,750,000	3,750,000	0	0.0%
7 AB434 Funds, TA Funded Shuttle & Other	81,750	236,225	154,475	189.0%	532,794	532,794	0	0.0%
8 Subtotal - Operating Revenues	57,327,192	56,268,739	(1,058,453)	(1.8%)	79,070,426	78,010,321	(1,060,104)	(1.3%)
Other Revenue Sources								
10 District 1/2 Cent Sales Tax	63,315,017	65,804,123	2,489,106	3.9%	84,660,000	84,660,000	0	0.0%
11 Investment Interest	1,208,177	1,452,368	244,191	20.2%	1,100,312	1,904,747	804,435	73.1%
12 Other Interest, Rent & Other Income	5,888,647	5,871,005	(17,642)	(0.3%)	8,132,588	7,576,674	(555,914)	(6.8%)
13 Subtotal - Other Revenues	70,411,841	73,127,496	2,715,655	3.9%	93,892,900	94,141,421	248,521	0.3%
14								
15 Total Sources of Funds	127,739,034	129,396,235	1,657,202	1.3%	172,963,326	172,151,743	(811,583)	(0.5%)
16								
USES OF FUNDS								
Operating Expenses								
18 Motor Bus	79,762,271	82,540,858	2,778,587	3.5%	120,929,771	118,448,374	(2,481,397)	(2.1%)
19 A. D. A. Programs	13,045,551	13,710,932	665,381	5.1%	18,432,288	18,332,519	(99,769)	(0.5%)
21 Caltrain	4,860,004	4,627,323	(232,681)	(4.8%)	6,191,353	6,191,353	0	0.0%
22 Other Multi-modal Programs	1,484,531	1,469,250	(15,281)	(1.0%)	2,320,546	2,064,632	(255,914)	(11.0%)
23 Pass through to Other Agencies	9,072	622,649	613,577	6763.4%	836,536	836,536	0	0.0%
24 Land Transfer Interest Expense	0	0	0	0.0%	45,716	45,716	0	0.0%
25 Total Operating Expense	99,161,428	102,971,011	3,809,583	3.8%	148,756,210	145,919,130	(2,837,080)	(1.9%)
26								
27 Total Operating Surplus/ (Deficit)	28,577,605	26,425,224	(2,152,381)	(7.5%)	24,207,116	26,232,613	2,025,497	8.4%
28								
29 Sales Tax Allocation - Capital Program **	0	6,592,060	6,592,060	0.0%	8,789,413	8,789,413	0	0.0%
30								
31 Total Debt Service	7,491,034	7,400,395	(90,639)	(1.2%)	21,684,044	21,684,044	0	0.0%
32								
33 Total Uses of Funds	\$ 106,652,462	\$ 116,963,466	\$ 10,311,003	9.7%	\$ 179,229,667	\$ 176,392,587	\$ (2,837,080)	(1.6%)
34								
35 PROJECTED SURPLUS/ (DEFICIT)	\$ 21,086,571	\$ 12,432,770	\$ (8,653,802)	(41.0%)	\$ (6,266,342)	\$ (4,240,845)	\$ 2,025,497	(32.3%)

This report represents actuals and budgets on budgetary basis.

* Reflects Revised Budget approved by the BOD on Sept 6th, 2017 plus Budget Transfers

** In prior years, sales tax allocation for capital program was not reflected as a separate line on the financial statement.

**SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES
FISCAL YEAR 2018
MARCH 2018**

% OF YEAR ELAPSED: **75.0%**

	YEAR-TO-DATE				ANNUAL				
	PRIOR	CURRENT		%				%	
	ACTUAL	ACTUAL	VARIANCE	VARIANCE	BUDGET*	FORECAST	VARIANCE	VARIANCE	
OPERATING REVENUES - MOTOR BUS									
1	TOTAL MOTOR BUS FARES	\$ 12,176,729	\$ 11,259,270	\$ (917,459)	(7.5%)	\$ 16,235,675	\$ 15,077,012	\$ (1,158,663)	(7.1%)
2	LOCAL (TDA) TRANSIT FUND:								
3	General Operating Assistance	28,207,207	27,330,563	(876,644)	(3.1%)	36,440,750	36,440,750	0	0.0%
4	STATE TRANSIT ASSISTANCE:								
5	Local STA Operating Assistance	790,942	2,482,602	1,691,660	213.9%	3,310,138	3,310,138	0	0.0%
6	OPERATING GRANTS								
7	TOTAL OPERATING GRANTS	1,163,460	581,844	(581,616)	(50.0%)	1,481,020	1,481,020	0	0.0%
8	DISTRICT 1/2 CENT SALES TAX:								
10	General Operating Assistance	32,145,686	35,185,523	3,039,837	9.5%	56,274,633	54,594,193	(1,680,440)	(3.0%)
11	Accessibility Fixed Route	714,520	671,845	(42,675)	(6.0%)	1,108,056	1,108,056	0	0.0%
12	TOTAL 1/2 CENT SALES TAX	32,860,206	35,857,368	2,997,162	9.1%	57,382,689	55,702,249	(1,680,440)	(2.9%)
13	INVESTMENT INTEREST INCOME:								
14	Investment Interest Income	944,341	1,148,708	204,367	21.6%	861,312	1,519,018	657,706	76.4%
15	OTHER REVENUE SOURCES:								
17	Rental Income	1,153,218	1,127,945	(25,273)	(2.2%)	1,400,000	1,400,000	0	0.0%
18	Advertising Income	551,860	1,234,909	683,050	123.8%	1,210,700	1,210,700	0	0.0%
19	Other Income	1,914,309	1,517,649	(396,659)	(20.7%)	2,607,488	2,307,488	(300,000)	-11.5%
20	TOTAL OTHER REVENUES	3,619,386	3,880,504	261,117	7.2%	5,218,188	4,918,188	(300,000)	-5.7%
21	TOTAL MOTOR BUS	79,762,271	82,540,858	2,778,587	3.5%	120,929,771	118,448,374	(2,481,397)	(2.1%)
23	AMERICAN DISABILITIES ACT:								
25	Passenger Fares Redi-Wheels	540,260	658,578	118,318	21.9%	741,441	840,000	98,559	13.3%
26	Local TDA 4.5 Redi-Wheels	1,383,182	1,438,450	55,268	4.0%	1,917,934	1,917,934	0	0.0%
27	Local STA - Paratransit	278,489	258,489	(20,000)	(7.2%)	344,649	344,649	0	0.0%
28	Operating Grants	1,553,494	1,330,020	(223,474)	(14.4%)	3,828,953	3,828,953	0	0.0%
29	Sales Tax - District ADA Programs	292,264	1,999,906	1,707,642	584.3%	981,809	636,751	(345,057)	(35.1%)
30	Sales Tax - Paratransit Suppl. Coastside	1,307,643	1,292,964	(14,679)	(1.1%)	1,842,100	1,842,100	0	0.0%
31	Interest Income - Paratransit Fund	263,836	303,660	39,823	15.1%	239,000	385,729	146,729	61.4%
32	SMCTA Measure A Redi-Wheels	2,532,602	2,630,226	97,624	3.9%	3,386,400	3,386,400	0	0.0%
33	SM County Measure A & Other	3,750,000	2,812,500	(937,500)	(25.0%)	3,750,000	3,750,000	0	0.0%
34	Measure M Paratransit	1,143,779	986,138	(157,641)	(13.8%)	1,400,000	1,400,000	0	0.0%
35	TOTAL ADA PROGRAMS	13,045,551	13,710,932	665,381	5.1%	18,432,288	18,332,519	(99,769)	(0.5%)
37	MULTI-MODAL TRANSIT PROGRAMS:								
38	Transfer from SMCTA for Caltrain	4,860,004	4,627,323	(232,681)	(4.8%)	6,191,353	6,191,353	0	0.0%
39	AB434 Funds, TA Funded Shuttle & Other	81,750	236,225	154,475	189.0%	460,013	460,013	0	0.0%
40	Employer SamTrans Shuttle Funds	1,125,483	1,004,364	(121,119)	(10.8%)	1,514,400	1,258,486	(255,914)	(16.9%)
41	Sales Tax - SamTrans Shuttle Program	152,735	102,593	(50,142)	(32.8%)	103,352	103,352	0	0.0%
42	Bay Area Bike Share Pilot Program	0	0	0	0.0%	72,781	72,781	0	0.0%
43	Sales Tax - Gen. Operating Asst.	124,564	126,068	1,504	1.2%	170,000	170,000	0	0.0%
44	TOTAL MULTIMODAL	6,344,535	6,096,573	(247,962)	(3.9%)	8,511,899	8,255,985	(255,914)	(3.0%)
46	TOTAL REVENUES	\$ 99,152,356	\$ 102,348,363	\$ 3,196,006	3.2%	\$ 147,873,958	\$ 145,036,878	\$ (2,837,080)	(1.9%)

* Reflects Revised Budget approved by the BOD on Sept 6th, 2017 plus Budget Transfers

SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2018 MARCH 2018									
									% OF YEAR ELAPSED: 75.0%
EXPENSES	YEAR-TO-DATE				ANNUAL				
	PRIOR ACTUAL	CURRENT ACTUAL	VARIANCE	% VARIANCE	BUDGET*	FORECAST	VARIANCE	% VARIANCE	
DISTRICT OPERATED BUSES									
1 Wages & Benefits	\$ 43,674,335	\$ 45,113,723	\$ 1,439,388	3.3%	\$ 59,583,828	\$ 59,583,828	0	0.0%	1
2									2
3 Services:									3
4 Board of Directors	36,056	43,675	7,619	21.1%	86,000	86,000	0	0.0%	4
5 Contracted Vehicle Maintenance	811,493	883,618	72,125	8.9%	1,335,850	1,316,750	(19,100)	(1.4%)	5
6 Property Maintenance	726,716	880,786	154,069	21.2%	1,055,500	1,271,750	216,250	20.5%	6
7 Professional Services	3,087,494	2,702,174	(385,319)	(12.5%)	5,975,327	4,700,663	(1,274,664)	(21.3%)	7
8 Technical Services	4,604,766	4,525,027	(79,739)	(1.7%)	8,096,697	8,104,152	7,455	0.1%	8
9 Other Services	1,896,759	1,923,451	26,692	0.0	3,160,668	3,160,668	0	0.0%	9
10									10
11 Materials & Supply:									11
12 Fuel and Lubricants	2,086,083	2,211,361	125,278	6.0%	3,719,600	3,637,440	(82,160)	(2.2%)	12
13 Bus Parts and Materials	1,553,561	1,434,516	(119,044)	(7.7%)	2,038,233	2,370,499	332,266	16.3%	13
14 Uniforms and Driver Expense	221,525	231,507	9,982	0.0	537,231	563,952	26,721	5.0%	14
15 Timetables and Tickets	76,939	119,909	42,970	55.8%	326,500	323,500	(3,000)	(0.9%)	15
16 Office Supplies / Printing	267,784	276,082	8,298	0.0	489,412	476,974	(12,438)	(2.5%)	16
17 Other Materials and Supply	125,416	98,848	(26,568)	(21.2%)	160,000	160,000	0	0.0%	17
18									18
19 Utilities:									19
20 Telecommunications	316,304	417,136	100,832	31.9%	745,491	745,491	0	0.0%	20
21 Other Utilities	821,424	923,047	101,622	12.4%	1,140,000	1,140,000	0	0.0%	21
22 Insurance Costs	1,854,656	1,869,824	15,167	0.0	3,042,164	3,042,164	0	0.0%	22
23 Workers' Compensation	2,501,721	2,335,598	(166,122)	(6.6%)	3,666,068	3,380,068	(286,000)	(7.8%)	23
24 Taxes and License Fees	397,682	486,060	88,378	22.2%	843,823	825,391	(18,432)	(2.2%)	24
25 Fixed Route Accessibility	714,520	671,845	(42,675)	(6.0%)	1,108,056	1,108,056	0	0.0%	25
26 Leases and Rentals	123,938	132,503	8,564	6.9%	182,670	182,670	0	0.0%	26
27 Promotional and Legal Advertising	176,244	182,762	6,517	3.7%	869,000	605,678	(263,322)	(30.3%)	27
28 Training and Business Travel	140,630	224,519	83,888	59.7%	827,013	685,935	(141,078)	(17.1%)	28
29 Dues and Membership	77,474	72,931	(4,544)	(5.9%)	159,043	159,043	0	0.0%	29
30 Postage and Other	85,543	22,551	(62,993)	(73.6%)	137,359	53,083	(84,276)	(61.4%)	30
31									31
32 Total District Operated Buses	66,379,063	67,783,450	1,404,387	0.0	99,285,533	97,683,755	(1,601,779)	(1.6%)	32
33									33
34 CONTRACTED BUS SERVICES									34
35 Contracted Urban Bus Service	11,980,724	12,184,186	203,462	1.7%	17,987,300	17,110,206	(877,094)	(4.9%)	35
36 Other Related Costs	326,494	347,251	20,757	6.4%	358,914	358,914	0	0.0%	36
37 Insurance Costs	(478,888)	545,234	1,024,122	213.9%	773,422	773,422	0	0.0%	37
38 Coastside Services	1,132,767	1,290,323	157,556	13.9%	1,973,825	1,973,825	0	0.0%	38
39 Redi Coast Non-ADA	202,373	162,668	(39,706)	(19.6%)	233,775	231,250	(2,525)	(1.1%)	39
40 Other Related Costs	83,992	78,726	(5,266)	(6.3%)	116,884	116,884	0	0.0%	40
41 La Honda - Pescadero	41,738	40,950	(788)	(1.9%)	55,130	55,130	0	0.0%	41
42 SamCoast - Pescadero	85,756	102,308	16,552	19.3%	138,350	138,350	0	0.0%	42
43 Other Related Cost - SamCoast	8,252	5,762	(2,490)	(30.2%)	6,638	6,638	0	0.0%	43
44 Total Contracted Bus Service	13,383,208	14,757,407	1,374,200	10.3%	21,644,238	20,764,619	(879,619)	(4.1%)	44
45									45
46 TOTAL MOTOR BUS	\$ 79,762,271	\$ 82,540,858	\$ 2,778,587	3.5%	\$ 120,929,771	\$ 118,448,374	\$ (2,481,397)	(2.1%)	46

* Reflects Adopted Budget approved by the Board on June 7, 2017

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2018
MARCH 2018**

% OF YEAR ELAPSED: 75.0%

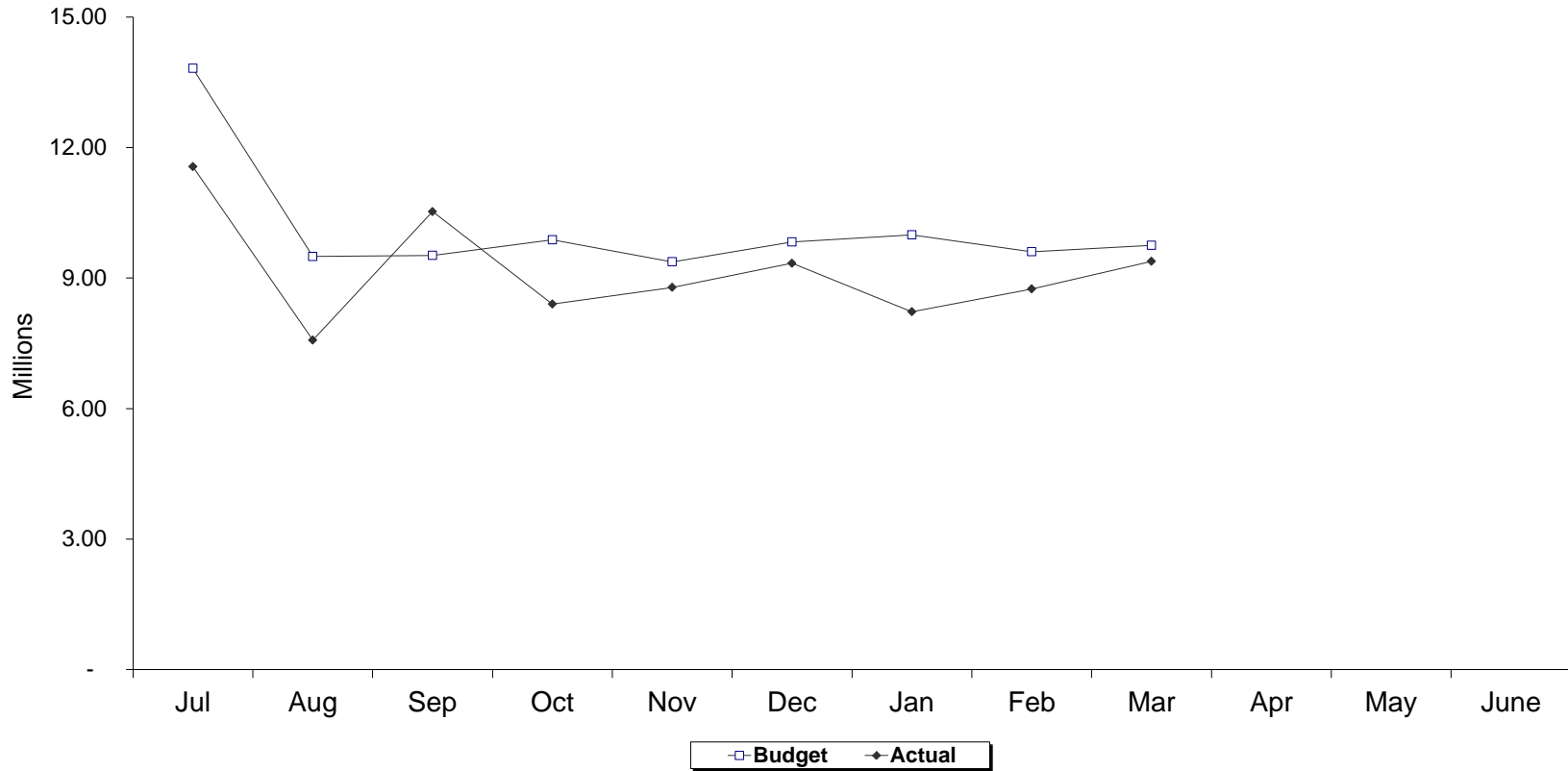
EXPENSES	YEAR-TO-DATE				ANNUAL				
	PRIOR ACTUAL	CURRENT ACTUAL	VARIANCE	% VARIANCE	BUDGET*	FORECAST	VARIANCE	% VARIANCE	
47 AMERICAN DISABILITY ACT PROGRAMS									47
48									48
49 Elderly & Disabled/Redi-Wheels	\$ 4,167,675	\$ 4,017,956	\$ (149,719)	(3.6%)	\$ 7,716,600	\$ 5,393,930	\$ (2,322,670)	(30.1%)	49
50 Other Related Costs	1,952,579	2,076,120	123,541	6.3%	3,054,568	3,054,568	0	0.0%	50
51 ADA Sedans/ Taxi Service	3,814,384	3,682,138	(132,246)	(3.5%)	3,704,208	4,955,905	1,251,697	33.8%	51
52 ADA Accessibility Support	973,418	1,032,910	59,492	6.1%	1,505,855	1,505,855	0	0.0%	52
53 Coastside ADA Support	1,307,643	1,292,964	(14,679)	(1.1%)	1,842,100	1,842,100	0	0.0%	53
54 Insurance Costs	829,851	1,608,843	778,991	93.9%	608,957	1,580,161	971,204	159.5%	54
55 TOTAL ADA PROGRAMS	13,045,551	13,710,932	665,381	5.1%	18,432,288	18,332,519	(99,769)	(0.5%)	55
56									56
57									57
58 MULTI-MODAL TRANSIT PROGRAMS									58
59									59
60 CALTRAIN SERVICE									60
61 Peninsula Rail Service	4,860,004	4,627,323	(232,681)	(4.8%)	6,191,353	6,191,353	0	0.0%	61
62 Total Caltrain Service	4,860,004	4,627,323	(232,681)	(4.8%)	6,191,353	6,191,353	0	0.0%	62
63									63
64 OTHER SUPPORT									64
65 SamTrans Shuttle Service	1,359,967	1,343,182	(16,785)	(1.2%)	2,077,765	1,821,851	(255,914)	(12.3%)	65
66 Bicycle Coordinating Activities	0	0	0	0.0%	72,781	72,781	0	0.0%	66
67 Maintenance Multimodal Facilities	124,563	126,068	1,505	1.2%	170,000	170,000	0	0.0%	67
68 Total Other Support	1,484,530	1,469,250	(15,280)	(1.0%)	2,320,546	2,064,632	(255,914)	(11.0%)	68
69									69
70 TOTAL MULTI-MODAL PROGRAMS	6,344,535	6,096,573	(247,962)	(3.9%)	8,511,899	8,255,985	(255,914)	(3.0%)	70
71									71
72 TOTAL OPERATING EXPENSES	\$ 99,152,356	\$ 102,348,362	\$ 3,196,006	3.2%	\$ 147,873,958	\$ 145,036,878	\$ (2,837,080)	(1.9%)	72

* Reflects Revised Budget approved by the BOD on Sept 6th, 2017 plus Budget Transfers

SAN MATEO COUNTY TRANSIT DISTRICT

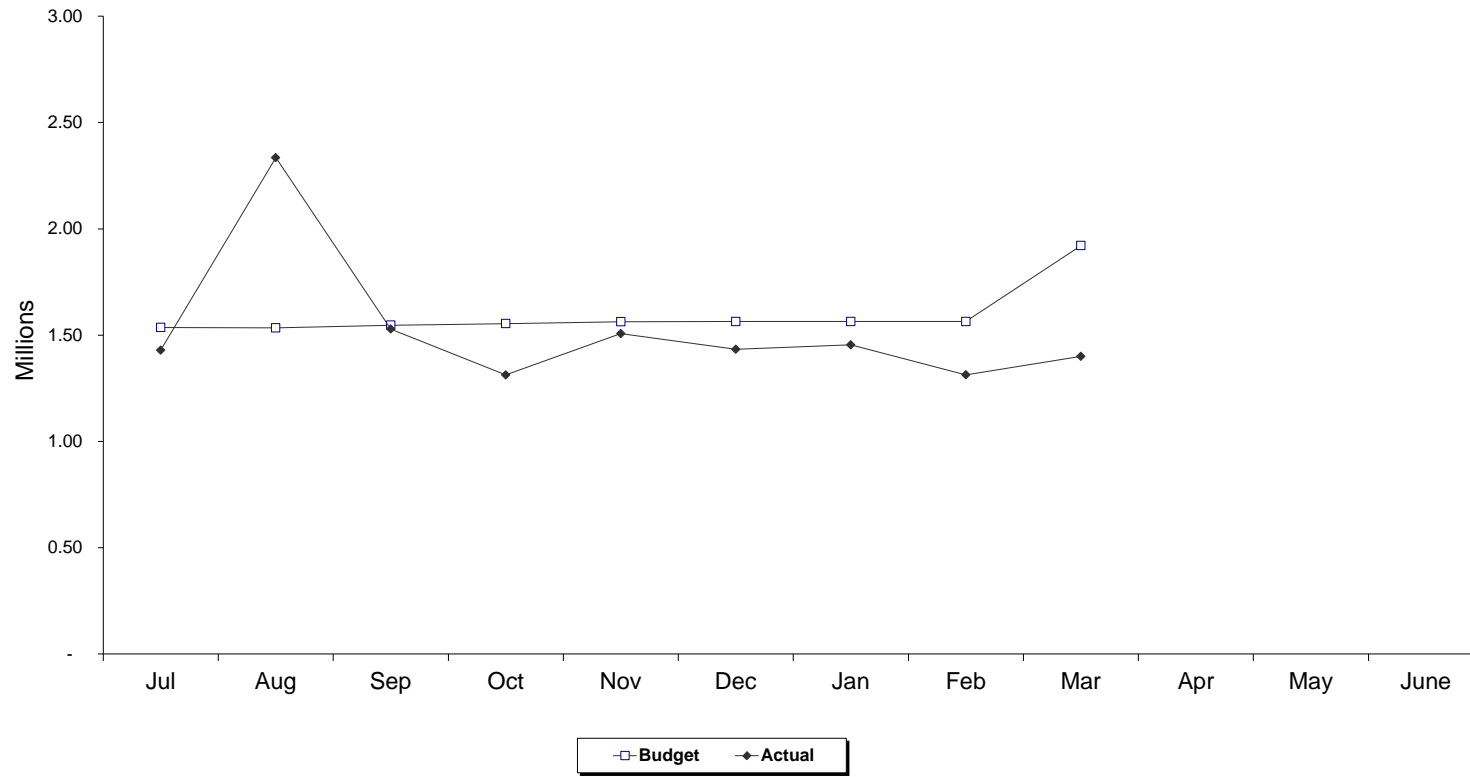
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2018



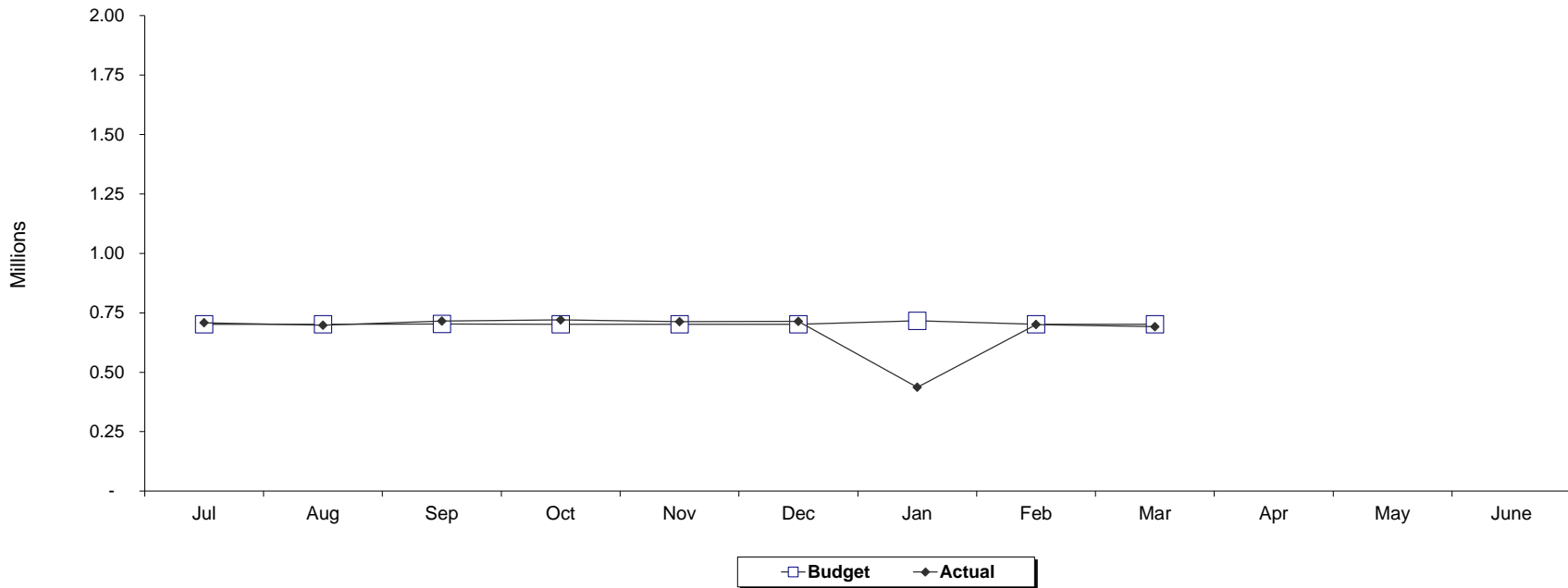
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	13,819,983	9,495,283	9,520,016	9,877,531	9,372,852	9,829,280	9,990,747	9,605,540	9,752,310			
Actual	11,560,304	7,573,200	10,525,864	8,399,907	8,785,098	9,338,288	8,226,309	8,749,696	9,382,191			
CUMULATIVE EXPENSES												
Budget	13,819,983	23,315,266	32,835,282	42,712,813	52,085,665	61,914,945	71,905,692	81,511,231	91,263,541			
Actual	11,560,304	19,133,503	29,659,368	38,059,274	46,844,372	56,182,660	64,408,970	73,158,666	82,540,858			
Variance - F(U)	2,259,679	4,181,762	3,175,915	4,653,539	5,241,293	5,732,285	7,496,722	8,352,565	8,722,683			
Variance %	16.35%	17.94%	9.67%	10.89%	10.06%	9.26%	10.43%	10.25%	9.56%			

SAN MATEO COUNTY TRANSIT DISTRICT
ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2018



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,536,055	1,533,805	1,546,999	1,554,251	1,562,876	1,563,826	1,563,825	1,563,825	1,921,324			
Actual	1,429,022	2,334,351	1,528,316	1,312,675	1,507,037	1,433,038	1,454,073	1,312,844	1,399,576			
CUMULATIVE EXPENSES												
Budget	1,536,055	3,069,860	4,616,860	6,171,111	7,733,987	9,297,813	10,861,638	12,425,463	14,346,787			
Actual	1,429,022	3,763,373	5,291,689	6,604,363	8,111,400	9,544,438	10,998,512	12,311,355	13,710,932			
Variance - F(U)	107,033	(693,513)	(674,829)	(433,253)	(377,413)	(246,625)	(136,874)	114,108	635,855			
Variance %	6.97%	-22.59%	-14.62%	-7.02%	-4.88%	-2.65%	-1.26%	0.92%	4.43%			

SAN MATEO COUNTY TRANSIT DISTRICT
MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2018



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	701,977	701,977	702,977	701,977	701,977	701,976	716,377	701,977	701,977			
Actual	708,355	697,901	714,972	719,974	712,527	713,760	437,118	700,797	691,168			
CUMULATIVE EXPENSES												
Budget	701,977	1,403,953	2,106,930	2,808,906	3,510,883	4,212,859	4,929,236	5,631,212	6,333,189			
Actual	708,355	1,406,257	2,121,229	2,841,203	3,553,730	4,267,490	4,704,608	5,405,406	6,096,573			
Variance - F(U)	(6,378)	(2,303)	(14,299)	(32,297)	(42,847)	(54,631)	224,627	225,807	236,616			
Variance %	-0.91%	-0.16%	-0.68%	-1.15%	-1.22%	-1.30%	4.56%	4.01%	3.74%			

SAN MATEO COUNTY TRANSIT DISTRICT

INTEREST ON INVESTMENTS

March 31, 2018

DESCRIPTION	TOTAL INVESTMENT 3-31-18	INTEREST RECEIVABLE 2-28-18	PREPAID INT RECEIVABLE 3-31-18	INTEREST EARNED 3-31-18	INTEREST RECEIVED 3-31-18	ADJ.	INTEREST RECEIVABLE 3-31-18
RESERVE FOR CAPITAL PROJ	0.00	(0.00)	0.00	0.00	0.00	0.00	(0.00)
LAIF -- CAPITAL PROJ	78,159.60	174.14	0.00	101.17	0.00	0.00	275.31
REIMB SECURITIES FUNDS	88,967,281.87	261,585.97	0.00	129,387.32	52,491.27	(3,403.14)	335,078.88
LAIF -- REIMB FUNDS L76R	3,031,234.92	6,753.71	0.00	3,923.50	0.00	0.00	10,677.21
PARATRANSIT FUNDS	25,263,554.32	74,872.42	0.00	36,802.30	14,650.50	(45.02)	96,979.20
LAIF -- PARATRANSIT	1,047,012.57	2,332.78	0.00	1,355.21	0.00	0.00	3,687.99
BANK OF AMERICA	66,257,537.51	0.00	0.00	4,208.74	4,208.74	0.00	0.00
WELLS FARGO	0.00	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	8,731,607.43	6,798.60	0.00	8,386.09	6,798.60	0.00	8,386.09
Debt Service Reserves							
Held by Trustee:	13,119,179.26	0.00	0.00	0.00	0.00	0.00	0.00
	<u>206,495,567.48</u>	<u>352,517.62</u>	<u>0.00</u>	<u>184,164.33</u>	<u>78,149.11</u>	<u>(3,448.16)</u>	<u>455,084.68</u>

MARCH 2018 -- SUMMARY OF INTEREST & CAPITAL GAIN

Interest Earned 3/31/18	180,716.17
Add:	
CEO Interest	0.00
Less:	
Trust Fees	(655.89)
Capital Gain(Loss)	<u>(16,201.91)</u>
Total Interest & Capital Gain(Loss)	<u>163,858.37</u>

YEAR TO DATE -- SUMMARY

Interest Earned	1,652,818.33
Add:	
CEO Interest	
Less:	
Trust Fees	(5,999.11)
Capital Gain(Loss)	<u>(117,066.98)</u>
Total Interest & Capital Gain(Loss)	<u>1,529,752.24</u>

Balance Per Ledger as of 3/31/18

Deferred Int Acct. 210852/3	36,301.93
Interest Acct. 409101	1,616,516.40
Less Trust Fees 530045	(5,999.11)
Gain(Loss) Acct. 405210	<u>(117,066.98)</u>
	<u>1,529,752.24</u>

**SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R
March 31, 2018**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 3-31-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST REC'VBLE 2-28-18	PREPAID INT REC'VBLE 3-31-18	INTEREST EARNED 3-31-18	INTEREST RECEIVED 3-31-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 3-31-18	INT REC'VBLE LESS PREPAID 3-31-18	PAR VALUE	
U.S. TREASURY NOTES AND BONDS																	
US TREASURY NOTE	912828T8	03-25-15	64,987.30	64,370.28	04-30-19	1.250%	2.2569	271.58		69.96			(0.38)	341.16	341.16	65,000.00	
US TREASURY NOTE	912828V4	12-07-15	760,044.14	754,509.91	05-31-20	1.375%	29.4097	2,646.88		911.70			(10.02)	3,548.56	3,548.56	770,000.00	
US TREASURY NOTE	912828V4	12-07-15	715,625.98	709,735.35	03-22-18	1.375%	27.6910	2,492.18		581.51	3,067.31		(6.38)	0.00	0.00	725,000.00	
US TREASURY NOTE	912828V2	05-18-16	775,283.20	744,287.25	07-31-20	2.000%	41.6667	1,201.66		1,291.67			(7.14)	2,486.19	2,486.19	750,000.00	
US TREASURY NOTE	912828L2	06-29-16	417,495.32	400,614.69	08-31-20	1.375%	15.6597	15.49		485.45			(5.34)	495.60	495.60	410,000.00	
US TREASURY NOTE	912828Q7	03-05-17	1,960,312.50	1,938,672.00	04-30-21	1.375%	76.3889	9,191.99		2,368.06			(13.09)	11,546.96	11,546.96	2,000,000.00	
US TREASURY NOTE	912828R7	03-17-17	1,363,632.81	1,355,047.40	05-31-21	1.375%	53.4722	4,812.50		1,657.64			(18.22)	6,451.92	6,451.92	1,400,000.00	
US TREASURY NOTE	912828D7	04-05-17	1,007,734.38	984,961.00	08-31-21	2.000%	55.5556	54.35		1,722.22			(8.62)	1,767.95	1,767.95	1,000,000.00	
US TREASURY NOTE	912828D7	06-29-17	1,516,347.66	1,477,441.50	08-31-21	2.000%	83.3333	81.52		2,583.33			(12.89)	2,651.97	2,651.97	1,500,000.00	
US TREASURY NOTE	912828D7	07-11-17	2,213,320.31	2,166,914.20	08-31-21	2.000%	122.2222	123.79		3,788.89			(23.21)	3,889.47	3,889.47	2,200,000.00	
US TREASURY NOTE	912828T6	10-10-17	1,074,519.53	1,054,237.80	10-31-21	1.250%	38.1944	4,605.15		1,184.03			(9.65)	5,779.54	5,779.54	1,100,000.00	
US TREASURY NOTE	912828T6	08-03-17	1,520,271.48	1,485,516.90	10-31-21	1.250%	53.8194	6,488.61		1,668.40			(13.12)	8,143.89	8,143.89	1,550,000.00	
US TREASURY NOTE	912828T6	08-31-17	3,051,078.13	2,971,033.80	10-31-21	1.250%	107.6389	12,996.20		3,336.81			(45.24)	16,287.78	16,287.78	3,100,000.00	
US TREASURY NOTE	912828X47	12-06-17	1,256,803.91	1,238,596.71	04-30-22	1.875%	66.1458	7,959.42		2,050.52			(11.32)	9,998.62	9,998.62	1,270,000.00	
US TREASURY NOTE	912828X47	01-04-18	1,777,148.44	1,755,491.40	04-30-22	1.875%	93.7500	11,281.08		2,906.25			(16.06)	14,171.27	14,171.27	1,800,000.00	
																20.98%	
GOVERNMENT BONDS																	
FHLMC	3137EAE81	07-20-16	199,516.00	196,565.00	07-19-19	0.875%	4.8611	204.17		145.83			0.01	350.01	350.01	200,000.00	
FHLMC	3137EAE81	07-20-16	1,496,370.00	1,473,720.00	03-21-18	0.875%	36.4583	1,531.26		729.17	2,260.42		(0.01)	(0.00)	(0.00)	1,500,000.00	
FNMA	3135GON33	08-02-16	1,597,312.00	1,571,225.60	08-02-19	0.875%	38.8889	1,127.78		1,166.67			(0.01)	2,294.44	2,294.44	1,600,000.00	
FHNB GLOBAL NOTE	3130A8Y72	08-04-16	449,136.00	441,911.25	08-05-19	0.875%	10.9375	284.38		328.13			(0.01)	612.50	612.50	450,000.00	
FHMA NOTES	3135GOP49	09-02-16	2,695,788.00	2,655,201.60	08-28-19	1.000%	75.0000	225.00		2,250.00				2,475.00	2,475.00	2,700,000.00	
FHNB GLOBAL NOTE	3130A9EP2	09-08-16	2,697,651.00	2,651,078.70	09-26-19	1.000%	75.0000	11,625.00		2,250.00	13,500.00			375.00	375.00	2,700,000.00	
FHMA NOTES	3135GOT29	02-28-17	849,456.00	837,170.10	02-28-20	1.500%	35.4167	106.25		1,062.50				1,168.75	1,168.75	850,000.00	
FHLMC AGENCY	3137EAEF2	04-20-17	1,295,554.00	1,275,207.70	04-20-20	1.375%	49.6528	6,504.51		1,489.58			0.01	7,994.10	7,994.10	1,300,000.00	
FHMA NOTES	3135GOT60	08-01-17	598,182.00	587,971.80	07-30-20	1.500%	25.0000	775.00		750.00				1,525.00	1,525.00	600,000.00	
FHNB NOTES	3130ACE26	09-07-17	438,587.60	429,212.08	09-28-20	1.375%	16.8056	2,571.25		504.17	3,025.00			50.42	50.42	440,000.00	
FHNB NOTES	3137EAEJ4	09-29-17	578,950.20	569,133.70	09-29-20	1.625%	26.1806	3,979.44		785.42	4,712.50			52.36	52.36	580,000.00	
FHNB GLOBAL NOTE	3130A8Q55	07-15-16	2,683,581.30	2,586,826.80	07-14-21	1.125%	84.3750	3,965.63		2,531.25				6,496.88	6,496.88	2,700,000.00	
FNMA NOTES	3135GON82	08-19-16	473,375.03	455,637.58	08-17-21	1.250%	16.4931	230.90		494.79			0.01	725.70	725.70	475,000.00	
FNMA NOTES	3135GON82	08-19-16	1,518,823.75	1,462,836.43	08-17-21	1.250%	52.9514	741.32		1,588.54				2,329.86	2,329.86	1,525,000.00	
																19.55%	
CORPORATE NOTE																	
JOHN DEERE CAPITAL CORP	24422ETM1	01-06-17	799,480.00	796,307.20	10-15-18	1.650%	36.6667	4,986.67		1,100.00				6,086.67	6,086.67	800,000.00	
TOYOTA MOTOR CORP	89236TDM4	01-09-17	1,099,615.00	1,092,413.30	01-09-19	1.700%	51.9444	2,701.11		1,558.33				4,259.44	4,259.44	1,100,000.00	
BERKSHIRE HATHWAY GLOBAL N	084670B11	12-23-16	1,810,188.00	1,794,027.60	08-14-19	2.100%	105.0000	1,785.00		3,150.00				4,935.00	4,935.00	1,800,000.00	
AMERICAN HONDA FINANCE GLI	02665WAH4	12-20-16	1,808,946.00	1,790,303.40	08-15-19	2.250%	112.5000	1,800.00		3,375.00				5,175.00	5,175.00	1,800,000.00	
TOYOTA MOTOR CORP NOTES	89236TDH5	10-18-16	669,665.00	657,931.29	10-18-19	1.550%	28.8472	3,836.68		865.42				4,702.10	4,702.10	670,000.00	
AMERICAN EXP CREDIT CORP	0258MOEC9	10-31-16	499,405.00	491,365.50	10-30-19	1.700%	23.6111	2,856.94		708.33			0.01	3,565.28	3,565.28	500,000.00	
AMERICAN EXP CREDIT CORP	0258MOEC9	10-31-16	1,100,209.00	1,081,004.10	10-30-19	1.700%	51.9444	6,285.28		1,558.33				7,843.61	7,843.61	1,100,000.00	
PEIZER INC CORP NOTE	717081EB5	11-21-16	1,184,146.80	1,169,262.02	12-15-19	1.700%	55.9583	4,252.83		1,678.75				5,931.58	5,931.58	1,185,000.00	
CITIGROUP INC	172967LF6	01-10-17	899,640.00	891,636.30	01-10-20	2.450%	61.2500	3,123.75		1,837.50				4,961.25	4,961.25	900,000.00	
MICROSOFT CORP	594918BV5	02-06-17	899,397.00	891,025.20	02-06-20	1.850%	46.2500	1,156.25		1,387.50				2,543.75	2,543.75	900,000.00	
WALT DISNEY CO CORP NOTES	25468PDP8	03-06-17	379,901.20	374,638.58	03-04-20	1.950%	20.5833	3,643.25		617.50	3,705.00			555.75	555.75	380,000.00	
APPLE INC BONDS	037833CS7	05-11-17	819,163.60	806,802.10	05-11-20	1.800%	41.0000	4,510.00		1,230.00				5,740.00	5,740.00	820,000.00	
HOME DEPOT INC CORP NOTES	437076B04	06-05-17	449,739.00	442,050.75	06-05-20	1.800%	22.5000	1,935.00		675.00				2,610.00	2,610.00	450,000.00	
MORGAN STANLEY CORP NOTE	7174467P8	11-10-16	2,009,250.00	1,890,734.40	07-24-20	5.500%	275.0000	10,175.00		8,250.00				18,425.00	18,425.00	1,800,000.00	
CATERPILLAR FINL SERVICE NOTI	14913Q2A6	09-07-17	649,454.00	634,583.95	09-04-20	1.850%	33.4028	5,812.08		1,002.08	5,912.29		0.01	901.88	901.88	650,000.00	
WAL-MART STORES INC CORP N	931142EA7	10-20-17	898,695.00	882,458.10	12-15-20	1.900%	47.5000	6,222.50		1,425.00				7,647.50	7,647.50	900,000.00	
BRANCH MANKING & TRUST CO	05531FA26	10-26-17	449,793.00	438,622.20	02-01-21	2.150%	26.8750	806.25		806.25				1,612.50	1,612.50	450,000.00	
IBM CORP CORP NOTES	44932HAG8	02-06-18	899,559.00	895,283.10	02-05-21	2.650%	66.2500	1,656.25		1,987.50				3,643.75	3,643.75	900,000.00	
NATIONAL RURAL UTIL COOP	63743HER9	02-26-18	374,583.75	373,966.13	03-15-21	2.900%	30.2083	151.04		906.25				1,057.29	1,057.29	375,000.00	
UNILEVER CAPITAL CORP NOTES	904764A20	03-22-18	721,295.25	723,210.70	03-22-21	2.750%	55.3819	0.00		498.44				498.44	498.44	725,000.00	
PEPSICO INC CORP NOTE	71344DX3	10-10-17	599,880.00	585,096.60	04-15-21	2.000%	33.3333	4,700.00		1,000.00				5,700.00	5,700.00	600,000.00	
BANK OF AMERICA CORP	06051GFV4	11-03-17	352,716.00	344,765.75	04-19-21	2.625%	25.5208	3,368.75		765.62			0.01	4,134.38	4,134.38	350,000.00	
GOLDMAN SACHS GROUP CORP	3814GGC1	11-28-16	1,765,872.00	1,694,612.80	07-27-21	5.250%	233.3333	7,933.33		7,000.00				14,933.33	14,933.33	1,600,000.00	
BANK OF AMERICA CORP	06051GG52	09-18-17	550,000.00	537,835.65	10-01-21	2.328%	35.6667	5,797.37		1,067.00				6,864.37	6,864.37	550,000.00	
JOHN DEERE CAPITAL CORP	2442ETL3	03-15-17	448,015.50	443,255.40	01-06-22	2.650%	33.1250	1,821.88		993.75				2,815.63	2,815.63	450,000.00	
JPMORGAN CHASE & CO CORP	46625HJ03	05-26-17	973,638.00	936,357.30	01-24-22	4.500%	112.5000	4,162.50		3,375.00				7,537.50	7,537.50	900,000.00	

**SAN MATEO COUNTY TRANSIT DISTRICT
BOND REIMBURSED FUNDS -- INTEREST ON SECURITIES -- L76R
March 31, 2018**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 3-31-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST REC'VBLE 2-28-18	PREPAID INT REC'VBLE 3-31-18	INTEREST EARNED 3-31-18	INTEREST RECEIVED 3-31-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 3-31-18	INT REC'VBLE LESS PREPAID 3-31-18	PAR VALUE
U.S. TREASURY NOTES AND BONDS																
BANK OF TOKYO MITS UFJ LTD C 06538CGL9		10-24-17	987,745.56	992,646.00	06-04-18	0.000%		0.00		0.00				0.00	0.00	1,000,000.00
BNP PARIBAS NY BRANCH COMM 09659CKK3		01-23-18	1,772,562.00	1,774,643.40	10-19-18	0.000%		0.00		0.00				0.00	0.00	1,800,000.00
BANK OF TOKYO MITS UFJ LTD C 06538CM40		03-09-18	785,780.00	786,128.00	12-04-18	0.000%		0.00		0.00				0.00	0.00	800,000.00
																9.98%
CERTIFICATION OF DEPOSIT																
CANADIAN IMPERIAL BANK NY C 13606A5Z7		12-05-16	1,798,596.00	1,794,978.00	11-30-18	1.760%	88.0000	8,008.00		2,728.00				10,736.00	10,736.00	1,800,000.00
SVENSKA HANDELSBANKENY LT 86958IH88		01-12-17	1,800,000.00	1,791,151.20	01-10-19	1.890%	94.5000	4,725.00		2,929.50				7,654.50	7,654.50	1,800,000.00
BANK OF NOVA SCOTIA HOUSTC 06417GUE6		04-06-17	1,800,000.00	1,789,927.20	04-05-19	1.910%	95.5000	14,038.50		2,960.50			(2,958.00)	14,041.00	14,041.00	1,800,000.00
SUMITOMO MITSUI BANK NY CC 86563YVNO		05-04-17	1,500,000.00	1,495,054.50	05-03-19	2.050%	85.4167	10,079.17		2,647.92			(85.42)	12,641.67	12,641.67	1,500,000.00
SWEDBANK (NEW YORK) CERT D 87019U6D6		11-17-17	1,800,000.00	1,770,894.00	11-16-20	2.270%	113.5000	11,804.00		3,518.50				15,322.50	15,322.50	1,800,000.00
																9.65%
ASSET-BACKED SECURITY/COLLATERALIZED MORTGAGE OBLIGATION																
CCCT 2017-A2 A2	17305EGA7	01-26-17	1,549,703.18	1,541,184.07	01-17-21	1.740%	74.9167	3,296.33		2,247.50				5,543.83	5,543.83	1,550,000.00
TOYOTA ABS 2017-A A3	89238MAD0	03-15-17	449,947.04	445,279.55	02-15-21	1.730%	21.6250	346.00		648.75	648.75			346.00	346.00	450,000.00
ALLY ABS 2017-1 A3	0200PAC7	01-31-17	404,964.60	400,965.03	06-15-21	1.700%	19.1250	306.01		573.75	573.75			306.01	306.01	405,000.00
FORD ABS 2017-A A3	34531EAD8	01-25-17	1,199,995.56	1,187,034.48	06-25-21	1.670%	55.6667	890.67		1,670.00	1,670.00			890.67	890.67	1,200,000.00
TOYOTA ABS 2017-B A3	89190BAD0	05-17-17	1,799,861.94	1,777,371.12	07-15-21	1.760%	88.0000	1,408.00		2,640.00	2,640.00			1,408.00	1,408.00	1,800,000.00
ALLY ABS 2017-2 A3	02007HAC5	03-29-17	1,444,829.63	1,430,958.21	08-15-21	1.780%	71.4472	1,143.16		2,143.42	2,143.42			1,143.16	1,143.16	1,445,000.00
HAROT 2017-2 A3	43814PAC4	09-29-17	329,964.26	325,089.93	09-18-21	1.790%	16.4083	213.31		492.25	492.25			213.31	213.31	330,000.00
JOHN DEERE ABS 2017-B A3	47788BAD6	07-18-17	599,956.08	590,914.14	10-15-21	1.820%	30.3333	485.33		910.00	910.00			485.33	485.33	600,000.00
AMERICAN EXPRESS ABS 2017-4	02582JHG8	05-30-17	679,891.06	673,385.84	12-15-21	1.640%	30.9778	498.67		929.33	929.33			498.67	498.67	680,000.00
CITIBANK ABS 2017-A3 A3	17305EG85	05-22-17	902,403.00	886,325.94	04-07-22	1.920%	48.0000	6,912.00		1,440.00				8,352.00	8,352.00	900,000.00
JOHN DEERE OWNER	47788CAC6	02-28-18	284,979.51	284,547.99	04-15-22	2.660%	21.0583	63.18		631.75				694.93	694.93	285,000.00
TAOT 2018-A A-3	89238BAD4	01-31-18	449,994.83	446,815.76	05-16-22	2.350%	29.3750	910.63		881.25	1,321.88			470.00	470.00	450,000.00
AMXCA 2018-1 A	02582JHQ6	03-31-18	1,509,824.69	1,507,522.09	10-17-22	2.670%	111.9917	0.00		1,119.92				1,119.92	1,119.92	1,510,000.00
CCCT 2018-A1 A1	17305EGK5	01-31-18	899,875.44	892,327.14	01-20-23	2.490%	62.2500	1,929.75		1,867.50				3,797.25	3,797.25	900,000.00
																13.87%
FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION																
FNMA	3136ANIY4	04-30-15	3,550.88	3,509.33	04-01-18	1.550%	0.1514	15.26		4.69	15.26		(0.15)	4.54	4.54	3,515.74
FNMA	3136ANIY4	04-30-15	8,378.60	8,295.67	03-25-18	1.550%	0.3572	0.00		0.00	0.00			0.00	0.00	8,295.67
FANNIE MEA	3136AQDQ0	10-30-15	310,141.63	305,160.35	09-01-19	1.646%	14.0398	489.65		435.23	589.89		(14.04)	320.95	320.95	307,066.68
FANNIE MEA	3136AQDQ0	10-30-15	50,409.69	49,909.90	03-25-18	1.646%	2.2820	0.00		0.00	0.00			0.00	0.00	49,909.90
FNA 2014-M6 A2	3136AJ7G5	12-15-16	1,975,317.89	1,925,701.80	05-25-21	2.679%	144.0812	449.33		4,466.52	4,374.22		(144.88)	396.75	396.75	1,936,141.28
FNA 2014-M6 A2	3136AJ7G5	12-15-16	9,790.15	9,595.98	03-25-18	2.679%	0.7141	0.00		0.00	0.00			0.00	-	9,595.98
																2.49%
CASH AND CASH EQUIVALENTS																
MONEY MARKET FUND	31846V534		511,477.66	511,477.66				573.66		611.51	573.66			611.51	611.51	0
LAIF			3,031,234.92	3,031,234.92				6,753.71		3,923.50				10,677.21	10,677.21	3,031,234.92
MATURED/CALLED																
US TREASURY NOTE	912828VF4	12-07-15	(715,625.98)	(709,735.35)	03-22-18											(725,000.00)
FHLMC	3137EAE81	07-20-16	(1,496,370.00)	(1,473,720.00)	03-21-18											(1,500,000.00)
FNMA	3136ANIY4	04-30-15	(8,378.60)	(8,295.67)	03-25-18											(8,295.67)
FANNIE MEA	3136AQDQ0	10-30-15	(50,409.69)	(49,909.90)	03-25-18											(49,909.90)
FNA 2014-M6 A2	3136AJ7G5	12-15-16	(9,790.15)	(9,595.98)	03-25-18											(9,595.98)
TOTAL LAIF			3,031,234.92	3,031,234.92												
TOTAL A/C 121100 & 112010			90,331,047.04	88,967,281.87												90,141,723.70
TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)			<u>90,331,047.04</u>	<u>88,967,281.87</u>				<u>261,585.97</u>	<u>0.00</u>	<u>129,387.32</u>	<u>52,491.27</u>		<u>(3,403.14)</u>	<u>335,078.88</u>	<u>335,078.88</u>	<u>90,141,723.70</u>

SAN MATEO COUNTY TRANSIT DISTRICT
RESERVE FOR CAPITAL PROJECTS -- INTEREST ON SECURITIES
March 31, 2018

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 3-31-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	APPL. DAYS	INTEREST REC'VBLE 2-28-18	PREPAID INT REC'VBLE 3-31-18	INTEREST EARNED 3-31-18	INTEREST RECEIVED 3-31-18	ADJ.	INTEREST REC'VBLE 3-31-18	INT REC'VBLE LESS PREPAID 3-31-18	PAR VALUE
CASH AND CASH EQUIVALENTS																
FIRST AMER US TREASURY MM	31846V534		8,166,632.13	8,172,689.15					6,057.02		7,666.40	6,057.02		7,666.40	7,666.40	
LAIF			78,159.60	78,159.60					174.14		101.17			275.31	275.31	78,160
MATURED/CALLED																
TOTAL LAIF			78,159.60	78,159.60												
TOTAL A/C 121100 & 112010			0.00	0.00												
TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)			<u>0.00</u>	<u>0.00</u>					<u># 0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
March 31, 2018**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 3-31-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST REC'BLE 2-28-18	PP INTEREST REC'BLE 3-31-18	INTEREST EARNED 3-31-18	INTEREST RECEIVED 3-31-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'BLE 3-31-18	INT REC'BLE LESS PREPAID 3-31-18	PAR VALUE
U.S. TREASURY NOTES AND BONDS																
US TREASURY NOTE	912828VF4	12-07-15	345,474.61	342,959.05	05-31-20	1.375%	13.3681	1,203.13		414.41			(4.56)	1,612.98	1,612.98	350,000.00
US TREASURY NOTE	912828VF4	12-07-15	197,414.06	195,789.06	03-22-18	1.375%	7.6389	687.50		160.42	846.15		(1.77)	0.00	0.00	200,000.00
US TREASURY NOTE	912828VP2	05-18-16	558,203.91	535,886.82	07-31-20	2.000%	30.0000	865.19		930.00			(5.13)	1,790.06	1,790.06	540,000.00
US TREASURY NOTE	912828L32	06-29-16	81,462.50	78,168.72	8-31-20	1.375%	3.0556	2.60		94.72			(0.52)	96.80	96.80	80,000.00
US TREASURY NOTE	912828B90	10-05-16	181,323.24	173,051.73	02-28-21	2.000%	9.7222	9.51		301.39			(6.56)	304.35	304.35	175,000.00
US TREASURY NOTE	912828Q78	01-05-17	573,391.41	567,061.56	04-30-21	1.375%	22.3438	2,688.66		692.66			(3.83)	3,377.49	3,377.49	585,000.00
US TREASURY NOTE	912828D72	04-05-17	251,933.59	246,240.25	08-31-21	2.000%	13.8889	13.59		430.56			(2.16)	441.99	441.99	250,000.00
US TREASURY NOTE	912828D72	06-29-17	454,904.30	443,232.45	08-31-21	2.000%	25.0000	24.46		775.00			(3.88)	795.59	795.59	450,000.00
US TREASURY NOTE	912828D72	07-11-17	528,178.71	517,104.53	08-31-21	2.000%	29.1667	29.63		904.17			(5.62)	928.17	928.17	525,000.00
US TREASURY NOTE	912828T67	10-10-17	488,417.97	479,199.00	10-31-21	1.250%	17.3611	2,100.54		538.19			(4.92)	2,633.81	2,633.81	500,000.00
US TREASURY NOTE	912828T67	08-03-17	514,930.66	503,158.95	10-31-21	1.250%	18.2292	2,199.52		565.11			(9.11)	2,755.52	2,755.52	525,000.00
US TREASURY NOTE	912828T67	08-31-17	688,953.13	670,878.60	10-31-21	1.250%	24.3056	2,926.93		753.47			(6.37)	3,674.03	3,674.03	700,000.00
US TREASURY NOTE	912828X47	12-06-17	296,882.81	292,581.90	04-30-22	1.875%	15.6250	1,880.18		484.38			(2.68)	2,361.88	2,361.88	300,000.00
US TREASURY NOTE	912828X47	01-04-18	543,017.58	536,400.15	04-30-22	1.875%	28.6458	3,447.00		888.02			(4.91)	4,330.11	4,330.11	550,000.00
																22.39%
FEDERAL AGENCY COLLETERIALIZED MORTGAGE OBLIGATION																
FNMA	3136ANJY4	04-30-15	989.59	978.01	04-01-18	1.550%	0.0422	3.59		1.27	4.25			0.61	0.61	979.80
FNMA	3136ANJY4	04-30-15	2,335.01	2,311.90	03-25-18	1.550%	0.0995	0.00		0.00	0.00			0.00	0.00	2,311.90
FANIE MAE	3136AQDQ0	10-30-15	89,165.72	87,733.60	09-01-19	1.646%	4.0364	140.78		121.09	169.60		28.82	121.09	121.09	88,281.67
FANIE MAE	3136AQDQ0	10-30-15	14,492.79	14,349.10	03-25-18	1.646%	0.6561	0.00		0.00	0.00			0.00	0.00	14,349.10
FNA 2014-M6 A2	3136AJ7G5	12-15-16	543,212.42	529,567.99	05-25-21	2.679%	39.6223	1,194.34		1,188.67	1,202.92		8.36	1,188.45	1,188.45	532,438.85
FNA 2014-M6 A2	3136AJ7G5	12-15-16	2,692.30	2,638.90	03-25-18	2.679%	0.1964	0.00		0.00	0.00			0.00	0.00	2,638.90
																2.43%
CORPORATE NOTE																
JOHN DEERE CAPITALCORP	24422ETM1	01-06-17	199,870.00	199,076.80	10-15-18	1.650%	9.1667	1,246.67		275.00				1,521.67	1,521.67	200,000.00
TOYOTA MOTOR CREDIT CORP	89236TDM4	01-09-17	299,895.00	297,930.90	01-09-19	1.700%	14.1667	736.67		425.00				1,161.67	1,161.67	300,000.00
BERKSHIRE HATHAWY INC.	084670BL1	12-23-16	502,830.00	498,341.00	08-14-19	2.100%	29.1667	495.83		875.00				1,370.83	1,370.83	500,000.00
AMERICAN HONDA FINANCE GLOBAL NC	02665WAH4	12-20-16	502,485.00	497,306.50	08-15-19	2.250%	31.2500	500.00		937.50				1,437.50	1,437.50	500,000.00
TOYOTA MOTOR CORP NOTES	89236TDH5	10-18-16	199,900.00	196,397.40	10-18-19	1.550%	8.6111	1,145.28		258.33				1,403.61	1,403.61	200,000.00
AMERICAN EXP CREDIT CORP	0258MOEC9	10-31-16	149,821.50	147,409.65	10-30-19	1.700%	7.0833	857.08		212.50			0.01	1,069.59	1,069.59	150,000.00
AMERICAN EXP CREDIT CORP	0258MOEC9	10-31-16	350,066.50	343,955.85	10-30-19	1.700%	16.5278	1,999.86		495.83				2,495.69	2,495.69	350,000.00
PEIZER INC CORP NOTE	717081EB5	11-21-16	329,762.40	325,617.27	12-15-19	1.700%	15.5833	1,184.33		467.50				1,651.83	1,651.83	330,000.00
CITIGROUP INC	172967LF6	01-10-17	249,900.00	247,676.75	01-10-20	2.450%	17.0139	867.71		510.42				1,378.13	1,378.13	250,000.00
MICROSOFT CORP	594918BV5	02-06-17	249,832.50	247,507.00	02-06-20	1.850%	12.8472	321.18		385.42				706.60	706.60	250,000.00
WALT DISNEY CO CORP NOTES	25468DP8	03-06-17	99,974.00	98,589.10	03-04-20	1.950%	5.4167	958.75		162.50	975.00			146.25	146.25	100,000.00
APPLE INC BONDS	037833CS7	05-11-17	224,770.50	221,378.63	05-11-20	1.800%	11.2500	1,237.50		337.50				1,575.00	1,575.00	225,000.00
HOME DEPOT INC CORP NOTES	43707BQ4	06-05-17	124,927.50	122,791.88	06-05-20	1.800%	6.2500	537.50		187.50				725.00	725.00	125,000.00
MORGAN STANLEY CORP NOTE	6174467P8	11-10-16	558,125.00	525,204.00	07-24-20	5.500%	76.3889	2,826.39		2,291.67				5,118.06	5,118.06	500,000.00
CATERPILLAR FINL SERIVE NOTE	1491302A6	09-07-17	184,844.60	180,612.36	09-04-20	1.850%	9.5069	1,654.21		285.21	1,682.73			256.69	256.69	185,000.00
WAL-MART STORES INC CORP NOTE	931142EA7	10-20-17	249,637.50	245,127.25	12-15-20	1.900%	13.1944	1,728.47		395.83			0.01	2,124.31	2,124.31	250,000.00
BRANCH MANKING & TRUST CORP NOTI	05531FAZ6	10-26-17	124,942.50	121,839.50	02-01-21	2.150%	7.4653	223.96		223.96				447.92	447.92	125,000.00
IBM CORP CORP NOTES	44932HAG8	02-06-18	249,877.50	248,689.75	02-05-21	2.650%	18.4028	460.07		552.08				1,012.15	1,012.15	250,000.00
NATIONAL RURAL UTIL COOP	63743HER9	02-26-18	99,889.00	99,724.30	03-15-21	2.900%	8.0556	40.28		241.67			(0.01)	281.94	281.94	100,000.00
UNILEVER CAPITAL CORP NOTES	904764AZ0	03-22-18	198,978.00	199,506.40	03-22-21	2.750%	15.2778	0.00		137.50				137.50	137.50	200,000.00
PEPSICO INC CORP NOTE	71344DX3	10-10-17	164,967.00	160,901.57	04-15-21	2.000%	9.1667	1,292.50		275.00				1,567.50	1,567.50	165,000.00
BANK OF AMERICA CORP	06051GFW4	11-03-17	100,776.00	98,504.50	04-19-21	2.625%	7.2917	962.50		218.75				1,181.25	1,181.25	100,000.00
GOLDMAN SACHS GROUP CORP	3814GGQ1	11-28-16	496,651.50	476,609.85	07-27-21	5.250%	65.6250	2,231.25		1,968.75				4,200.00	4,200.00	450,000.00
BANK OF AMERICA CORP	06051GGS2	09-18-17	160,000.00	156,461.28	10-01-21	2.328%	10.3467	1,686.51		310.40				1,996.91	1,996.91	160,000.00
JOHN DEERE CAPITALCORP	24422ETL3	03-15-17	114,492.85	113,276.38	01-06-22	2.650%	8.4653	465.59		253.96				719.55	719.55	115,000.00
JPMORGAN CHASE & CO CORP NOTES	46625HJD3	05-26-17	270,455.00	260,099.25	01-24-22	4.500%	31.2500	1,156.25		937.50				2,093.75	2,093.75	250,000.00
																24.74%
COMMERCIAL PAPER																
CREDIT AGRICOLE CIB NY COMM PAPER	22533UEV1	11-30-17	495,925.00	498,373.50	05-29-18	0.000%		0.00		0.00				0.00	0.00	500,000.00
BANK OF MONTREAL CHICAGO	06366HF44	09-08-17	543,943.94	547,975.45	06-04-18	0.000%		0.00		0.00				0.00	0.00	550,000.00

**SAN MATEO COUNTY TRANSIT DISTRICT
PARATRANSIT FUNDS -- INTEREST ON SECURITIES
March 31, 2018**

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 3-31-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST REC'VBLE 2-28-18	PP INTEREST REC'VBLE 3-31-18	INTEREST EARNED 3-31-18	INTEREST RECEIVED 3-31-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 3-31-18	INT REC'VBLE LESS PREPAID 3-31-18	PAR VALUE
ING (US) FUNDING LLC COMM PAPER	4497W1G26	10-13-17	494,177.78	497,057.50	07-02-18	0.000%		0.00		0.00				0.00	0.00	500,000.00
BNP PARIBAS NY BRANCH COMM PAPER	09659CHU5	12-01-17	493,475.00	494,965.00	08-28-18	0.000%		0.00		0.00				0.00	0.00	500,000.00
BANK OF TOKYO MITSU UFJ LTD COMM	06538CM40	03-19-18	343,778.75	343,931.00	12-04-18	0.000%		0.00		0.00				0.00	0.00	350,000.00
9.38%																
CERTIFICATE OF DEPOSIT																
CANADIAN IMPERIAL BANK NY CD	13606A5Z7	12-05-16	499,610.00	498,605.00	11-30-18	1.7600%	24.4444	2,224.44		757.78				2,982.22	2,982.22	500,000.00
SVENSKA HANDELSBANKEN NY LT CD	86958JH88	01-12-17	500,000.00	497,542.00	01-10-19	1.8900%	26.2500	1,312.50		813.75				2,126.25	2,126.25	500,000.00
BANK OF NOVA SCOTIA HOUSTON	06417GUE6	04-06-17	500,000.00	497,202.00	04-05-19	1.9100%	26.5278	3,899.58		822.36				4,721.94	4,721.94	500,000.00
SUMITOMO MITSUI BANK NY CD	86563YVNO	05-04-17	500,000.00	498,351.50	05-03-19	2.0500%	28.4722	3,359.72		882.64		(28.47)		4,213.89	4,213.89	500,000.00
SWEDBANK (NEW YORK) CERT DEPOS	87019U6D6	11-17-17	500,000.00	491,915.00	11-16-20	2.2700%	31.5278	3,278.89		977.36				4,256.25	4,256.25	500,000.00
9.77%																
FEDERAL AGENCY BOND/NOTE																
FHLMC	3137EAEB1	07-20-16	324,213.50	319,418.13	07-19-19	0.8750%	7.8993	331.78		236.98			(0.01)	568.75	568.75	325,000.00
FHLMC	3137EAEB1	07-20-16	423,971.50	736,464.00	03-21-18	0.8750%	10.3299	433.93		206.60	640.45		(0.08)	(0.00)	(0.00)	425,000.00
FNMA	3135GON33	08-02-16	479,193.60	471,367.68	08-02-19	0.8750%	11.6667	338.33		350.00				688.33	688.33	480,000.00
FHLB GLOBAL NOTES	3130A8Y72	08-04-16	174,664.00	171,854.38	08-05-19	0.8750%	4.2535	110.59		127.61			(0.01)	238.19	238.19	175,000.00
FNMA NOTES	3135GOP49	09-02-16	798,752.00	786,726.40	08-28-19	1.0000%	22.2222	66.70		666.67				733.37	733.37	800,000.00
FNMA NOTES	3130A9EP2	09-09-16	799,304.00	785,504.80	09-26-19	1.0000%	22.2222	3,444.44		666.67	4,000.00			111.11	111.11	800,000.00
FNMA NOTES	3135GOT29	02-28-17	214,862.40	211,754.79	02-28-20	1.5000%	8.9583	26.87		268.75				295.62	295.62	215,000.00
FHLMC AGENCY	3137EAEF2	04-20-17	348,803.00	343,325.15	04-20-20	1.3750%	13.3681	1,751.22		401.04				2,152.26	2,152.26	350,000.00
FNMA NOTES	3135GOT60	08-01-17	149,545.50	146,992.95	04-20-20	1.5000%	6.2500	193.75		187.50				381.25	381.25	150,000.00
FHLB NOTES	3130ACE26	09-08-17	84,727.15	82,915.97	09-28-20	1.5000%	3.5417	496.72		106.25	584.38		(8.85)	9.74	9.74	85,000.00
FHLMC NOTES	3137EAEJ4	09-29-17	164,701.35	161,908.73	09-29-20	1.5000%	6.8750	1,132.08		206.25	1,340.63		17.20	14.90	14.90	165,000.00
FHLB GLOBAL NOTE	3130A8Q55	07-15-16	516,837.88	498,203.68	07-14-21	1.1250%	16.2500	763.75		487.50				1,251.25	1,251.25	520,000.00
FNMA NOTES	3135GON82	08-19-16	597,658.06	575,542.20	08-17-21	1.2500%	20.8333	291.67		625.00				916.67	916.67	600,000.00
18.23%																
ASSET BACKED SECURITY/COLLATERALIZED MORTGAGE OBLIGATION																
CCCT 2017-A2 A2	17305EGA7	01-26-17	449,913.83	447,440.54	01-17-21	1.7400%	21.7500	957.00		652.50				1,609.50	1,609.50	450,000.00
TOYOTA ABS 2017-A A3	89238MADO	03-15-17	124,985.29	123,688.76	02-15-21	1.7300%	6.0069	96.11		180.21	180.21			96.11	96.11	125,000.00
ALLY ABS 2017-A1 A3	02007PAC7	01-31-17	114,989.95	113,854.27	06-15-21	1.7000%	5.4306	86.89		162.92	162.92			86.89	86.89	115,000.00
FORD ABS 2017-A A3	34531EAD8	01-25-17	349,998.71	346,218.39	06-25-21	1.6700%	16.2361	259.78		487.08	487.08			259.78	259.78	350,000.00
TOYOTA ABS 2017-B A3	89190BADO	05-17-17	499,961.65	493,714.20	07-15-21	1.7600%	24.4444	391.11		733.33	733.33			391.11	391.11	500,000.00
ALLY ABS 2017-2 A3	02007HAC5	03-29-17	399,952.84	396,113.00	08-15-21	1.7800%	19.7778	316.44		593.33	593.33			316.44	316.44	400,000.00
HAROT 2017-3 A3	43814PAC4	09-29-17	99,989.17	98,512.10	09-18-21	1.7900%	4.9722	64.64		149.17	149.17			64.64	64.64	100,000.00
JOHN DEERE ABS 2017-B A3	47788BAD6	07-18-17	169,987.56	167,425.67	10-15-21	1.8200%	8.5944	137.51		257.83	257.83			137.51	137.51	170,000.00
AMXCA 2017-4 A	02582JHG8	05-30-17	199,967.96	198,054.66	12-15-21	1.6400%	9.1111	145.84		273.33	273.33			145.84	145.84	200,000.00
CITIBANK ABS 2017-A3 A3	170305EGB5	05-22-17	250,667.50	246,201.65	04-07-22	1.9200%	13.3333	1,920.00		400.00				2,320.00	2,320.00	250,000.00
JOHN DEERE OWNER	47788CAC6	02-28-18	79,994.25	79,873.12	04-15-22	2.6600%	5.9111	17.73		177.33	177.33			195.06	195.06	80,000.00
TAOT 2018-A A-3	89238BAD4	01-31-18	124,998.56	124,115.49	05-16-22	2.350%	8.1597	252.95		244.79	367.19		0.01	130.56	130.56	125,000.00
AMXCA 2018-1 A	02582JHQ6	03-21-18	424,950.66	424,302.58	10-17-22	2.6700%	31.5208	0.00		315.21				315.21	315.21	425,000.00
CCCT 2018-A1 A1	17305EGK5	01-31-18	249,965.40	247,868.65	01-20-23	2.490%	17.2917	536.04		518.75				1,054.79	1,054.79	250,000.00
13.84%																
CASH AND CASH EQUIVALENTS																
MONEY MARKET FUND	31846V534		47,440.62	47,440.62				167.92		108.18	167.92			108.18	108.18	0
LAIF			1,047,012.57	1,047,012.57				2,332.78		1,355.21				3,687.99	3,687.99	1,047,013
MATURED/CALLED																
FNMA	3136ANIY4	04-30-15	(2,335.01)	(2,311.90)	03-25-18											(2,311.90)
FANIE MAE	3136AQDQ0	10-30-15	(14,492.79)	(14,349.10)	03-25-18											(14,349.10)
FNA 2014-M6 A2	3136AJ7G5	12-15-16	(2,692.30)	(2,638.90)	03-25-18											(2,638.90)
US TREASURY NOTE	912828VF4	12-07-15	(197,414.06)	(195,789.06)	03-22-18											(200,000.00)
FHLMC	3137EAEB1	07-20-16	(423,971.50)	(736,464.00)	03-21-18											(425,000.00)
TOTAL LAIF			<u>1,047,012.57</u>	<u>1,047,012.57</u>												
TOTAL A/C 122010			25,662,609.74	25,263,554.32												25,586,700.32
TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)			<u>25,662,609.74</u>	<u>25,263,554.32</u>				<u>74,872.49</u>	<u>0.00</u>	<u>36,802.30</u>	<u>14,650.50</u>	<u>0.00</u>	<u>(45.04)</u>	<u>96,979.26</u>	<u>96,979.26</u>	<u>25,586,700.32</u>

SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF BUDGET ACTIVITY FOR MARCH 2018

BUDGET AMENDMENTS

	Amount	Line Item		Description
Mar-18				No Budget Revisions in March 2018.
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

BUDGET REVISIONS

	Amount	Line Item		Description
Mar-18				No Budget Revisions in March 2018.
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

SAN MATEO COUNTY TRANSIT DISTRICT
1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS
FY2018
March 2018

4/24/18 11:25 AM

Approved Budget		Receipts		Over/(Under) Budget/Projection	Current Projection
Date	Amount	Date	Amount		
FY2017:					
1st Quarter	19,338,441	1st Quarter	18,526,400	(812,041)	18,526,400
2nd Quarter	20,753,590	2nd Quarter	22,306,576	1,552,986	22,306,576
3rd Quarter	21,051,276	3rd Quarter	19,175,737	(1,875,539)	19,175,737
4th Quarter	21,856,693	4th Quarter	24,344,172	2,487,479	24,344,172
FY2017 Total	83,000,000	FY2017 Total	84,352,885	1,352,885	84,352,885
FY2018:					
Jul. 17	6,173,245	Sep. 17	5,760,900	(412,345)	6,173,245
Aug. 17	6,173,245	Oct. 17	5,760,900	(412,345)	6,173,245
Sep. 17	9,148,973	Nov. 17	7,681,200	(1,467,773)	9,148,973
3 Months Total	21,495,463		19,203,000	(2,292,463)	21,495,463
Oct. 17	6,484,778	Dec. 17	9,703,262	3,218,484	6,484,778
Nov. 17	6,279,663	Jan. 18	6,251,900	(27,763)	6,279,663
Dec. 17	9,645,126	Feb. 18	8,335,800	(1,309,326)	9,645,126
6 Months Total	43,905,030		43,493,962	(411,068)	43,905,030
Jan. 18	5,525,697	Mar. 18	8,923,166	3,397,469	5,525,697
Feb. 18	5,504,678	Apr. 18			5,504,678
Mar. 18	7,882,317	May 18			7,882,317
9 Months Total	62,817,722		52,417,128	2,986,401	62,817,722
Apr. 18	6,117,920	Jun. 18			6,117,920
May 18	6,103,123	Jul. 18			6,103,123
Jun. 18	9,621,235	Aug. 18			9,621,235
FY2018 Total	84,660,000	FY2018 Total	52,417,128	2,986,401	84,660,000
	21,083,118	1st Quarter			
	23,747,933	2nd Quarter			
	20,973,072	3rd Quarter			
		4th Quarter			
	65,804,123	YTD Actual Per Statement of Revenue & Expenses			

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW
AND OUTLOOK**

ACTION

Staff proposes the Finance Committee recommend the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended March 31, 2018.

SIGNIFICANCE

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover in order to meet the 30-day requirement.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

The District is required by State law to submit quarterly reports within 30 days of the end of the quarter covered by the report. The report is required to include the following information:

1. Type of investment, issuer, date of maturity, par and dollar amount invested in all securities, investments, and money held by the local agency;
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information;
4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's

expenditure requirements(cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 11, 12, 13, and 14. The schedule separates the investments into three groups: the Investments managed by PFM Asset Management LLC (PFM), liquidity funds which are managed by District staff, and trust funds which are managed by a third party trustee. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds, while the bond covenants govern the management and reporting of the trust funds.

PFM provides the District a current market valuation of all the assets under its management for each quarter. Generally, PFM's market prices are derived from closing bid prices as of the last business day of the month as supplied by Interactive Data, Bloomberg, or Telerate. Where prices are not available from generally recognized sources, the securities are priced using a yield-based matrix system to arrive at an estimated market value. Prices that fall between data points are interpolated. Non-negotiable FDIC-insured bank certificates of deposit are priced at par.

The liquidity funds managed by District staff are considered to be cash equivalents and therefore market value is considered to be equal to book value, (i.e. cost). The shares of beneficial interest generally establish a nominal value per share, because the Net Asset Value is fixed at a nominal value per share, book and market value are equal, and rate of income is recalculated on a daily basis.

The portfolio and this Quarterly Investment Report comply with the Investment Policy and the provisions of Senate Bill 564 (1995). The District has the ability to meet its expenditure requirements for the next six months.

DISCUSSION

Summary

- The first quarter was characterized by a spike in volatility associated with an equity market correction, talks of tariffs and trade wars, a modest uptick in inflation, and a panoply of geopolitical concerns. Despite healthy fundamentals and a robust global economic backdrop, "risk-off" sentiment began to take hold of the financial markets. For the first time in nearly 10 years, both the stock market and bond market posted losses for the quarter.
- During the quarter, President Trump signed a \$1.3 trillion omnibus spending bill, which averted a government shutdown, significantly increased military spending and increased funding in a variety of discretionary areas, including background checks for gun purchases, election security, infrastructure, the opioid crisis, child care, low-income housing, the National Park Service, veterans' hospitals, pay raises for the troops, school safety, and border security. As a result, the Congressional Budget Office (CBO) now estimates that the

federal budget deficit will exceed \$1 trillion per year by 2020.

- Under new Federal Reserve (Fed) chair Jay Powell, the Federal Open Market Committee (FOMC) raised the short-term federal funds target rate 0.25% to a new range of 1.50 to 1.75% at its March meeting. While widely anticipated, the March rate hike indicates the Fed remains committed to its well-defined and well-telegraphed path of monetary policy tightening. Expectations point to two or three more rate hikes over the balance of 2018, with additional hikes likely in 2019 and 2020 as well.
- Bond yields continued their ascent over the quarter, with the two-year Treasury reaching a near-decade high. Meanwhile, the S&P 500 index dipped into negative territory for the quarter—the first negative quarter for the headline index since the third quarter of 2015. International indices also posted declines for the quarter, but a weaker U.S. dollar helped temper those relative losses.

Economic Snapshot

- Economic data continues to support growth and optimism (both business and consumer) as a myriad of indicators reached or remained at multi-year bests during the quarter, including the unemployment rate, consumer confidence, productivity, and manufacturing.
- The U.S. economy posted solid results last year, as the Gross Domestic Product (GDP) for the fourth quarter was revised up to show a real growth rate of 2.9%, after back-to-back readings in excess of 3.0% the prior two quarters. In the midst of eight straight years of domestic economic expansion, global growth is now in synchrony with nearly every advanced economy around the globe, including the Eurozone, Japan, and China, showing positive growth rates.
- The U.S. labor market remained strong as the unemployment rate hovered at a 17-year low of 4.1%. The economy also posted positive net job gains for consecutive months dating back to the fourth quarter of 2010. Meanwhile, wages are beginning to gain some traction, as average hourly earnings—an important measure of wage growth—increased 2.7% over the past year.

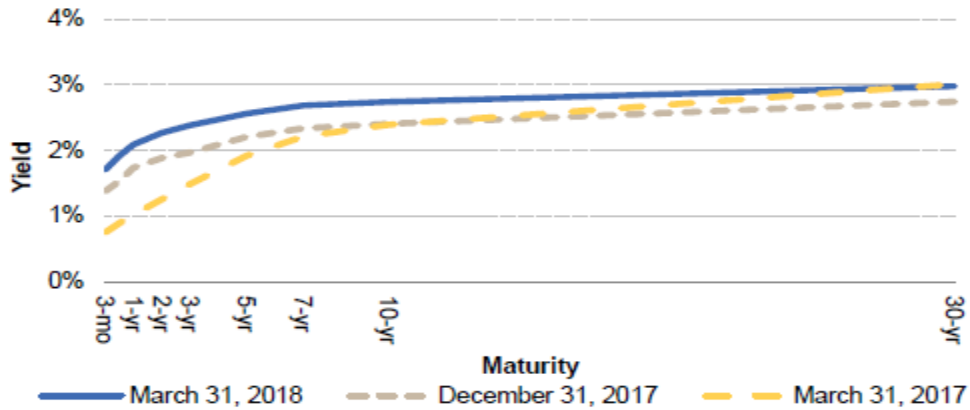
Interest Rates

- U.S. Treasury yields rose across the yield curve, as the yield on the 2-year increased 38 basis points (bps) from 1.88 to 2.26%, while the yield on a 10-year increased 33 bps from 2.40 to 2.73%. Although the yield curve initially steepened early in the quarter, as longer-term rates moved up in response to a modest uptick in inflation expectations, the flattening trend ultimately resumed, retreating to post-recession tight levels by quarter-end.
- Money market investors have reaped the benefits of the Fed's rate increases as yields on securities with maturities less than one year continued to reflect

rising short-term rates. In addition, a huge surge in the supply of U.S. Treasury bills pushed shorter-term yields higher still.

- After years of tightening yield spreads, the spike in market volatility caused spreads on corporates and other non-government sectors to widen sharply.

U.S. Treasury Yield Curve



U.S. Treasury Yields

Maturity	Mar '18	Dec '17	Change over Quarter	Mar '17	Change over Year
3-month	1.71%	1.38%	0.33%	0.75%	0.96%
1-year	2.09%	1.74%	0.35%	1.02%	1.07%
2-year	2.27%	1.89%	0.38%	1.26%	1.01%
5-year	2.56%	2.21%	0.35%	1.92%	0.64%
10-year	2.74%	2.41%	0.33%	2.39%	0.35%
30-year	2.97%	2.74%	0.23%	3.01%	(0.04%)

Source: Bloomberg.

Sector Performance

- The continued federal fund rate hikes resulted in negative returns for most bond indices, with longer maturities performing worst. Although higher yields provide greater income over time, that income was not sufficient to offset the adverse impact of increasing interest rates on fixed income prices.
- Although Federal Agency returns were also negative, they generated returns slightly more positive than similar duration Treasuries as their modest incremental income was a slight benefit.
- The municipal sector provided some reprieve for fixed income investors during the quarter as returns were positive and outperformed most other investment-grade (IG) alternatives. The large decline in new issuance in the first quarter, caused by tax changes enacted in the fourth quarter, created a supply/demand imbalance that benefited the sector.
- Investment-grade (IG) corporate yield spreads ended the quarter wider, resulting in the sector being one of the worst performing fixed-income sectors in the first quarter. Despite the poor quarter, trailing returns over longer time periods remain strong, and the underlying strength of corporate fundamentals remains intact.
- The mortgage-backed securities (MBS) sector struggled to find footing during the quarter as low yield spreads, upcoming seasonal supply, and Fed balance sheet unwinding continued to weigh on investor demand. As a result, the sector generated a negative excess return for the quarter.
- Short-term commercial paper (CP) and bank Certificates of Deposit (CDs) offered even greater incremental value in the first quarter as short-term yields rose in response to the burgeoning Treasury supply and credit spreads widened. The incremental yield advantage offered in these sectors continues to be a valuable return attribute in the face of rising rates.

Portfolio Recap

- A long list of positive economic data remains a key driver of economic growth, consumer confidence, and business optimism.
 - GDP posted an upward revision of fourth-quarter GDP to 2.9%.
 - Estimates for 2018 GDP call for growth in the range of 2.7% to 2.8%.
 - Jobs growth continued to strengthen, averaging over 200,000 per month in the first quarter.
 - The unemployment rate remained at 4.1%—a 17-year low.
 - Productivity hit a 2-year high.
 - Manufacturing reached a 3-year high.
 - Consumer confidence rebounded after a dampened fourth quarter and now sits at a 14-year high.

- Inflation, while below the Fed's target of 2%, inched higher by most measures.
- New Fed Chair Jerome Powell made his first public address at February's semi-annual monetary policy report to Congress. His maiden testimony hinted at a continuance of gradual rate hikes while acknowledging that "the economic outlook remains strong" and the expectation for inflation to increase and closely approach the FOMC's 2% objective remains intact.
- The Fed remained true to its stated course, raising short-term rates by ¼ percent in March, and interest rates continued their ascent over the quarter. As a result, we strategically positioned portfolios with a defensive duration bias relative to benchmarks to help insulate market values in the well-choreographed interest rate environment. However, with rates at or near multi-year highs, there were also opportunities to capture higher yields selectively in some parts of the yield curve when rebalancing portfolios.
- The combined effects of less predictable U.S. politics and policy (e.g., tariffs, trade wars, Facebook, global relations, budget deficits, etc.) created an environment of heightened volatility. The "risk off" sentiment triggered wider credit spreads.
 - Wider spreads caused corporate-related investments to underperform for the quarter. While portfolios typically benefit from increased credit allocations, returns in the first quarter were negatively affected.
 - Federal agency yield spreads remained very narrow throughout the quarter. New issue agencies continued to be our preferred— in some cases only— outlet to add exposure at relatively attractive yields. Generally, the agency sector added modest positive excess returns in the first quarter (returns in excess of similar-duration Treasuries) across much of the yield curve, benefiting portfolio performance.
 - Supranational seasonal supply increased as expected in the first quarter, and we utilized the opportunity to increase allocations in the sector at attractive yield spreads. This incremental income helped boost sector returns.
 - Following a flurry of 2017 year-end issuance ahead of tax reform and notable underperformance, the municipal sector bounced back in the first quarter as short- to intermediate-term municipal indexes generated strong relative performance for the quarter. However, the temporary nature of the outperformance was not a compelling reason to jump into the sector in full force.
 - After yield spreads in the corporate sector reached another new post-recession low in January, we shifted our generally constructive view of the corporate sector to a slightly more defensive posture by holding current positions (and letting them drift shorter over time) rather than adding to allocations. In the latter half of the quarter, the story shifted abruptly as

market volatility pushed credit spreads markedly wider through quarter-end. As a result, we began to add corporate exposure (including negotiable CDs) more aggressively again in March.

- Asset-backed securities (ABS) were also impacted by adverse spread widening during the quarter but prompted no change in our fundamental view of the sector. We continued to select ABS issues we found attractively priced during the quarter.
- Rising rates and wider yield spreads hurt agency mortgage-backed security (MBS) returns in the quarter. We continued our cautious approach to the MBS sector, adding only shorter duration, less interest-rate-sensitive issues like commercial MBS (CMBS)—those backed by loans on commercial properties.

Outlook and Strategy

- The economic themes of the previous quarter have carried over into 2018: healthy job production, consistent GDP growth, positive corporate guidance, and heightened consumer confidence. However, where complacency had characterized the global markets quarter after quarter, volatility roared back in the first quarter. While rising volatility increases some market risks, it can also create investment opportunities.
- Our outlook for each of the major investment-grade fixed income sectors is as follows:
 - In the corporate sector, our view is that recent yield spread widening represents a modest normalization of spreads off of post-recession lows as opposed to a weakening in fundamentals. As such, wider spreads present an opportunity to selectively add to allocations that have become less expensive. While corporate fundamentals remain healthy and the outlook for the sector is still positive, careful issuer due diligence will drive selection. In particular, we are closely watching the supply/demand impacts of corporate profit repatriation (prompted by the December 2017 tax cuts) and signs of excessive balance sheet leverage in companies in certain industries.
 - Negotiable CDs and asset-backed securities remain attractively priced credit sectors, and we will continue to source new exposure.
 - Federal agency securities remain expensive, as spreads are in the low single digits across much of the yield curve; however, by quarter end, specific agency maturities (2- and 5-year) were more attractively priced, representing an opportunity to potentially increase allocations.
 - The expected spike in supranational issuance is approaching its seasonal slowdown. Over the next few months, this supply dynamic may nudge spreads temporarily wider and offer additional investment opportunities. Our current strategy calls for continuing to add to allocations of supranationals as

an attractive alternative to Treasuries and agencies.

- With municipal market issuance down significantly year-to-date, opportunities to add to the sector remain limited. However, municipals provide positive diversification prospects to portfolios, and we will continue to seek out attractive issues in both the secondary and new issue markets.
- The increasing pace of Fed balance sheet run-off in the MBS sector, coupled with an anticipated increase in seasonal supply, warrants a cautious approach to the sector. Portfolio additions will be based on specific collateral, coupon, and overall sensitivity to rising rates.
- The short-term credit curve (under one year) steepened noticeably heading into the March Fed meeting and remained elevated through quarter end. With 6-month prime commercial paper and negotiable certificates of deposit spreads at 50 to 60 basis points over comparable Treasury securities, the sector appears very attractive and compensates investors for at least two more fed rate hikes in 2018.

Budget Impact

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending March 31, the total return of the General Funds and Paratransit Fund portfolio was **-0.30 percent**. This compares to the benchmark return of **-0.23 percent**. The Performance graph on page 15 shows the relative performance of the District's portfolio over the last 12 months.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter, the yield to maturity at cost for the General Fund's portfolio was **1.82 percent**. The yield to maturity at cost for the Paratransit Fund's portfolio was **1.79 percent**.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the General Fund portfolio market yield to maturity was **2.48 percent**. The yield to market for Paratransit Fund's portfolio was **2.46 percent**.

Investment Glossary:

Asset Backed Securities - An asset-backed security (ABS) is a financial security backed by a loan, lease or receivables against assets other than real estate and mortgage-backed securities. For investors, asset-backed securities are an alternative to investing in corporate debt.

Certificate of Deposit - A certificate of deposit (CD) is a savings certificate with a fixed maturity date, specified fixed interest rate and can be issued in any denomination aside from minimum investment requirements. A CD restricts access to the funds until the maturity date of the investment. CDs are generally issued by commercial banks and are insured by the FDIC up to \$250,000 per individual.

Collateralized Mortgage Obligation - Collateralized mortgage obligation (CMO) refers to a type of mortgage-backed security that contains a pool of mortgages bundled together and sold as an investment. Organized by maturity and level of risk, CMOs receive cash flows as borrowers repay the mortgages that act as collateral on these securities. In turn, CMOs distribute principal and interest payments to their investors based on predetermined rules and agreements.

Commercial Paper - Commercial paper is an unsecured, short-term debt instrument issued by a corporation, typically for the financing of accounts receivable, inventories and meeting short-term liabilities. Maturities on commercial paper rarely range any longer than 270 days. Commercial paper is usually issued at a discount from face value and reflects prevailing market interest rates.

Credit Spreads - The **spread** between Treasury securities and non-Treasury securities that are identical in all respects except for quality rating.

Duration - The term duration has a special meaning in the context of bonds. It is a measurement of how long, in years, it takes for the price of a bond to be repaid by its internal cash flows. It is an important measure for investors to consider, as bonds with higher durations carry more risk and have higher price volatility than bonds with lower durations.

Net Asset Value - Net asset value (NAV) is value per share of a mutual fund or an exchange-traded fund (ETF) on a specific date or time. With both security types, the per-share dollar amount of the fund is based on the total value of all the securities in its portfolio, any liabilities the fund has and the number of fund shares outstanding.

Roll-down - A roll-down return is a form of return that arises when the value of a bond converges to par as maturity is approached. The size of the roll-down return varies greatly between long and short-dated bonds. Roll-down is smaller for long-dated bonds that are trading away from par compared to bonds that are short-dated.

Roll-down return works two ways in respect to bonds. The direction depends on if the bond is trading at a premium or at a discount. If the bond is trading at a discount the roll-down effect will be positive. This means the roll-down will pull the price up towards par. If the bond is trading at a premium the opposite will occur. The roll-down return will be negative and pull the price of the bond down back to par.

Volatility - Volatility is a statistical measure of the dispersion of returns for a given security or market index. Volatility can either be measured by using the standard deviation or variance between returns from that same security or market index. Commonly, the higher the volatility, the riskier the security.

Yield Curve - A yield curve is a line that plots the interest rates, at a set point in time, of bonds having equal credit quality but differing maturity dates. The most frequently reported yield curve compares the three-month, two-year, five-year and 30-year U.S. Treasury debt. This yield curve is used as a benchmark for other debt in the market, such as mortgage rates or bank lending rates, and it is also used to predict changes in economic output and growth.

Yield to Maturity - Yield to maturity (YTM) is the total return anticipated on a bond if the bond is held until the end of its lifetime. Yield to maturity is considered a long-term bond yield, but is expressed as an annual rate. In other words, it is the internal rate of return of an investment in a bond if the investor holds the bond until maturity and if all payments are made as scheduled.

Source: Investopedia.com

EXHIBIT 1
SAN MATEO COUNTY TRANSIT DISTRICT
REPORT OF INVESTMENTS
FOR QUARTER ENDED MARCH 31, 2018

TYPE OF SECURITY	CUSIP #	MATURITY/CALL DATE	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKETVALUE +ACCR. INT.
FUNDS MANAGED BY PFM							
RESERVE FUND PORTFOLIO							
U.S. TREASURY NOTES AND BONDS							
US TREASURY NOTE	912828ST8	04-30-19	65,000.00	64,987.30	64,370.28	341.16	64,711.44
US TREASURY NOTE	912828VF4	05-31-20	770,000.00	760,044.14	754,509.91	3,548.56	758,058.47
US TREASURY NOTE	912828VP2	07-31-20	750,000.00	775,283.20	744,287.25	2,486.19	746,773.44
US TREASURY NOTE	912828L32	08-31-20	410,000.00	417,495.32	400,614.69	495.60	401,110.29
US TREASURY NOTE	912828Q78	04-30-21	2,000,000.00	1,960,312.50	1,938,672.00	11,546.96	1,950,218.96
US TREASURY NOTE	912828R77	05-31-21	1,400,000.00	1,363,632.81	1,355,047.40	6,451.92	1,361,499.32
US TREASURY NOTE	912828D72	08-31-21	1,000,000.00	1,007,734.38	984,961.00	1,767.95	986,728.95
US TREASURY NOTE	912828D72	08-31-21	1,500,000.00	1,516,347.66	1,477,441.50	2,651.97	1,480,093.47
US TREASURY NOTE	912828D72	08-31-21	2,200,000.00	2,213,320.31	2,166,914.20	3,889.47	2,170,803.67
US TREASURY NOTE	912828T67	10-31-21	1,100,000.00	1,074,519.53	1,054,237.80	5,779.54	1,060,017.34
US TREASURY NOTE	912828T67	10-31-21	1,550,000.00	1,520,271.48	1,485,516.90	8,143.89	1,493,660.79
US TREASURY NOTE	912828T67	10-31-21	3,100,000.00	3,051,078.13	2,971,033.80	16,287.78	2,987,321.58
US TREASURY NOTE	912828X47	04-30-22	1,270,000.00	1,256,803.91	1,238,596.71	9,998.62	1,248,595.33
US TREASURY NOTE	912828X47	04-30-22	1,800,000.00	1,777,148.44	1,755,491.40	14,171.27	1,769,662.67
GOVERNMENT BONDS							
FHLMC	3137EAE1	07-19-19	200,000.00	199,516.00	196,565.00	350.01	196,915.01
FNMA	3135GON33	08-02-19	1,600,000.00	1,597,312.00	1,571,225.60	2,294.44	1,573,520.04
FHLB GLOBAL NOTE	3130A8Y72	08-05-19	450,000.00	449,136.00	441,911.25	612.50	442,523.75
FHMA NOTES	3135GOP49	08-28-19	2,700,000.00	2,695,788.00	2,655,201.60	2,475.00	2,657,676.60
FHLB GLOBAL NOTE	3130A9EP2	09-26-19	2,700,000.00	2,697,651.00	2,651,078.70	375.00	2,651,453.70
FHMA NOTES	3135GOT29	02-28-20	850,000.00	849,456.00	837,170.10	1,168.75	838,338.85
FHLMC AGENCY	3137EAEF2	04-20-20	1,300,000.00	1,295,554.00	1,275,207.70	7,994.10	1,283,201.80
FHMA NOTES	3135GOT60	07-30-20	600,000.00	598,182.00	587,971.80	1,525.00	589,496.80
FHLB NOTES	3130ACE26	09-28-20	440,000.00	438,587.60	429,212.08	50.42	429,262.50
FHLB NOTES	3137EAEJ4	09-29-20	580,000.00	578,950.20	569,133.70	52.36	569,186.06
FHLB GLOBAL NOTE	3130A8QS5	07-14-21	2,700,000.00	2,683,581.30	2,586,826.80	6,496.88	2,593,323.68
FNMA NOTES	3135GON82	08-17-21	475,000.00	473,375.03	455,637.58	725.70	456,363.28
FNMA NOTES	3135GON82	08-17-21	1,525,000.00	1,518,823.75	1,462,836.43	2,329.86	1,465,166.29
FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION							
FNMA	3136ANJY4	04-01-18	3,515.74	3,550.88	3,509.33	4.54	3,513.87
FANNIE MEA	3136AQQD0	09-01-19	307,066.68	310,141.63	305,160.35	320.95	305,481.30
FNA 2014-M6 A2	3136AJ7G5	05-25-21	1,936,141.28	1,975,317.89	1,925,701.80	396.75	1,926,098.55
CORPORATE NOTE							
JOHN DEERE CAPITAL CORP	24422ETM1	10-15-18	800,000.00	799,480.00	796,307.20	6,086.67	802,393.87
TOYOTA MOTOR CORP	89236TDM4	01-09-19	1,100,000.00	1,099,615.00	1,092,413.30	4,259.44	1,096,672.74
BERKSHIRE HATHWAY GLOBAL NOTE	084670BL1	08-14-19	1,800,000.00	1,810,188.00	1,794,027.60	4,935.00	1,798,962.60
AMERICAN HONDA FINANCE GLOBAL NOTES	02665WAH4	08-15-19	1,800,000.00	1,808,946.00	1,790,303.40	5,175.00	1,795,478.40
TOYOTA MOTOR CORP NOTES	89236TDH5	10-18-19	670,000.00	669,665.00	657,931.29	4,702.10	662,633.39
AMERICAN EXP CREDIT CORP	0258MOEC9	10-30-19	500,000.00	499,405.00	491,365.50	3,565.28	494,930.78
AMERICAN EXP CREDIT CORP	0258MOEC9	10-30-19	1,100,000.00	1,100,209.00	1,081,004.10	7,843.61	1,088,847.71
PEIZER INC CORP NOTE	717081EB5	12-15-19	1,185,000.00	1,184,146.80	1,169,262.02	5,931.58	1,175,193.60
CITIGROUP INC	172967LF6	01-10-20	900,000.00	899,640.00	891,636.30	4,961.25	896,597.55
MICROSOFT CORP	594918BV5	02-06-20	900,000.00	899,397.00	891,025.20	2,543.75	893,568.95
WALT DISNEY CO CORP NOTES	25468PDP8	03-04-20	380,000.00	379,901.20	374,638.58	555.75	375,194.33
APPLE INC BONDS	037833CS7	05-11-20	820,000.00	819,163.60	806,802.10	5,740.00	812,542.10
HOME DEPOT INC CORP NOTES	437076BQ4	06-05-20	450,000.00	449,739.00	442,050.75	2,610.00	444,660.75
MORGAN STANLEY CORP NOTE	6174467P8	07-24-20	1,800,000.00	2,009,250.00	1,890,734.40	18,425.00	1,909,159.40
CATERPILLAR FINL SERVICE NOTE	14913Q2A6	09-04-20	650,000.00	649,454.00	634,583.95	901.88	635,485.83
WAL-MART STORES INC CORP NOTE	931142EA7	12-15-20	900,000.00	898,695.00	882,458.10	7,647.50	890,105.60
BRANCH MANKING & TRUST CORP NOTES	05531FAZ6	02-01-21	450,000.00	449,793.00	438,622.20	1,612.50	440,234.70
IBM CORP CORP NOTES	44932HAG8	02-05-21	900,000.00	899,559.00	895,283.10	3,643.75	898,926.85
NATIONAL RURAL UTIL COOP	63743HER9	03-15-21	375,000.00	374,583.75	373,966.13	1,057.29	375,023.42
UNILEVER CAPITAL CORP NOTES	904764AZ0	03-22-21	725,000.00	721,295.25	723,210.70	498.44	723,709.14
PEPSICO INC CORP NOTE	71344DX3	04-15-21	600,000.00	599,880.00	585,096.60	5,700.00	590,796.60
BANK OF AMERICA CORP	06051GFW4	04-19-21	350,000.00	352,716.00	344,765.75	4,134.38	348,900.13
GOLDMAN SACHS GROUP CORP	3814GGQ1	07-27-21	1,600,000.00	1,765,872.00	1,694,612.80	14,933.33	1,709,546.13
BANK OF AMERICA CORP	06051GGS2	10-01-21	550,000.00	550,000.00	537,835.65	6,864.37	544,700.02
JOHN DEERE CAPITAL CORP	2442ETL3	01-06-22	450,000.00	448,015.50	443,255.40	2,815.63	446,071.03
JPMORGAN CHASES & CO CORP NOTES	46625HJD3	01-24-22	900,000.00	973,638.00	936,357.30	7,537.50	943,894.80

**SAN MATEO COUNTY TRANSIT DISTRICT
REPORT OF INVESTMENTS (Continued)
FOR QUARTER ENDED MARCH 31, 2018**

TYPE OF SECURITY	CUSIP #	MATURITY/CALL DATE	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE + ACCR. INT.
COMMERCIAL PAPER							
CREDIT AGRICOLE CIB NY COMM PAPER	22533UF16	06-01-18	1,800,000.00	1,784,803.00	1,793,763.00	0.00	1,793,763.00
BANK OF MONTREAL CHICAGO COMM PAPER	06366HF44	06-04-18	1,800,000.00	1,780,180.17	1,793,374.20	0.00	1,793,374.20
ING (US) FUNDING LLC COMM PAPER	4497W1G26	07-02-18	1,800,000.00	1,779,040.00	1,789,407.00	0.00	1,789,407.00
BANK OF TOKYO MITS UFJ LTD COMM PAPER	06538CGL9	06-04-18	1,000,000.00	987,745.56	992,646.00	0.00	992,646.00
BNP PARIBAS NY BRANCH COMM PAPER	09659CKK3	10-19-18	1,800,000.00	1,772,562.00	1,774,643.40	0.00	1,774,643.40
BANK OF TOKYO MITS UFJ LTD COMM PAPER	06538CM40	12-04-18	800,000.00	785,780.00	786,128.00	0.00	786,128.00
CERTIFICATION OF DEPOSIT							
CANADIAN IMPERIAL BANK NY CD	13606A5Z7	11-30-18	1,800,000.00	1,798,596.00	1,794,978.00	10,736.00	1,805,714.00
SVENSKA HANDELSBANKENY LT CD	86958JHB8	01-10-19	1,800,000.00	1,800,000.00	1,791,151.20	7,654.50	1,798,805.70
BANK OF NOVA SCOTIA HOUSTON LT CD	06417GUE6	04-05-19	1,800,000.00	1,800,000.00	1,789,927.20	14,041.00	1,803,968.20
SUMITOMO MITSUI BANK NY CD	86563YVNO	05-03-19	1,500,000.00	1,500,000.00	1,495,054.50	12,641.67	1,507,696.17
SWEDBANK (NEW YORK) CERT DEPOS	87019U6D6	11-16-20	1,800,000.00	1,800,000.00	1,770,894.00	15,322.50	1,786,216.50
ASSET-BACKED SECURITY/COLLATERALIZED MORTGAGE OBLIGATION							
CCCIT 2017-A2 A2	17305EGA7	01-17-21	1,550,000.00	1,549,703.18	1,541,184.07	5,543.83	1,546,727.90
TOYOTA ABS 2017-A A3	89238MAD0	02-15-21	450,000.00	449,947.04	445,279.55	346.00	445,625.55
ALLY ABS 2017-1 A3	0200PAC7	06-15-21	405,000.00	404,964.60	400,965.03	306.01	401,271.04
FORD ABS 2017-A A3	34531EAD8	06-25-21	1,200,000.00	1,199,995.56	1,187,034.48	890.67	1,187,925.15
TOYOTA ABS 2017-B A3	89190BAD0	07-15-21	1,800,000.00	1,799,861.94	1,777,371.12	1,408.00	1,778,779.12
ALLY ABS 2017-2 A3	02007HAC5	08-15-21	1,445,000.00	1,444,829.63	1,430,958.21	1,143.16	1,432,101.37
HAROT 2017-2 A3	43814PAC4	09-18-21	330,000.00	329,964.26	325,089.93	213.31	325,303.24
JOHN DEERE ABS 2017-B A3	47788BAD6	10-15-21	600,000.00	599,956.08	590,914.14	485.33	591,399.47
AMERICAN EXPRESS ABS 2017-4 A	02582JHG8	12-15-21	680,000.00	679,891.06	673,385.84	498.67	673,884.51
CITIBAANK ABS 2017-A3 A3	17305EGB5	04-07-22	900,000.00	902,403.00	886,325.94	8,352.00	894,677.94
JOHN DEERE OWNER	47788CAC6	04-15-22	285,000.00	284,979.51	284,547.99	694.93	285,242.92
TAOT 2018-A A-3	89238BAD4	05-16-22	450,000.00	449,994.83	446,815.76	470.00	447,285.76
AMXCA 2018-1 A	02582JHQ6	10-17-22	1,510,000.00	1,509,824.69	1,507,522.09	1,119.92	1,508,642.01
CCCIT 2018-A1 A1	17305EGK5	01-20-23	900,000.00	899,875.44	892,327.14	3,797.25	896,124.39
CASH AND CASH EQUIVALENTS							
US TREASURY MM FUND	31846V534		511,477.66	511,477.66	511,477.66	611.51	512,089.17
TOTAL RESERVE PORTFOLIO MANAGED BY PFM			82,758,201.36	82,976,687.39	81,758,855.50	306,400.08	82,065,255.58
PARATRANSIT FUNDS PORTFOLIO:							
U.S. TREASURY NOTES AND BONDS							
US TREASURY NOTE	912828VF4	05-31-20	350,000.00	345,474.61	342,959.05	1,612.98	344,572.03
US TREASURY NOTE	912828VP2	07-31-20	540,000.00	558,203.91	535,886.82	1,790.06	537,676.88
US TREASURY NOTE	912828L32	08-31-20	80,000.00	81,462.50	78,168.72	96.80	78,265.52
US TREASURY NOTE	912828B90	02-28-21	175,000.00	181,323.24	173,051.73	304.35	173,356.08
US TREASURY NOTE	912828Q78	04-30-21	585,000.00	573,391.41	567,061.56	3,377.49	570,439.05
US TREASURY NOTE	912828D72	08-31-21	250,000.00	251,933.59	246,240.25	441.99	246,682.24
US TREASURY NOTE	912828D72	08-31-21	450,000.00	454,904.30	443,232.45	795.59	444,028.04
US TREASURY NOTE	912828D72	08-31-21	525,000.00	528,178.71	517,104.53	928.17	518,032.70
US TREASURY NOTE	912828T67	10-31-21	500,000.00	488,417.97	479,199.00	2,633.81	481,832.81
US TREASURY NOTE	912828T67	10-31-21	525,000.00	514,930.66	503,158.95	2,755.52	505,914.47
US TREASURY NOTE	912828T67	10-31-21	700,000.00	688,953.13	670,878.60	3,674.03	674,552.63
US TREASURY NOTE	912828X47	04-30-22	300,000.00	296,882.81	292,581.90	2,361.88	294,943.78
US TREASURY NOTE	912828X47	04-30-22	550,000.00	543,017.58	536,400.15	4,330.11	540,730.26
FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION							
FNMA	3136ANJY4	04-01-18	979.80	989.59	978.01	0.61	978.62
FANIE MAE	3136AQDQ0	09-01-19	88,281.67	89,165.72	87,733.60	121.09	87,854.69
FNA 2014-M6 A2	3136AJ7G5	05-25-21	532,438.85	543,212.42	529,567.99	1,188.45	530,756.44

**SAN MATEO COUNTY TRANSIT DISTRICT
REPORT OF INVESTMENTS (continued)
FOR QUARTER ENDED MARCH 31, 2018**

<u>TYPE OF SECURITY</u>	<u>CUSIP #</u>	<u>MATURITY/CALL DATE</u>	<u>PAR VALUE</u>	<u>CARRYING AMOUNT</u>	<u>MARKET VALUE</u>	<u>ACCRUED INTEREST</u>	<u>MARKET VALUE + ACCR. INT.</u>
<u>FEDERAL AGENCY BOND/NOTE</u>							
FHLMC	3137EAEB1	07-19-19	325,000.00	324,213.50	319,418.13	568.75	319,986.88
FNMA	3135G0N33	08-02-19	480,000.00	479,193.60	471,367.68	688.33	472,056.01
FHLB GLOBAL NOTES	3130A8Y72	08-05-19	175,000.00	174,664.00	171,854.38	238.19	172,092.57
FNMA NOTES	3135GOP49	08-28-19	800,000.00	798,752.00	786,726.40	733.37	787,459.77
FNMA NOTES	3130A9EP2	09-26-19	800,000.00	799,304.00	785,504.80	111.11	785,615.91
FNMA NOTES	3135G0T29	02-28-20	215,000.00	214,862.40	211,754.79	295.62	212,050.41
FHLMC AGENCY	3137EAFF2	04-20-20	350,000.00	348,803.00	343,325.15	2,152.26	345,477.41
FNMA NOTES	3135G0T60	04-20-20	150,000.00	149,545.50	146,992.95	381.25	147,374.20
FHLB NOTES	3130ACE26	09-28-20	85,000.00	84,727.15	82,915.97	9.74	82,925.71
FHLMC NOTES	3137EAJ4	09-29-20	165,000.00	164,701.35	161,908.73	14.90	161,923.63
FHLB GLOBAL NOTE	3130A8QS5	07-14-21	520,000.00	516,837.88	498,203.68	1,251.25	499,454.93
FNMA NOTES	3135G0N82	08-17-21	600,000.00	597,658.06	575,542.20	916.67	576,458.87
<u>CORPORATE NOTE</u>							
JOHN DEERE CAPITAL CORP	24422ETM1	10-15-18	200,000.00	199,870.00	199,076.80	1,521.67	200,598.47
TOYOTA MOTOR CREDIT CORP	89236TDM4	01-09-19	300,000.00	299,895.00	297,930.90	1,161.67	299,092.57
BERKSHIRE HATHAWAY INC.	084670BL1	08-14-19	500,000.00	502,830.00	498,341.00	1,370.83	499,711.83
AMERICAN HONDA FINANCE GLOBAL NOTES	02665WAH4	08-15-19	500,000.00	502,485.00	497,306.50	1,437.50	498,744.00
TOYOTA MOTOR CORP NOTES	89236TDH5	10-18-19	200,000.00	199,900.00	196,397.40	1,403.61	197,801.01
AMERICAN EXP CREDIT CORP	0258MOEC9	10-30-19	150,000.00	149,821.50	147,409.65	1,069.59	148,479.24
AMERICAN EXP CREDIT CORP	0258MOEC9	10-30-19	350,000.00	350,066.50	343,955.85	2,495.69	346,451.54
PEIZER INC CORP NOTE	717081EB5	12-15-19	330,000.00	329,762.40	325,617.27	1,651.83	327,269.10
CITIGROUP INC	172967LF6	01-10-20	250,000.00	249,900.00	247,676.75	1,378.13	249,054.88
MICROSOFT CORP	594918BV5	02-06-20	250,000.00	249,832.50	247,507.00	706.60	248,213.60
WALT DISNEY CO CORP NOTES	25468DP8	03-04-20	100,000.00	99,974.00	98,589.10	146.25	98,735.35
APPLE INC BONDS	037833CS7	05-11-20	225,000.00	224,770.50	221,378.63	1,575.00	222,953.63
HOME DEPOT INC CORP NOTES	43707BQ4	06-05-20	125,000.00	125,000.00	122,791.88	725.00	123,516.88
MORGAN STANLEY CORP NOTE	6174467P8	07-24-20	500,000.00	558,125.00	525,204.00	5,118.06	530,322.06
CATERPILLAR FINL SERIVE NOTE	1491302A6	09-04-20	185,000.00	184,844.60	180,612.36	256.69	180,869.05
WAL-MART STORES INC CORP NOTE	931142EA7	12-15-20	250,000.00	249,637.50	245,127.25	2,124.31	247,251.56
BRANCH MANKING & TRUST CORP NOTES	05531FAZ6	02-01-21	125,000.00	124,942.50	121,839.50	447.92	122,287.42
IBM CORP CORP NOTES	44932HAG8	02-05-21	250,000.00	249,877.50	248,689.75	1,012.15	249,701.90
NATIONAL RURAL UTIL COOP	63743HER9	03-15-21	100,000.00	99,889.00	99,724.30	281.94	100,006.24
UNILEVER CAPITAL CORP NOTES	904764AZ0	03-22-21	200,000.00	198,978.00	199,506.40	137.50	199,643.90
PEPSICO INC CORP NOTE	71344DX3	04-15-21	165,000.00	164,967.00	160,901.57	1,567.50	162,469.07
BANK OF AMERICA CORP	06051GFW4	04-19-21	100,000.00	100,776.00	98,504.50	1,181.25	99,685.75
GOLDMAN SACHS GROUP CORP	3814GGQ1	07-27-21	450,000.00	496,651.50	476,609.85	4,200.00	480,809.85
BANK OF AMERICA CORP	06051GGS2	10-01-21	160,000.00	160,000.00	156,461.28	1,996.91	158,458.19
JOHN DEERE CAPITAL CORP	24422ETL3	01-06-22	115,000.00	114,492.85	113,276.38	719.55	113,995.93
JPMORGAN CHASE & CO CORP NOTES	46625HJD3	01-24-22	250,000.00	270,455.00	260,099.25	2,093.75	262,193.00
<u>COMMERCIAL PAPER</u>							
CREDIT AGRICOLE CIB NY COMM PAPER	22533UEV1	05-29-18	500,000.00	495,925.00	498,373.50	0.00	498,373.50
BANK OF MONTREAL CHICAGO	06366HF44	06-04-18	550,000.00	543,943.94	547,975.45	0.00	547,975.45
ING (US) FUNDING LLC COMM PAPER	4497W1G2E	07-02-18	500,000.00	494,177.78	497,057.50	0.00	497,057.50
BNP PARIBAS NY BRANCH COMM PAPER	09659CHU5	08-28-18	500,000.00	493,475.00	494,965.00	0.00	494,965.00
BANK OF TOKYO MITSU UFJ LTD COMM PAPER	06538CM40	12-04-18	350,000.00	343,778.75	343,931.00	0.00	343,931.00
<u>CERTIFICATE OF DEPOSIT</u>							
CANADIAN IMPERIAL BANK NY CD	13606A5Z7	11-30-18	500,000.00	499,610.00	498,605.00	2,982.22	501,587.22
SVENSKA HANDELSBANKEN NY LT CD	86958JHB8	01-10-19	500,000.00	500,000.00	497,542.00	2,126.25	499,668.25
BANK OF NOVA SCOTIA HOUSTON	06417GUE6	04-05-19	500,000.00	500,000.00	497,202.00	4,721.94	501,923.94
SUMITOMO MITSUI BANK NY CD	86563YVN0	05-03-19	500,000.00	500,000.00	498,351.50	4,213.89	502,565.39
SWEDBANK (NEW YORK) CERT DEPOS	87019U6D6	11-16-20	500,000.00	500,000.00	491,915.00	4,256.25	496,171.25
<u>ASSET BACKED SECURITY/COLLATERALIZED MORTGAGE OBLIGATION</u>							
CCCIT 2017-A2 A2	17305EGA7	01-17-21	450,000.00	449,913.83	447,440.54	1,609.50	449,050.04
TOYOTA ABS 2017-A A3	89238MADC	02-15-21	125,000.00	124,985.29	123,688.76	96.11	123,784.87
ALLY ABS 2017-1 A3	02007PAC7	06-15-21	115,000.00	114,989.95	113,854.27	86.89	113,941.16
FORD ABS 2017-A A3	34531EAD8	06-25-21	350,000.00	349,998.71	346,218.39	259.78	346,478.17
TOYOTA ABS 2017-B A3	89190BADO	07-15-21	500,000.00	499,961.65	493,714.20	391.11	494,105.31
ALLY ABS 2017-2 A3	02007HAC5	08-15-21	400,000.00	399,952.84	396,113.00	316.44	396,429.44
HAROT 2017-3 A3	43814PAC4	09-18-21	100,000.00	99,989.17	98,512.10	64.64	98,576.74
JOHN DEERE ABS 2017-B A3	47788BAD6	10-15-21	170,000.00	169,987.56	167,425.67	137.51	167,563.18
AMXCA 2017-4 A	02582JHG8	12-15-21	200,000.00	199,967.96	198,054.66	145.84	198,200.50
CITIBANK ABS 2017-A3 A3	170305EGB!	04-07-22	250,000.00	250,667.50	246,201.65	2,320.00	248,521.65
JOHN DEERE OWNER	47788CAC6	04-15-22	80,000.00	79,994.25	79,873.12	195.06	80,068.18
TAOT 2018-A A-3	89238BAD4	05-16-22	125,000.00	124,998.56	124,115.49	130.56	124,246.05
AMXCA 2018-1 A	02582JHQ6	10-17-22	425,000.00	424,950.66	424,302.58	315.21	424,617.79
CCCIT 2018-A1 A1	17305EGK5	01-20-23	250,000.00	249,965.40	247,868.65	1,054.79	248,923.44

**SAN MATEO COUNTY TRANSIT DISTRICT
REPORT OF INVESTMENTS (continued)
FOR QUARTER ENDED MARCH 31, 2018**

TYPE OF SECURITY	CUSIP #	MATURITY/CALL DATE	PAR VALUE	CARRYING AMOUNT	MARKET VALUE	ACCRUED INTEREST	MARKET VALUE + ACCR. INT.
<u>CASH AND CASH EQUIVALENTS</u>							
US TREASURY MM FUND	31846V534		47,440.62	47,440.62	47,440.62	108.18	47,548.80
TOTAL PARATRANSIT PORTFOLIO MANAGED BY PFM			25,634,140.94	25,710,050.36	25,310,994.94	97,087.44	25,408,082.38
TOTAL DISTRICT PORTFOLIO MANAGED BY PFM			116,287,342.30	116,552,575.06	114,789,754.47	432,777.83	115,222,532.30
<u>FUNDS NON MANAGED BY PFM</u>							
CASH AND CASH EQUIVALENTS							
US TREASURY MM	31846V534		8,166,632.13	8,166,632.13	8,172,689.15	7,666.40	8,180,355.55
TOTAL INVESTMENT FUNDS PORTFOLIO NON MANAGED BY PFM			8,166,632.13	8,166,632.13	8,172,689.15	7,666.40	8,180,355.55
<u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF:</u>							
BANK OF AMERICA CHECKING			71,617,231.25	71,617,231.25	71,617,231.25		71,617,231.25
LAIF			4,156,407.09	4,156,407.09	4,156,407.09		4,156,407.09
WELLS FARGO			-	-	-		-
TOTAL FUNDS MANAGED BY DISTRICT STAFF			75,773,638.34	75,773,638.34	75,773,638.34		75,773,638.34
<u>TRUST FUNDS MANAGED BY THIRD PARTY TRUSTEE:</u>							
First American Govt Obligation C/D			13,119,179.26	13,119,179.26	13,119,179.26		13,119,179.26
Chesham Finance Ltd.							
TOTAL AS OF MARCH 31, 2018			213,346,792.03	213,612,024.79	211,855,261.22		212,295,705.45

EXHIBIT 2

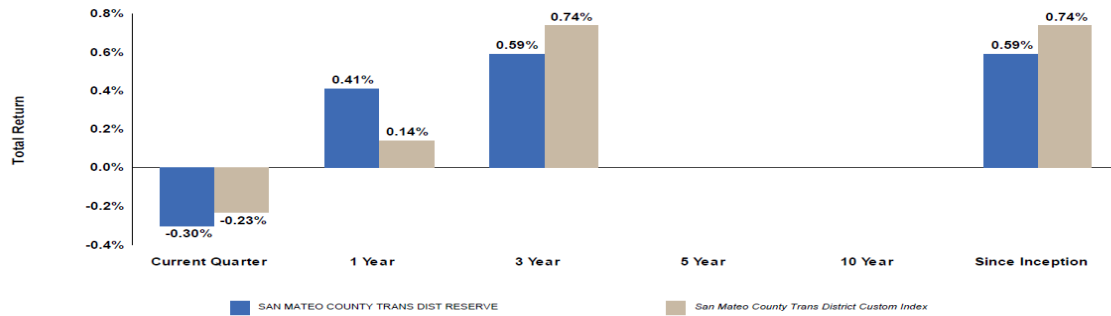
SAN MATEO COUNTY TRANSIT DISTRICT - RESERVE

For the Quarter Ended March 31, 2018

Portfolio Performance

Portfolio Performance (Total Return)

Portfolio/Benchmark	Effective Duration	Current Quarter	1 Year	Annualized Return			Since Inception (03/31/15) *
				3 Year	5 Year	10 Year	
SAN MATEO COUNTY TRANS DIST RESERVE	2.00	-0.30%	0.41%	0.59%	-	-	0.59%
San Mateo County Trans District Custom Index	2.11	-0.23%	0.14%	0.74%	-	-	0.74%
Difference		-0.07%	0.27%	-0.15%	-	-	-0.15%



Portfolio performance is gross of fees unless otherwise indicated. *Since Inception performance is not shown for periods less than one year.

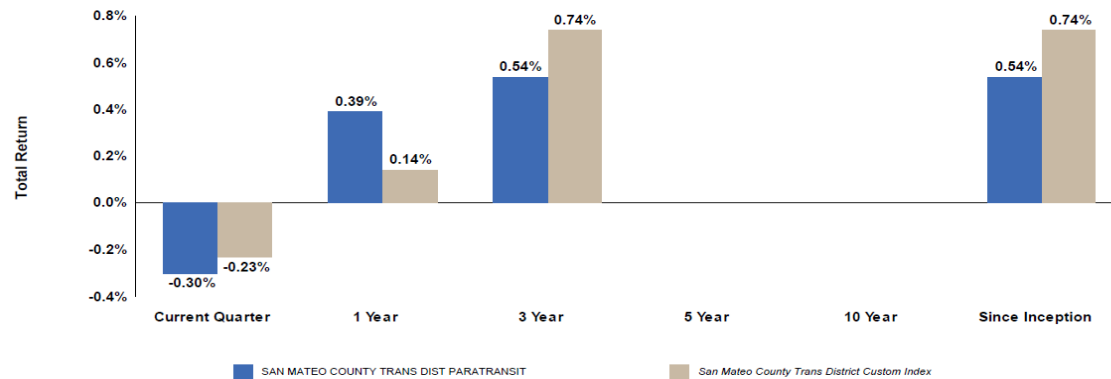
SAN MATEO COUNTY TRANSIT DISTRICT - PARATRANSIT

For the Quarter Ended March 31, 2018

Portfolio Performance

Portfolio Performance (Total Return)

Portfolio/Benchmark	Effective Duration	Current Quarter	1 Year	Annualized Return			Since Inception (03/31/15) *
				3 Year	5 Year	10 Year	
SAN MATEO COUNTY TRANS DIST PARATRANSIT	1.97	-0.30%	0.39%	0.54%	-	-	0.54%
San Mateo County Trans District Custom Index	2.11	-0.23%	0.14%	0.74%	-	-	0.74%
Difference		-0.07%	0.25%	-0.20%	-	-	-0.20%



Portfolio performance is gross of fees unless otherwise indicated. *Since Inception performance is not shown for periods less than one year.

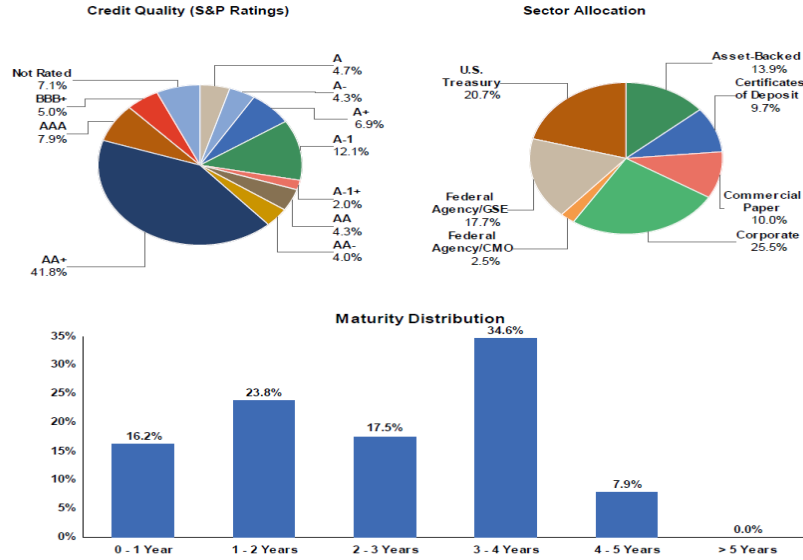
EXHIBIT 3

SAN MATEO COUNTY TRANSIT DISTRICT - RESERVE

For the Quarter Ended March 31, 2018

Portfolio Snapshot

Portfolio Statistics	
As of March 31, 2018	
Par Value:	\$90,141,724
Total Market Value:	\$89,820,601
Security Market Value:	\$88,967,282
Accrued Interest:	\$341,842
Cash:	\$511,478
Amortized Cost:	\$90,254,973
Yield at Market:	2.48%
Yield at Cost:	1.82%
Effective Duration:	2.00 Years
Duration to Worst:	2.05 Years
Average Maturity:	2.37 Years
Average Credit: *	AA



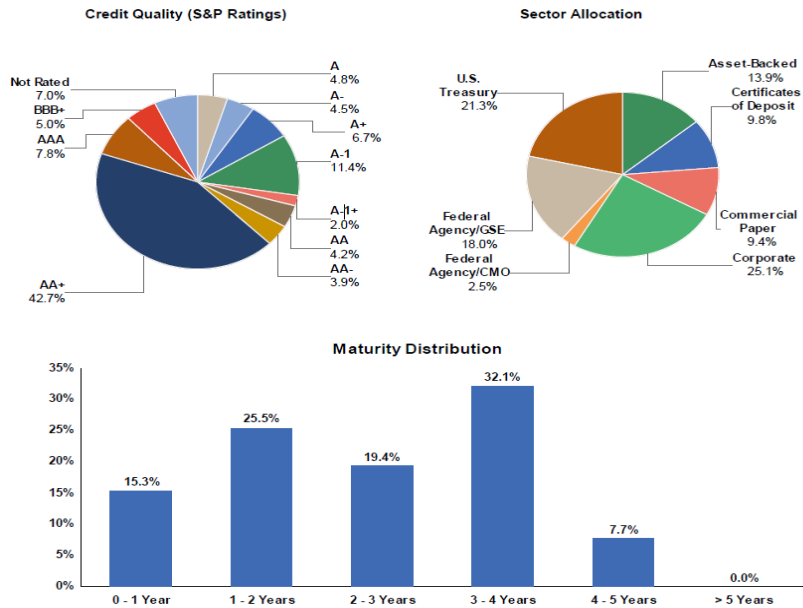
*An average of each security's credit rating assigned a numeric value and adjusted for its relative weighting in the portfolio.

SAN MATEO COUNTY TRANSIT DISTRICT - PARATRANSIT

For the Quarter Ended March 31, 2018

Portfolio Snapshot

Portfolio Statistics	
As of March 31, 2018	
Par Value:	\$25,586,700
Total Market Value:	\$25,407,921
Security Market Value:	\$25,263,554
Accrued Interest:	\$96,926
Cash:	\$47,441
Amortized Cost:	\$25,633,344
Yield at Market:	2.46%
Yield at Cost:	1.79%
Effective Duration:	1.97 Years
Duration to Worst:	2.03 Years
Average Maturity:	2.34 Years
Average Credit: *	AA



*An average of each security's credit rating assigned a numeric value and adjusted for its relative weighting in the portfolio.

Exhibit 4

SAN MATEO COUNTY TRANSIT DISTRICT - RESERVE

For the Quarter Ended March 31, 2018

Portfolio Review

Sector Allocation and Compliance

- The Reserve portfolio is in compliance with the District's Investment Policy and the California Government Code.

Security Type	Market Value as of March 31, 2018	% of Portfolio	Permitted by Policy	In Compliance
U.S. Treasury	\$18,391,695	20.6%	100%	✓
Federal Agency/GSE	\$15,719,978	17.6%	100%	✓
Federal Agency/CMO	\$2,234,371	2.5%	20%	✓
Corporate Notes	\$22,659,549	25.3%	30%	✓
Negotiable CDs	\$8,642,005	9.7%	10%	✓
Asset-Backed Securities	\$12,389,721	13.8%	30%	✓
Commercial Paper	\$8,929,962	10.0%	15%	✓
Securities Sub-Total	\$88,967,282	99.4%		
Accrued Interest	\$341,842			
Securities Total	\$89,309,124			
Money Market Fund	\$511,478	0.6%	10%	✓
Total Investments	\$89,820,601	100.0%		

As of 3/31/18. Detail may not add to total due to rounding.

SAN MATEO COUNTY TRANSIT DISTRICT - PARATRANSIT

For the Quarter Ended March 31, 2018

Portfolio Review

Sector Allocation and Compliance

- The Paratransit portfolio is in compliance with the District's Investment Policy and the California Government Code.

Security Type	Market Value as of March 31, 2018	% of Portfolio	Permitted by Policy	In Compliance
U.S. Treasury	\$5,385,924	21.3%	100%	✓
Federal Agency/GSE	\$4,555,515	18.0%	100%	✓
Federal Agency/CMO	\$618,280	2.4%	20%	✓
Corporate Notes	\$6,330,535	25.0%	30%	✓
Negotiable CDs	\$2,483,616	9.8%	10%	✓
Asset-Backed Securities	\$3,507,383	13.9%	30%	✓
Commercial Paper	\$2,382,302	9.4%	15%	✓
Securities Sub-Total	\$25,263,554	99.8%		
Accrued Interest	\$96,926			
Securities Total	\$25,360,480			
Money Market Fund	\$47,441	0.2%	10%	✓
Total Investments	\$25,407,921	100.0%		

As of 3/31/18. Detail may not add to total due to rounding.

The logo for samTrans, featuring the text "samTrans" in a bold, black, sans-serif font. Below the text are two horizontal bars: a red one on top and a blue one on the bottom. The entire logo is enclosed in a white rectangular box with a thin black border.

samTrans

San Mateo County Transit District

Investment Performance Review
For the Quarter Ended March 31, 2018

April 2018

Compliance and Allocation



Security Type	Reserve Portfolio	Paratransit Portfolio	Total Funds*	% of Portfolio	Permitted by Policy	Average Credit Rating
U.S. Treasury	\$18,391,695	\$5,385,924	\$23,777,619	20.8%	100%	AA+
Federal Agency/GSE	\$15,719,978	\$4,555,515	\$20,275,493	17.7%	100%	AA+
Federal Agency/CMO	\$2,234,371	\$618,280	\$2,852,651	2.5%	20%	AA+
Corporate Notes	\$22,659,549	\$6,330,535	\$28,990,085	25.4%	30%	A+
Negotiable CDs	\$8,642,005	\$2,483,616	\$11,125,620	9.7%	10%	A
Asset-Backed Securities	\$12,389,721	\$3,507,383	\$15,897,104	13.9%	30%	A+
Commercial Paper	\$8,929,962	\$2,382,302	\$11,312,264	9.9%	15%	A-1
Money Market Fund	\$511,478	\$47,441	\$558,918	0.5%	10%	AAAm
Total Investments*	\$88,967,282	\$25,263,554	\$114,230,836	100.0%		

As of March 31, 2018.

*Total market values exclude accrued interest.

Increased Yield and Earnings



- Year-over-year, the portfolio yield has increased from 1.43% to 1.82%.

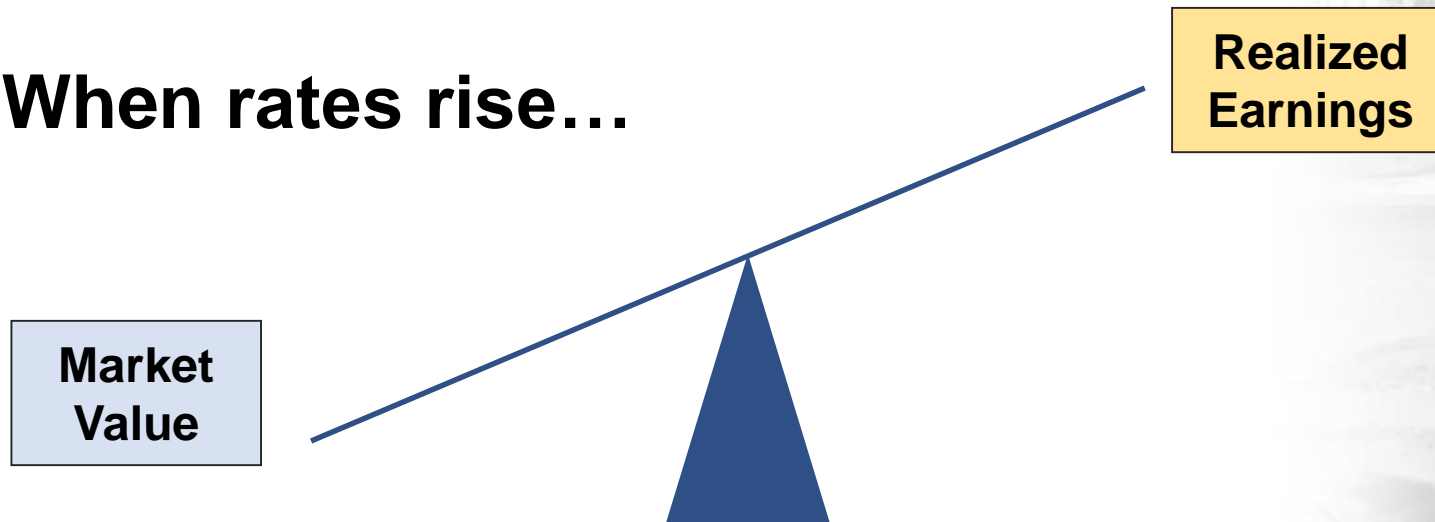
	Yield-at-Cost 2018	Yield-at-Cost 2017	Difference
Reserve Portfolio	1.82%	1.43%	0.39%
Paratransit Portfolio	1.79%	1.39%	0.40%

- **Generating quarterly earnings of \$312,124**
 - Reserve Portfolio Earnings = \$289,408
 - Paratransit Portfolio Earnings = \$82,716

- **Market volatility rose amid increased inflationary risks.**
 - Tax Cuts
 - Government spending
 - Pro-growth deregulation
 - Potential trade wars
 - Low unemployment levels
- **Fed likely to continue to raise rates.**
- **Yield curve remains flat.**

Impact of Rising Rates

- When rates rise...



	<u>Duration</u>	<u>Total Return As of March 31, 2018</u>		
	(Years)	1Q18	1 Yr	Since Inception ¹
Reserve Portfolio	2.00	-0.30%	0.41%	0.59%
Paratransit Portfolio	1.97	-0.30%	0.39%	0.54%
Performance Benchmark²	2.11	-0.23%	0.14%	0.74%

1. Since March 31, 2015.

2. Composed of the 0-5 Year U.S. Treasury Index since 6/30/2016. Before 6/30/2016, composed of 40% 1-3 Year U.S. Treasury Index, 10% 1-3 Year High Grade Corporate Index, 40% 3-5 Year U.S. Treasury Index, and 10% 3-5 Year High Grade Corporate Index.

Portfolio Recap

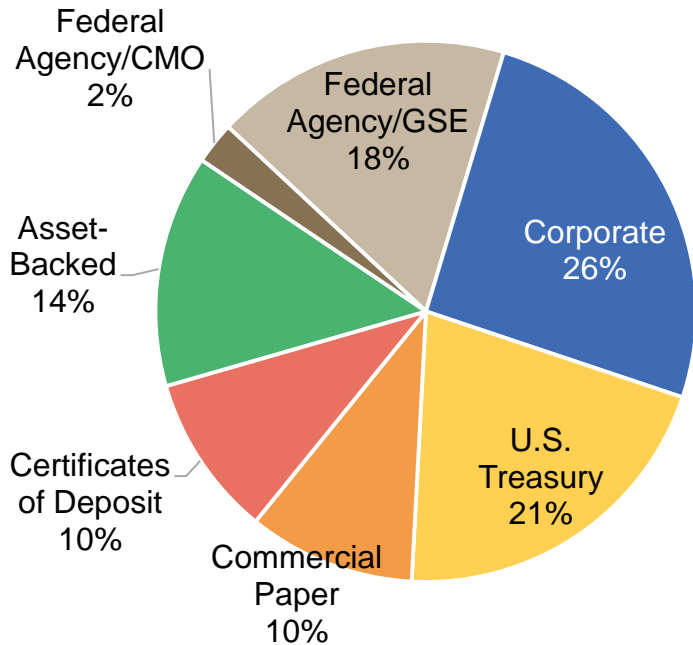
samTrans

- **We managed the portfolio with a shorter duration posture to minimize risk.**
- **We maintained portfolio diversification.**

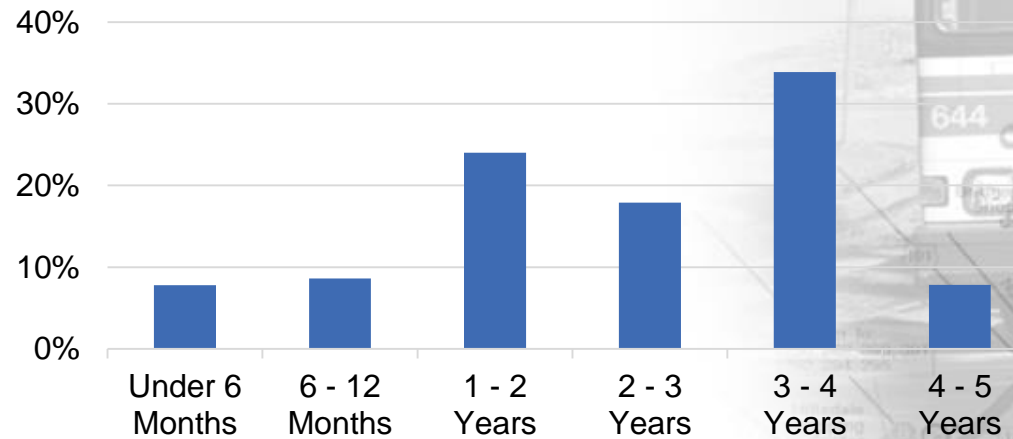
Portfolio Characteristics



Sector Allocation
March 31, 2018



Maturity Distribution
March 31, 2018



*Totals may not add due to rounding.

Outlook and Strategy

samTrans

- **Interest rate hikes are likely to continue.**
- **Flat yield curve emphasizes importance of maturity and relative value selection.**
- **Sector allocation requires broad diversification.**
 - **Continue to emphasize use of credit instruments**

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **CONTRACTS ISSUED BETWEEN \$100,000 AND \$150,000 QUARTERLY
REPORT**

ACTION

Staff requests that the Board of Directors (Board) receive and file the Contracts Issued Between \$100,000 and \$150,000 Quarterly Report (attached).

SIGNIFICANCE

The report provides a quarterly update on contracts issued by the San Mateo County Transit District (District) in an amount greater than \$100,000 and up to \$150,000 pursuant to authority delegated by the Board to the General Manager/CEO or his designee. This delegation of authority applies to agreements, purchase orders, contract amendments, change orders and other contracts executed as exceptions to the competitive process. From January 1 to March 31, 2018, one contract in an amount between \$100,000 and \$150,000 was approved.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

On March 1, 2017, per Resolution No. 2017-14, the District updated its Procurement Policy to reflect changes in State law enacted through Assembly Bill 2030. One of the revisions provides the District with the authority to utilize an informal procurement method obtaining, when practical, a minimum of three quotations, for the purchase of equipment, supplies or materials when the expenditure is between \$5,000 and \$150,000. The previous threshold was limited to expenditures between \$2,500 and \$100,000.

As a result of this change, the Board requested that staff prepare a report on a quarterly basis, to show what procurement contracts have been executed between the previous threshold of \$100,000 and the new threshold of \$150,000.

Prepared By: Julie Taylor, Director, Contracts and
Procurement

650-622-7860

SAMTRANS
Contracts Issued between \$100K and \$150K
January 1 to March 31, 2018

Type	Project Manager	Contract Number	Solicitation Title	Vendor Name	Contract Term	Award Date	Award Amount
1 RFQ/GSA	Carl Cubba	SAM 17366	PeopleSoft Solutions Architect	Triune Infomatics Inc	6 Months	1/18/18	\$120,000

FY2018 District POs for Sole Source and Recurring IT Procurements >\$150K

SAMTRANS

The purchases listed below are for technology related products and services to Vendors under cooperative purchasing programs

Resolution #2017-57
Total Board Approved Authority
\$1,500,000.00

July 1 - September 30, 2017

1st Quarter

PO Date	PO#	Vendor	PO Description	PO Amount	Remaining Authority
				\$0.00	
			SubTotal	\$0.00	\$1,500,000.00

October 1 - December 31, 2017

2nd Quarter

PO Date	PO#	Vendor	PO Description	PO Amount	Remaining Authority
			SubTotal	\$0.00	\$1,500,000.00

January 1 - March 31, 2018

3rd Quarter

PO Date	PO#	Vendor	PO Description	PO Amount	Remaining Authority
			SubTotal	\$0.00	\$1,500,000.00

April 1 - June 30, 2018

4th Quarter

PO Date	PO#	Vendor	PO Description	PO Amount	Remaining Authority
			SubTotal	\$0.00	\$1,500,000.00
			TOTAL PO AMT TO DATE	\$0.00	\$1,500,000.00

FY2018 District POs for Sole Source and Recurring IT Procurements >\$150K

SAMTRANS

The purchases listed below are for Information Technology Licenses, License Renewal fees, Maintenance Service, and Professional Services

Resolution #2017-56

**Total Board Approved Authority
\$2,750,000.00**

July 1 - September 30, 2017

1st Quarter

PO Date	PO#	Vendor	PO Description	PO Amount	Remaining Authority
8/7/2017	16980	CDWG	Hardware, Software License	\$236,404.92	
8/9/2017	16886	Oracle	Oracle PeopleSoft Support FY18	\$289,131.22	
8/10/2017	16992	CDWG	Software and Software Support	\$181,934.00	
			SubTotal	\$707,470.14	\$2,042,529.86

October 1 - December 31, 2017

2nd Quarter

PO Date	PO#	Vendor	PO Description	PO Amount	Remaining Authority
			SubTotal	\$0.00	\$2,042,529.86

January 1 - March 31, 2018

3rd Quarter

PO Date	PO#	Vendor	PO Description	PO Amount	Remaining Authority
			SubTotal	\$0.00	\$2,042,529.86

April 1 - June 30, 2018

4th Quarter

PO Date	PO#	Vendor	PO Description	PO Amount	Remaining Authority
			SubTotal	\$0.00	\$2,042,529.86
			TOTAL PO AMT TO DATE	\$707,470.14	\$2,042,529.86



MEMORANDUM

BOARD OF DIRECTORS 2018

CHARLES STONE, CHAIR
CAROLE GROOM, VICE CHAIR
JEFF GEE
ROSE GUILBAULT
ZOE KERSTEEN-TUCKER
KARYL MATSUMOTO
DAVE PINE
JOSH POWELL
PETER RATTO

JIM HARTNETT
GENERAL MANAGER/CEO

ITEM #6
May 2, 2018

Date: April 25, 2018
To: SamTrans Board of Directors
From: Jim Hartnett, General Manager/CEO
Subject: General Manager/CEO Report

March 2018 Summary

The Training Department Educational Campaign focused on Bus Operator awareness in critical areas such as passenger loading, and unloading zones and using safety techniques in identifying pedestrian hazards thus mitigating pedestrian/bus contact.

Human Capital Investment

Table with 3 columns: Activity, Mar 2018, YTD FY2018. Rows include New Bus Operator Trainees, Part to Full-time Bus Operator, DMV mandated training, Bus Operator retraining, Maintenance training, Professional Development, and Total Hours.

- Twelve new full-time Bus Operators will be graduating April 27.

Fixed-route Bus Service/Ridership

Table with 3 columns: Activity, Mar 2018, YTD FY2018. Rows include Trips that did not operate, On-time Performance (Directly operated, Contracted bus, Coastside, Combined), Complaints per million trips, and Ridership (AWR, Total Trips).

- There was a total of 30 DNOs during March. Dispatchers have been instructed to protect school

service. Labor shortages, specifically Bus Operators in our contracted services were the root cause for the increased DNOs the past few months. The contractor made adjustments to aggressively recruit bus operators and considerable improvements were experienced in March, with the contractor DNO dropping from 103 in February to 19 in March.

James V. Castagno Memorial Bus Roadeo

- The winners of the Roadeo held on Sunday April 8, 2018 were:
 - Bus Operator Ariel Hale will be representing the bus operators of SamTrans in Tampa Florida.
 - Maintenance Team are Mechanics Gursimran (Sim) Bedi, Anthony Singh, and Juan (Johnny) Villanueva.
- The Bus Operator and the Maintenance Team will be representing SamTrans at the APTA bus roadeo championship in Tampa Florida the week of May 7.
- SamTrans Board members Charles Stone, Zoe Kersteen-Tucker and Peter Ratto drove a 40-foot bus through the course. Board member Jeff Gee was also there to support the event and fellow Board members. Also, showing their skills behind the wheel were Carter Mau, Deputy GM/CEO, and David Olmeda, COO, Bus. Former SamTrans Chief of Staff Mark Simon was the master of ceremonies for the Roadeo. SamTrans' Transportation, Training, Bus Maintenance, Facilities, and Communications Departments with the enthusiastic help of many volunteers made the Roadeo a wonderful event for SamTrans employees' family and friends.

Bus Transportation:

- SamTrans operations planning team is progressing with the implementation of the ECR Rapid service, including finalizing signage for patrons to recognize the Rapid service. There will be branded signs at each Rapid Bus Stop and signs on the buses for easy recognition. The new service will be implemented with Runbook 126 in June, coinciding with summer travel.
- Staff is developing a new route to provide service between the Millbrae Intermodal Station and the SFO International Airport. The route will serve customers on the west side of the Millbrae BART/Caltrain Station and drive along the 101 freeway to the four terminals inside of SFO. There will be dedicated buses for the new airport service, which will have a new bus-wrap design and a luggage rack. This new service will also be implemented with Runbook 126 in June.

Paratransit Service/Ridership

	<u>Mar 2018</u>	<u>YTD FY2018</u>
• On-time Performance, goal is 90.0%		
➢ Redi-Wheels	90.7%	89.9%
➢ RediCoast	97.0%	97.2%
• Ridership		
➢ AWR	1,170	1,210
➢ Total Trips	29,450	265,850

In March 2018 there were 8,413 registrants. The number of registered Paratransit customers has been steady this fiscal year, ranging from 8,400 to 8,500. Despite the contracted labor challenges paratransit services (Redi-Wheels and RediCoast) remains at "zero denials" with assistance from a subcontracted Taxi company.

Maintenance Department

The Maintenance goal for average Miles Between Service Calls (MBSC) is **25,000** miles.

	<u>Mar 2018</u>			<u>YTD FY2018</u>		
	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>
Motor Bus	514,177	19	27,062	4,387,192	166	26,429
Paratransit	136,923	5	27,385	1,202,069	29	41,451

SamTrans Social Media

	<u>Mar 2018</u>	<u>YTD FY2018</u>
Monthly Impressions:	114k	4.4 million (Facebook, Twitter, Instagram, LinkedIn)
Monthly Interactions:	4,946	54,897
Monthly New Followers:	88	943

- In March, SamTrans promoted youth events with local high schools, the 101st Airborne Homecoming, and our youth STEAM/Art Takes a Bus Ride outreach event.
- Routine messages included job openings, service alerts, Instagram of the week, Throwback Thursday, and Transit Driver Appreciation Day.
- Press releases included the following; "10 Electric Buses", and International Women's Day celebrating women of SamTrans.

ITEM # 6b

MAY 2, 2018

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: SamTrans Board

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Carter Mau
Deputy General Manager

SUBJECT: **DEDICATED LAW ENFORCEMENT SERVICES**

ACTION

This report is for information only.

SIGNIFICANCE

Since 2002, the San Mateo County Sheriff's Office Transit Police Bureau has provided contracted law enforcement services to the Board in support of our bus and rail operations. This interagency agreement has resulted in a true partnership between the Board and the Sheriff's Office. The agreement allows for consistent, highly trained and dedicated law enforcement staff to meet the unique requirements of SamTrans.

The Transit Police Bureau's responsibilities are different and unique as compared to a policing municipality. Transit Police handles all major rail investigations to ensure timely restoration of transit services to the public. These investigations include suicides, trespassers, vandalism, and theft of property. The agreement provides SamTrans with access to Homeland Security, the Office of Emergency Services, the Bomb Squad, SWAT, explosive detecting K-9 units, crime scene investigation, criminal forensics, coroner's services, and support personnel as needed.

A short video presentation captures the essence of the role and responsibilities of the San Mateo County Sheriff's Office Transit Police Bureau and the areas of expertise that resides within the Bureau.

BUDGET IMPACT

There is no budget impact associated with this item.

BACKGROUND

The Transit Police Bureau has developed specific tactics and enforcement methods to be effective in the transit environment. These methods support a philosophy and methodology that enhances transit policing distilled from over 15 years of experience. The four main tenets of the approach to policing for the Agencies include Staffing with Specialized Expertise, Visibility for Engagement and Enforcement, Specialized Training, and Community Outreach. Following these 4 Tenets has resulted in building a unique and elite team of officers with expertise in bomb disposal, SWAT teams, Crisis Negotiation, K-9 teams with certification in explosives detection, and special event policing.

For the year ending December 2017, Transit Police Bureau provided 3,280 passing checks of stations and facilities; 597 dispersals; 4084 parking citations; 863 citations for dangerous conduct at grade crossings, 558 traffic citations; 63 citations for trespassing; 28 felony arrests; 154 misdemeanor arrests along with numerous educational visits and presentation on safety and security to community groups.

Prepared By:

William Grizard

650-622-7856



BOARD OF DIRECTORS 2018

CHARLES STONE, CHAIR
CAROLE GROOM, VICE CHAIR
JEFF GEE
ROSE GUILBAULT
ZOE KERSTEEN-TUCKER
KARYL MATSUMOTO
DAVE PINE
JOSH POWELL
PETER RATTO

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, May 2, 2018 – 2:30 p.m.
(or following Board meeting)

1. Call to Order

ACTION

2. Proclamation Declaring May as "Older Americans Month"
3. Approval of Minutes of Community Relations Committee Meeting of April 4, 2018

INFORMATIONAL

4. Accessibility Update – Tina Dubost
5. Paratransit Coordinating Council Update – Mike Levinson
6. Citizens Advisory Committee Liaison Report
7. Multimodal Ridership Report – April 2018
8. Adjourn

Committee Members: Peter Ratto, Carole Groom, 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 COMMUNITY RELATIONS COMMITTEE (CRC) MEETING
COMMITTEE OF THE WHOLE
APRIL 4, 2018**

Committee Members Present: P. Ratto (Committee Chair), R. Guilbault

Committee Members Absent: C. Groom

Other Board Members Present: Constituting Committee of the Whole: J. Gee, C. Stone, K. Matsumoto, J. Powell

Staff Present: J. Hartnett, C. Mau, J. Cassman, A. Chan, T. Dubost, R. Lobo, S. Murphy, D. Olmeda, S. Van Hoften, C. Gumpal, C. Boland

1. Committee Chair Peter Ratto called the meeting to order at 2:39 p.m.

2. Proclamation Honoring Dale Edwards

Public Comment:

Barbara Kalt, Paratransit Coordinating Council/Peninsula Volunteers, commended Dale Edwards for his hard work as a paratransit advocate in the community.

Chair Ratto commended Mr. Edwards for his 22 years of service.

Motion/Second: Gee/Stone

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

Absent: Groom, Kersteen-Tucker, Pine

3. Approval of Minutes of March 7, 2018

Motion/Second: Kersteen-Tucker/Powell

Ayes: Gee, Guilbault, Kersteen-Tucker, Pine, Ratto, Stone, Matsumoto, Powell

Absent: Groom

4. Accessibility Update

Accessible Transit Services Manager Tina Dubost provided a brief report on paratransit activities.

5. Paratransit Coordinating Council Update

Paratransit Coordinating Council Chair Mike Levinson announced that the paratransit appreciation event would be held the following week and emergency preparedness would be on April 24; he discussed the work plan that was recently approved.

6. Paratransit Survey Key Findings

Market Research Analyst Julian Jest presented key findings of a recently conducted paratransit customer survey that included driver timeliness, access to smartphones, and Internet capability. Mr. Jest reviewed peer agency information in the Bay Area. Ms. Dubost reviewed the next steps and follow-through.

7. Citizens Advisory Committee Liaison Report

Chair Ratto referred to a written report from the Citizens Advisory Committee (CAC) in the reading file.

8. Multimodal Ridership Report – February 2018

Chief Operating Officer David Olmeda provided the statistics for February 2018.

Director Matsumoto proposed contracting out some underutilized routes versus discontinuing them. Director Gee concurred that the routes should be reviewed. Chair Stone echoed the comments but cautioned that there must be public mobility and public equity with the routes.

9. Adjourn

The meeting was adjourned at 3:20 pm.

**SAN MATEO COUNTY TRANSIT DISTRICT
Staff Report**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
COO, Bus

SUBJECT: **DESIGNATION OF MAY AS "OLDER AMERICANS MONTH"**

ACTION

Staff proposes that the Committee recommend the Board adopt the proclamation designating May as "Older Americans Month".

SIGNIFICANCE

The proclamation for "Older Americans Month" is a reaffirmation of the SamTrans commitment to provide quality transit service to senior citizens in San Mateo County. It also is an opportunity to focus special attention on the daily challenges faced by senior citizens throughout the SamTrans service area; to reflect on measures that are being extended to assist them; and to increase public awareness of new opportunities that meet their needs.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Over the past year, the District has:

- Maintained zero "trip denials" on Redi-Wheels despite a record –breaking increase in trip demand
- Enhanced accessibility of bus stops for the convenience of seniors
- Engaged the community in Senior Mobility Action Plan projects and Senior Ambassadors
- Trained seniors to use fixed-route services
- Participated in AARP and CHP-Volunteer senior driver safety training classes to promote transit use
- Performed multiple bus demonstrations to familiarize seniors with public transportation

Prepared by: John Sanderson, Accessibility Coordinator 650-508-6475
Project Manager: Tina Dubost, Manager, Accessible Services 650-508-6247

Proclamation

IN HONOR OF OLDER AMERICANS MONTH

WHEREAS, transportation enables individuals to access needed social and recreational resources, as well as medical and social services; and

WHEREAS, SamTrans supports the need for and provision of transportation to seniors through its fixed-route system and Redi-Wheels and RediCoast, specialized paratransit services for those with mobility impairments; and

WHEREAS, it is recognized that access to services and activities enables individuals to preserve their dignity and maximize their independence; and

WHEREAS, SamTrans is committed to providing comprehensive and quality transportation and paratransit services; and

WHEREAS, May has been officially designated as Older Americans Month throughout the United States of America.

NOW, THEREFORE BE IT RESOLVED, that the Board of Directors and staff of the San Mateo County Transit District salute the seniors in San Mateo County, support their personal independence and dignity in the provision of service, and do hereby proclaim the month of May as *OLDER AMERICANS MONTH*.

Regularly passed and adopted this 3rd day of May, 2018



Chair, San Mateo County Transit District

**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 PCC and the PAL (PCC AL-Com) meet monthly (except for August).

The minutes of the March 13, 2018 PCC and PAL meetings are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No Additional Information.

Prepared By: John Sanderson, Accessibility Coordinator 650-508-6475
Project Manager: Tina Dubost, Manager, Accessible Transit Services 650-508-6247

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

MEETING MINUTES

March 13, 2018

ATTENDANCE: Members Present: Mike Levinson, Chair; Dinae Cruise, Vice-Chair; Sammi (Wilhelmina) Riley, Consumer; Nancy Keegan; Sutter Health Senior Focus; Tina Dubost, SamTrans; Sandra Lang, COA; Benjamin McMullan, Center for Independence of Individuals with Disabilities; Alex Madrid, Center for Independence of Individuals with Disabilities; Carmen Santoni, Catholic Charities; Valerie Campos, Vista Center for the Blind and Visually Impaired; Aki Eejima; Consumer;

GUESTS: Richard Weiner, Nelson-Nygaard; Lorna Rodriguez-Wong, PCC Staff; Mark Weinstein, First Transit; Henry Silvas; SamTrans; John Sanderson, SamTrans; Talib Salamin, Serra Yellow Cab; Giovanni Guadagnini, Jr, Guest

ABSENTEES: Susan Capeloto, Department of Rehabilitation; Marie Violet, Dignity Health; Barbara Kalt, Rosener House; Monica Colondres, Community Resident (Member Attendance 11, Quorum-Yes)

WELCOME/INTRODUCTION:

Mike called the meeting to order at 1:35 p.m. and welcomed all to the PCC Meeting.

APPROVAL OF THE FEBRUARY MINUTES:

Dinae Cruise motioned to approve the December meeting minutes and Alex Madrid seconded the motion. The minutes were approved without changes.

COMMITTEE REPORTS

A. POLICY ADVOCACY- LEGISLATIVE COMMITTEE (PAL)

SAMTRANS FINAL TELEPHONE SURVEY REPORT

Tina Dubost introduced Julian Jest, a Market Research Analyst from SamTrans. Julian reviewed the key findings from the October 2017 telephone survey with PowerPoint presentation.

The purpose of the survey was to:

1. Obtain the ridership characteristics of the Redi-Wheels and RediCoast customers (e.g. demographics and trip purpose)
2. Assess key customer satisfaction components
3. Collect information: whether they ride fixed-route, how they like to obtain information, cell and internet usage
4. Ask about recent trip experience as well as overall experiences.

SamTrans received 500 completed survey responses, out of about 4,000 sample riders. The presentation compared the 2017 survey results to the 2015 survey data. The demographics showed that the majority of the riders' household income was less than \$25,000.

Compared to San Mateo County adults, paratransit customers are more likely to be female, and less likely to be white.

The most common purpose of the trips was medical appointments (47%), and errands (11%) coming in second.

The majority of the ridership surveyed used Redi-Wheels and/or RediCoast at least once a week.

Redi-Wheels and RediCoast received an overall satisfaction rating (4 or 5, on a scale of 1-5) of 84%

There was a slight increase (to 75%) of the riders surveyed who had cell phones, and an increase to 48% who used text service.

Of the riders surveyed, only 46% had convenient access to internet.

There was an increased interest in receiving paratransit service information online

There was also an increased interest in purchasing paratransit fares online.

The Report is available at www.samtrans.com/surveys

Julian said SamTrans plans to conduct a paratransit rider survey approximately every 3 years.

Tina followed-up on the next steps following the telephone survey results. SamTrans will review the SamTrans website and freshen up the information. They will improve the message regarding the 20 minute pick-up window. Separately, SamTrans is also developing some mobility initiatives and a Taxi Voucher Pilot program.

Alex asked about how many people use Redi-Wheel per month. Tina said approximately 2,300 riders use Redi-Wheels a month.

FORM A SUBCOMMITTEE TO FINALIZE THE NAME AND FUNCTION CHANGE FOR PAL BYLAWS:

Mike explained that the PCC is required to review and update the PCC bylaws as necessary. Sandra, Mike, Ben and Alex are part of the ad hoc group reviewing the bylaws. They will bring their recommendations to the PAL meeting. Mike discussed what determines a quorum at a PAL meeting if a vote is required. Ben suggested that since the regular PAL attendees are relatively consistent that might constitute a quorum. Tina suggested that the ad hoc members further discuss this issue and determine how members should vote on PAL issues.

REVIEW THE CONSUMER CORPS CHECKLIST:

The master survey will be updated and sent to the PCC members for final review. Below are the suggested changes:

1. Trip date: _____ (this is being moved up)
- 2A. What time did you call to reserve a trip? _____ (AM or PM)
- 2B. How long did you wait before you spoke to a reservationist? ____ # of minutes
- 7A. Did you receive a complete and accurate Night-Before call for this trip?
__ YES __ NO
- 7B. Did you receive a complete and accurate Same Day Reminder call on the day of your trip? __ YES __ NO

Question 8 (regarding trip length) will be deleted.

LOCAL ADVOCACY ISSUES—OPEN DISCUSSION:

The next Stakeholders Advisory Group meeting will be held on Wednesday, March 14, 2018, 10am-12pm. Mike and Sandra will attend.

B. GRANT/BUDGET REVIEW

Barbara Kalt is on vacation. No report.
Tina did not have any further updates to report.

C. EDUCATION COMMITTEE

Sammi said that the Education Committee had a conference call to discuss the two outreach items and the wording required to place the order. The committee also considered other areas such as the handouts or website that need to be changed to create more visibility for consumers to become involved. The next meeting will be Friday, April 6th at 1:00pm via conference call. Anyone may join in this committee or any other committee.

D. EXECUTIVE COMMITTEE

Mike reported on the Executive Committee meeting scheduled on March 12th to discuss the Driver Appreciation party and a replacement on the Committee for Dale Edwards who has resigned. The position was offered to Nancy Keegan who accepted.

The Driver Appreciation party is scheduled to begin on Tuesday, April 10th around 5:30-6:00pm, when the drivers should arrive, and continue until 7:30 pm.
Please note the following time changes: PAL meeting will meet 1:30-2:30pm. PCC meeting will meet 3:00pm-4:30pm. Set-up will begin on the 4th floor around 5pm. Donations for the raffles are being accepted until April 5th.

Committee members continued the discussion of the draft PCC Work Plan from the October 2017 Retreat.

Changes for the Work Plan v6 were reviewed as follows:

Update page 12 PAL: (form an ad hoc committee)

Update page 15: Appreciation party for all First Transit paratransit staff (delete" and Coastside")

The PCC voted to accept the Work Plan with the changes.

Since the PCC Retreat was postponed from June to October 2017, and assuming that the Regional Conference will not be scheduled within the same calendar year, the next review of the Work Plan will be June 2019.

SAMTRANS/REDI-WHEELS REPORT:

A. Operational Report

Tina provided an update on the *Get Us Moving* project:

She explained that SamTrans has a structural deficit and Caltrain has no dedicated source of funding. There are general maintenance and traffic congestion problems especially over freeway interchanges. SamTrans is wrapping up the first phase of the *Get Us Moving* effort. The survey produced over 14,000 responses, hosted 4 town halls, and presented to every city council (except for one that required rescheduling), and

multiple civic and business groups. They are also getting feedback from the SAG and TAG advisory groups. There will be additional outreach programs in Phase 2. This will also include a draft expenditure plan with the guidance of the SAG and TAG group. The goal is to take a draft expenditure plan to the SamTrans board by June 2018. If the expenditure plan is approved, a measure will be developed and placed on the November 2018 ballot.

There was a presentation from the CERTA to a recent SamTrans meeting. They provided the results of popular projects that people are most interested in supporting.

Mike commented that the follow-up survey may be out in a few weeks. The next survey should be more specific on projects that SamTrans may consider. The next SAG meeting is scheduled for March 14th. They will be discussing the draft expenditure plan. The SAG advisory group also has meetings planned for April and May.

B. Performance Summary

Tina compared January 2017 data to January 2018 in the Performance Summary. She mentioned that the data is very similar. The total trips served are down about .04%. The average weekly ridership is up less than 1%. The amount of taxi trips is about 30% of total trips provided. The number of no shows and same day cancels are up compared to last year. The number of Redi-Wheels riders in January 2018 was 2269 individuals. On-time performance is rated at 89.7%. Productivity is good at 1.81.

Alex asked if SamTrans responds to complaints from customers within a certain timeframe. Tina said there has been a delay recently in the responses to the customer. John followed up Tina's comment stating that SamTrans cannot always release disciplinary information to a customer due to Human Resources (HR) considerations. Follow-up comments will not always include specific actions taken.

C. Monthly Redi-Wheels Comment Statistics Report

John indicated that SamTrans is still having problems generating reports on comments data. The comments data is owned by the customer service group. Riders identified concerns with timeliness and driver conduct. Concerns were with the customer service of the drivers and rides that arrived late. Communications needs to be improved from the call center to the driver.

Sandra suggested that training scripts should be developed for the education of the drivers, dispatch, and reservationist. SamTrans needs to provide employees the response tools. Taxis cabs are set up with GPS. SamTrans does not have the capability to link to the Serra Cab services. The two systems do not work together.

Nancy asked about driver conduct and follow-up. John stated that HR follow-up is not open to the customer. Nancy suggested that the customer might want the assurance that SamTrans would review and take appropriate action, and was not expecting details about disciplinary action.

Sammi was concerned that maybe additional staff is needed to get adequate follow-

up dispatch calls. Mark Weinstein indicated that there is a shortage of drivers in the industry. Employment in the Bay Area is at a record high for equivalent positions to paratransit drivers. John responded by saying that unfortunately, SamTrans needs to work with the drivers and staff that they have improving on-time performance and overall service quality generally will decrease the call volume to dispatch.

Giovanni asked why drivers cannot change fuses on the lift. If there is an in-service lift that requires maintenance such as a fuse replacement, this needs to be replaced by an authorized maintenance person. Checking and cycling the lift before it leaves the yard is a standard procedure.

Giovanni expressed his view that there are problems with the operation of the lift on the new vehicles. Henry said the engine on the new vehicles needs to be active for the lift to work. John says the drivers get extensive training on the lift operation.

D. Safety Report

Mark Weinstein said that there were 5 noted accidents: 3 preventable and 2 non-preventable with no injuries. No other details available.

LIAISON REPORTS:

A. COASTSIDE TRANSPORTATION COMMITTEE (CTC)

The CTC meeting was for March 8th from 9:30-11:00 a.m. at 925 Main Street in Half Moon Bay.

Tina discussed the *Get Us Moving* data and results and an abbreviated Telephone survey report.

Nancy asked what is the responsibility of the PCC for the Coastsides? Tina said that the Coastsides operation is smaller and more personally involved in the community. Mike said that PCC members go to the Coastsides meeting as liaisons to coordinate PCC work with the Coastsides activities. There are no Coastsides riders that attend the meeting. Santos is the representative of Redi-Coast. Santos' organization has hosted various driver appreciation events.

B. AGENCY

Nancy said that she, Barbara and Carmen met with Mark, Tina and John two months ago to review the agency services. Tina followed up on the report. Nancy offered that maybe some other agencies might want to have access to the report.

C. ERC

Mike said there is nothing to report
No meeting scheduled.

D. COMMISSION ON AGING (COA)

Sandra Lang reported that the COA met yesterday. They had a public hearing and approved the Work Plan 2018-2019. Lisa Mancini, the director of the County Health System discussed funding from the Federal government. New Commissioners discussed how allocations of the monies for Aging and Adult services are distributed. The message from Washington DC was not positive and the organization is lucky the state has a safety net and has planned for this deficit. The Transportation committee will still meet.

The organization is working on Redi-Wheels eligibility questions with John. The next meeting is April 9th

E. COMMISSION ON DISABILITIES (COD)

IHSS will meet in June/July to discuss with consumers some program solutions and delivery to participants. COD is considering developing a transportation Committee.

Ben had a meeting this morning concerning HR620 which addresses ADA business notification requirements and its current position in California. HR620 has passed the House of Representatives and has not yet made it to the Senate. The requirements will need to be recrafted to go to the Senate.

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

Ben is working on Emergency Preparedness presentations on April 24th at the Menlo Park Senior Center at 110 Terminal Ave., Menlo Park, CA 94025 from 1:30pm-4:30pm. CID is planning another Emergency Preparedness event in the Fall/Winter months. Ben would like to see a PCC table at the April 24th event.

CID is developing more education for families to learn how to adapt to a member who is newly disabled. CID is developing an ADA survey for San Mateo County. The Transition to Independence fair is being planned for October.

CID will be starting the movie series again in June, to promote community discussion regarding disability.

OTHER BUSINESS

Nancy provided a follow-up to the Dale Edwards Appreciation Party. Tentatively, the party is scheduled for April 26th for an early lunch (between 11a-12:30p), possibly at Westlake Joes in Daly City. Sue, Dale's wife, might attend. Once the time and location are determined, a list will be sent to Lorna for invitations to go out.

Sammi reported that PCC member, Judy Garcia has been ill. Sammi will send a card from the PCC.

Aki asked Tina a series of questions about the new paratransit "swipe" ID cards, the fare increase scheduled to take effect in January 2019, and the IVR system.

Lorna is working on the roster update.

The next PAL and PCC meetings will be held on Tuesday, April 10, 2018. The PAL Committee will meet from 1:30 p.m. to 2:30 p.m. and the PCC will meet from 3:00-4:30 p.m. Please note the time change.

The Driver's Appreciation Party will meet on the 4th Floor at 5:30pm.

MEETING ADJOURNED at 3:30 p.m.

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

**MEETING MINUTES
11:30 a.m.-12:30 p.m.
March 13, 2018**

ATTENDANCE: Members Present: Mike Levinson, Chair; Dinae Cruise, Vice-Chair; Sammi (Wilhelmina) Riley, Consumer; Tina Dubost, SamTrans; Sandra Lang, COA; Benjamin McMullan, Center for Independence of Individuals with Disabilities (CID); Alex Madrid, CID; Aki Eejima, Consumer;

GUESTS: Richard Weiner, Nelson-Nygaard; Lorna Rodriguez-Wong, PCC Staff; Mark Weinstein, First Transit; Henry Silvas, SamTrans; John Sanderson, SamTrans; Julian Jest; SamTrans; Giovanni Guadagnini, Jr, Guest

WELCOME:

Mike called the meeting to order at 11:37am and welcomed all to the PAL meeting.

FEBRUARY PAL MINUTES:

Dinae Cruise motioned to approve the February meeting minutes and Sammi (Wilhelmina) Riley seconded the motion. The minutes were approved without changes.

FORM A SUBCOMMITTEE TO FINALIZE THE NAME AND FUNCTION CHANGE FOR PAL BYLAWS:

Mike explained that the PCC is required to review and update the PCC bylaws as necessary. Sandra, Mike, Ben and Alex are part of the ad hoc group reviewing the bylaws. They will bring their recommendations to the PAL meeting. Mike discussed what determines a quorum at a PAL meeting if a vote is required. Ben suggested that since the regular PAL attendees are relatively consistent that might constitute a quorum. Tina suggested that the ad hoc members further discuss this issue and determine how members should vote on PAL issues.

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The Report is available at www.samtrans.com/surveys

Julian said SamTrans plans to conduct a paratransit rider survey approximately every 3 years.

LEGISLATIVE UPDATE:

Tina followed-up on the next steps following the telephone survey results. SamTrans will review the SamTrans website and freshen up the information. They will improve the message regarding the 20 minute pick-up window. They will also be developing some mobility initiatives and a Taxi Voucher Pilot program.

LOCAL ADVOCACY ISSUES—OPEN DISCUSSION:

The next Stakeholders Advisory Group meeting will be held on Wednesday, March 14, 2018, 10:00am-12:00pm. Mike and Sandra will attend.

Giovanni directed a few questions to Tina about wheelchair transportation and safety. Tina will speak with Giovanni after the meeting to determine how they should proceed.

OTHER BUSINESS:

The PCC will meet today from 1:30-3:30 p.m.

The next PAL meeting is scheduled for Tuesday, April 10, 2018 from 1:30 p.m. to 2:30 p.m.
Please note the time change.

The meeting adjourned 12:35 p.m.

April 25, 2018 SamTrans Citizens Advisory Committee Meeting Report

Public Comment

Andy Chow said many TNC bus drivers are being paid less than minimum wage and have to pay to lease their vehicle from another company. Mr. Chow expressed concern of having SamTrans riders on those buses with “unprofessional drivers.” Mr. Chow said some bus drivers do side jobs for other companies like Uber and Lyft, and are working 14 to 15 hours a day. Margo Ross, Director of Bus Transportation, responded that Title 13 asks drivers if they are secondarily employed and says they cannot work the hours that Mr. Chow claimed. She said that furthermore, bus drivers cannot drive more than 10 hours per day.

Senior Mobility Plan

David Pape, Planner, said that a main feature of the plan are 10 programs that focus on improving information sharing, and increasing wheelchair-accessible taxis, flexible-route community transit service, and awareness of Veterans Mobility Corps programs and safe routes to transit for older adults and people with disabilities. Committee members expressed enthusiasm for the project. Comments included “very impressed,” “highly satisfied,” and “excellent job.” Committee members stated the importance of continuing to have this information on paper as well as on the web since many seniors do not use a computer. Mr. Pape confirmed they will continue to use paper. Another Committee member suggested sharing the information about the mobility plan with companies that help those with disabilities. The mobility plan is targeted to be finalized by Summer 2018.

Business Plan

Christy Wegener, Director of Planning, stated that the business plan contains 16 separate initiatives. Among the initiatives are a youth mobility plan, bus stop improvements, expanding the Way2Go pass to colleges, mobile ticketing and real-time applications, Wi-Fi on buses, electrification of the bus fleet and infrastructure, and express bus and rapid ECR services. Committee members were overall very positive about the business plan, especially the rapid ECR service, a pilot project scheduled to start in Summer 2018. It will run during peak hours and has the possibility to greatly benefit riders.

Committee members asked about what the ECR Transit Signal Priority (TSP) does. Ms. Wegener said the TSP will increase green lights for buses as well as reducing red lights and is planned to begin operations by 2021.

The Committee asked if there were any preliminary results from the Express Bus Study. Ms. Wegener replied they started with 14 routes and reduced it to 10. After going

through some initial ridership modeling, six routes look viable. Plans are to bring it to the Board in July. Both Mr. Pape and Ms. Wegener provided their email addresses if the Committee has additional questions.

Paratransit Survey

The presentation on the Paratransit Customer Survey Key Findings by Julian Jest, Market Research Specialist, will be on the May 30 CAC agenda.

Committee Selections

Interviews to fill the four vacant slots on the Committee were conducted the day before the meeting. Peter Ratto, Margo Ross and Carole Groom interviewed five candidates.

CAC Retreat

There was also discussion on having a CAC retreat. Most Committee members agreed a retreat would be an opportunity to get to know each other better.

CAC Member Comments/Requests

The Committee discussed the possibility of forming a subcommittee to see how they can be better engaged in the community. The majority of Committee members agreed to vote on having a subcommittee at the next meeting.

Next Meeting

The next SamTrans CAC meeting will be held on May 30, 2018.

**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 – MARCH 2018**

ACTION

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

SIGNIFICANCE

Average weekday ridership across all modes continues to experience a decline with a system performance of -4.0 percent. Average weekday ridership for Bus (-10.9%), Paratransit (-7.1%), Shuttles (-4.2%) and BART (-2.6%) continues to drop while Caltrain sustained its growth with an increase in average weekday ridership of 0.6 percent.

System monthly ridership decreased by 12.2% while AWR decreased by 10.9% in March 2018 compared to March 2017. Ridership decreases can be partially attributed to variations in travel patterns for the Easter holiday. In 2017, Easter occurred later in April; consequently, ridership decreases nearing the holiday occurred within the same month. For 2018, Easter occurred on April 1st. This shifted ridership decreases associated with the holiday into March.

Table "A" summarizes the average weekday ridership (AWR) statistics for all modes of transportation for which SamTrans is responsible. Chart "A" features year-to-date comparisons of AWR for Fiscal Year (FY) 2016, FY2017, and FY2018.

Table "B" summarizes the total monthly ridership figures for all SamTrans transportation modes. Chart "B" features total ridership year-to-date for FY2016, FY2017, and FY2018. Tables "A" and "B" also provide the corresponding data for the Bay Area Rapid Transit (BART) 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.

Table "D" details total and average daily ridership by day type (i.e. Weekdays, Weekends, and Holidays).

Table "E" provides additional information regarding SamTrans performance standards, including Average Weekday Ridership, On-Time Performance, and Token Usage (adult and youth).

AVERAGE WEEKDAY RIDERSHIP – MARCH 2018 COMPARED TO MARCH 2017

Grand Total – 154,510, a decrease of 4.0 percent

Bus – 36,110, a decrease of 10.9 percent

Paratransit – 1,170, a decrease of 7.1 percent

Shuttles – 12,350 a decrease of 4.2 percent

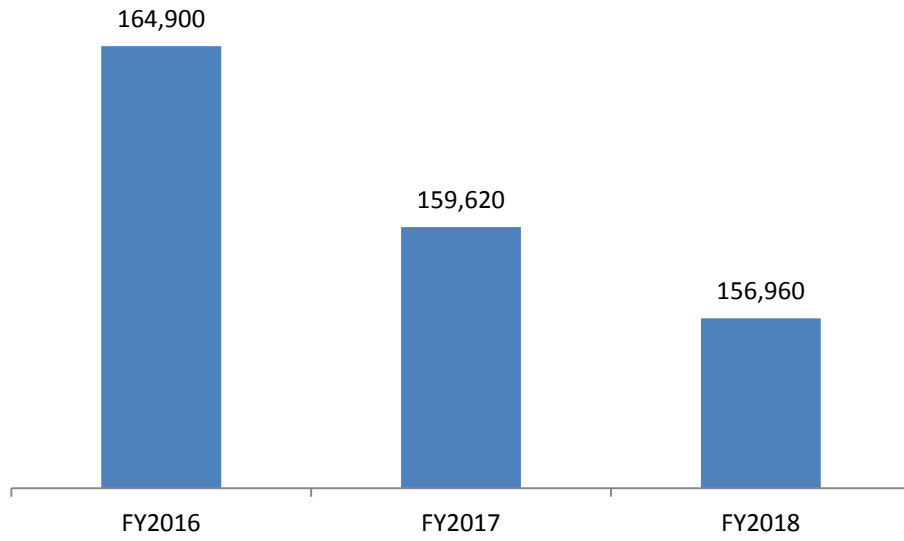
Caltrain – 59,360, an increase of 0.6 percent

**Table A
Average Weekday Ridership**

March 2018 Average Weekday Ridership				Percent Change FY2016/2017
Mode	FY2016	FY2017	FY2018	
Bus	41,780	40,530	36,110	-10.9%
Paratransit	1,210	1,260	1,170	-7.1%
Shuttles	13,040	12,890	12,350	-4.2%
Caltrain	57,200	58,990	59,360	0.6%
Total	113,230	113,670	108,990	-4.1%
BART Extension (No Daly City)	50,430	47,250	45,520	-3.7%
Grand Total	163,660	160,920	154,510	-4.0%
Weekdays	23	23	22	

March 2018 Year-to-date				Percent Change FY2016/2017
Mode	FY2016	FY2017	FY2018	
Bus	42,120	39,060	36,740	-5.9%
Paratransit	1,190	1,220	1,210	-0.8%
Shuttles	11,640	12,240	11,700	-4.4%
Caltrain	59,120	58,260	60,170	3.3%
Total	114,070	110,780	109,820	-0.9%
BART Extension (No Daly City)	50,830	48,840	47,140	-3.5%
Grand Total	164,900	159,620	156,960	-1.7%

Chart A
Grand Total Average Weekday Ridership (FYTD)



MONTHLY TOTAL RIDERSHIP – MARCH 2018 COMPARED TO MARCH 2017

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 March for the past three fiscal years.

Grand Total – 3,847,130 a decrease of 10.0 percent

Bus – 949,620, a decrease of 12.2 percent

Paratransit – 29,450, a decrease of 9.4 percent

Shuttles – 270,010 a decrease of 9.1 percent

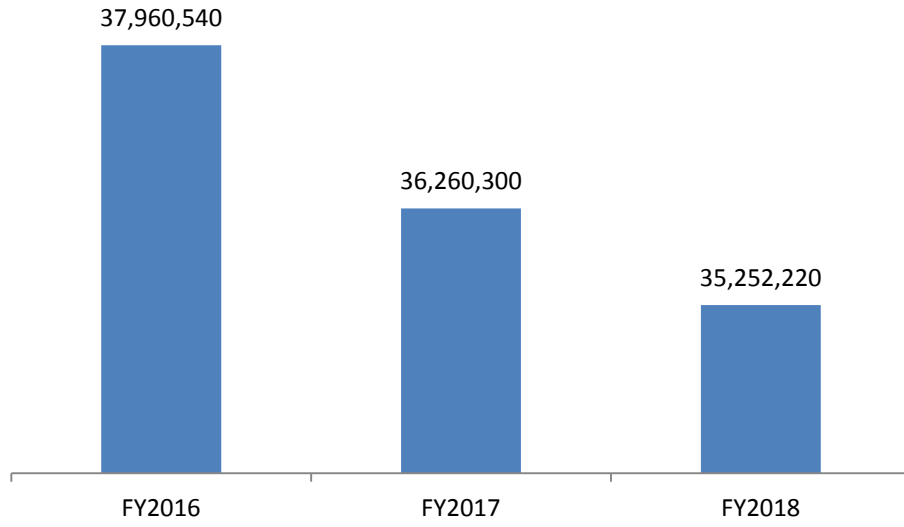
Caltrain – 1,589,930, a decrease of 2.4 percent

**Table B
Total Monthly Ridership**

March 2018 Total Monthly Ridership				Percent Change
Mode	FY2016	FY2017	FY2018	FY2016/2017
Bus	1,101,210	1,073,450	942,620	-12.2%
Paratransit	30,900	32,500	29,450	-9.4%
Shuttles	302,390	297,020	270,010	-9.1%
Caltrain	1,583,930	1,629,050	1,589,930	-2.4%
Total	3,018,440	3,032,020	2,832,010	-6.6%
BART Extension (No Daly City)	1,325,290	1,242,040	1,015,130	-18.3%
Grand Total	4,343,730	4,274,060	3,847,130	-10.0%
Weekdays	23	23	22	

March 2018 Year-to-date				Percent Change
Mode	FY2016	FY2017	FY2018	FY2016/2017
Bus	9,706,450	8,933,280	8,402,810	-5.9%
Paratransit	261,190	269,110	265,850	-1.2%
Shuttles	2,256,430	2,341,810	2,233,970	-4.6%
Caltrain	14,161,780	13,839,540	14,006,700	1.2%
Total	26,385,860	25,383,740	24,909,330	-1.9%
BART Extension (No Daly City)	11,574,690	10,876,560	10,342,890	-4.9%
Grand Total	37,960,540	36,260,300	35,252,220	-2.8%

Chart B
Grand Total Ridership (FYTD)



The following summaries illustrate the number of riders by fare category and by day type for the month of March 2018. These numbers do not include Dumbarton ridership and rural On-Demand service previously reflected under the Paratransit ridership.

**Table C
Bus Riders by Fare Category**

Fare Category	Weekday	Saturday	Sunday	Holiday	Total
Adult Cash	110,961	17,113	11,308	-	139,383
Adult Pass	406,407	45,503	30,594	-	482,504
Youth Cash	116,758	7,372	4,607	-	128,737
Youth Pass	45,454	1,951	1,250	-	48,655
Eligible Discount	111,490	17,072	11,494	-	140,056
Total	791,070	89,012	59,253	-	939,335

	March 2016	March 2017	March 2018	2018 Calendar Year-to-Date
Adult Cash	209,495	171,901	139,383	413,047
Adult Pass	532,202	538,013	482,504	1,365,627
Youth Cash	144,850	149,697	128,737	364,622
Youth Pass	67,662	59,956	48,655	123,279
Eligible Discount	143,177	150,355	140,056	405,653
Total	1,097,385	1,069,921	939,335	2,672,226

**Table D
SamTrans Bus Ridership Summary**

March 2018 SamTrans Ridership Summary		
By day type:	Total Riders	Average Daily Riders
Weekdays	791,070	35,985
Saturdays	89,012	17,802
Sundays	59,253	14,813
Holiday(s)	-	-
Total	939,335	30,301

OTHER NOTES:

Total Monthly Ridership’s factors:

- Multiple routes merged on January 21, 2018, possibly resulting in reduction of trips per passenger per day.
- Route ECR is currently experiencing a drop in ridership and a deterioration of its on-time performance due to multiple construction projects along the El Camino Corridor
- According to a recent presentation from APTA (the American Public Transportation Association), Telecommuting, Bike Sharing, TNCs, and Gas Prices remain contributors to the public transportation decline.

**Table E
Bus Performance Standards**

		AWR*	OTP	Tokens	
				Adult	Youth
March	2017	40,500	82.21%	25,905	30,624
April	2017	36,672	82.83%	23,973	20,876
May	2017	40,439	81.18%	24,725	28,641
June	2017	34,596	81.07%	24,090	15,361
July	2017	32,293	82.20%	25,159	4,828
August	2017	36,201	79.33%	26,583	18,075
September	2017	44,590	78.38%	27,967	34,211
October	2017	40,861	80.14%	28,492	27,678
November	2017	37,807	79.72%	25,213	23,789
December	2017	35,258	78.90%	22,431	21,234
January	2018	34,180	81.47%	22,164	20,410
February	2018	36,263	78.69%	24,017	21,234
March	2018	35,985	79.55%	26,025	25,612

*AWR: Does not include Dumbarton ridership

PERFORMANCE CATEGORY DESCRIPTION

AWR (Average Weekday Ridership) - measures average ridership on a weekday basis for the month

OTP (On Time Performance) - sampling thousands of schedules in the system for late, early, and on-time arrival and departure

Tokens - total of Adult and Youth token usage for the month

SAMTRANS PROMOTIONS – MARCH 2018

Employees of the Year – Tony Pascual, a 5-year maintenance department employee and bus operator Mohinder Dhanota, a 16-year employee, have been named the agency's 2017 Employees of the Year. Communications regarding this year's winners included news release, Peninsula Moves blog, printed ad cards to be placed on all SamTrans buses for the year and organic social media.

Transit Driver Appreciation Day – On Friday, March 16, SamTrans and other Bay Area transit agencies participated in Transit Driver Appreciation Day. As a way to say "We appreciate you!" to all the men and woman that transport our customer to where they need to go, staff encouraged customers throughout the Bay Area to give thanks to your bus or transit operators. SamTrans celebrated by showcasing SamTrans Bus Operators from the bases and shared on all social media platforms and Peninsula Moves Blog.

Partnership – SamTrans again partnered with Cinequest Film Festival, an annual independent festival that celebrates the cinematic arts with Silicon Valley innovation. In 2018, the Cinequest Film & Creativity Festival was held downtown San Jose and Redwood City. It took place from March 5 to March 17. This was the perfect opportunity to partner with both SamTrans and Caltrain as a transit partner. Communications included news release/blogs, social media and showcased on the go.samtrans.com website. Ad cards we also placed onboard buses and trains to promote and encourage people to use transit.

Youth Marketing Outreach – With the new Marketing Outreach Coordinator filled, the SamTrans Marketing Department is now reaching out to schools, youth groups, colleges and other local event partners as a strategic effort to have more presence and visibility in our communities. This month, staff was off to a rapid start reaching out to schools to help educate, promote SamTrans Summer Youth Pass as well as listen to concerns regarding service.

Outreach Locations for March:

3/01 - Woodside High School Open House- assisted by a CSC Rep, establish school contacts, provide existing route information, answer student/parent questions ~75 attendees, 12 interactions

3/01 - Woodside High School Open House- assisted by a CSC Rep, establish school contacts, provide existing route information, answer student/parent questions ~75 attendees, 12 interactions

3/04 - SMCOE Stem Fair & Art Expo – promote Art Takes a Bus Ride, provide existing route information, answer student/parent questions, worked with Jeremy and Haroon with social post on FB, Twitter, Instagram & Snap Chat. ~400 attendees, 86 interactions

3/08 - SMCOE Safe Routes to School Meeting – Intro to Safe Routes coordinators. Establish 15 new contacts.

3/14 - Youth Ambassador Program Update Meeting with YLI- Discuss YLI involvement in recruiting, program timeline, and scope.

3/22 - Menlo-Atherton High School Open House- assisted by a CSC Rep, establish school contacts, provide existing route information, answer student/parent questions. 300 attendees, 79 interactions

3/29 - Sent out Youth Mobility Newsletter #1

3/31 - Jefferson High School Multi-Cultural Fair – assisted by a CSC Rep, promote SYP 2018, establish school contacts, provide existing route information, answer student/parent questions, worked with Social Team on FB, Twitter and Instagram. 300 attendees, 67 interactions

SamTrans Digital Metrics - March 2018



New Followers

+88

Mar 18 - 8620

Feb 18 - 8532

Top Tagged Issues

1. General Compliment

2. General Complaint

3. Oprtor Compliment

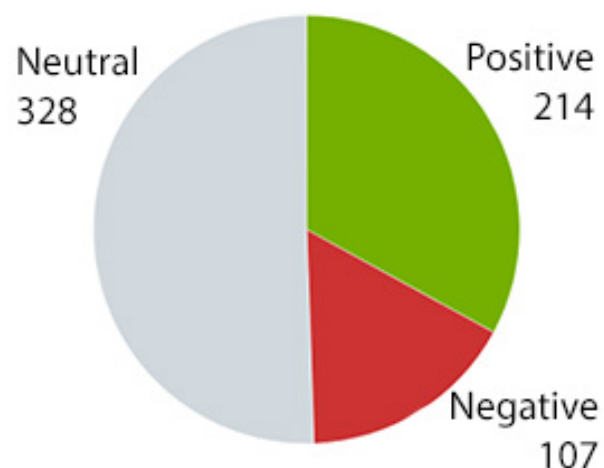
SamTrans.com Pageviews

Mar, 18 - 135,969

Feb, 18 - 130,330

Mar, 17 - 149,502

Social Sentiment



Mar Yelp & FB Rating



(3 March reviews)

Prepared by: Alex Lam, Senior Planner
Jeremy Lipps, Social Media Officer
James Namba, Marketing Specialist

650-508-6227
650-508-7845
650-508-7924



AGENDA

**FINANCE COMMITTEE
COMMITTEE OF THE WHOLE**

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

WEDNESDAY, MAY 2, 2018 – 2:45 p.m.

or immediately following previous Committee meeting

1. Call to Order

ACTION

2. Approval of Minutes of Finance Committee Meeting of April 4, 2018
3. Approve Execution of an Amendment to the Funding Agreement with the County of San Mateo for the Allocation of \$6.25 million to SamTrans for Fiscal Years 2018 and 2019

INFORMATIONAL

4. Presentation of Preliminary FY 2018-19 Operating and Capital Budgets

Committee Members: Karyl Matsumoto, Rose Guilbault, Dave Pine

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
APRIL 4, 2018**

Committee Members Present: K. Matsumoto (Committee Chair), R. Guilbault

Committee Members Absent: D. Pine

Other Board Members Present: Constituting Committee of the Whole: J. Gee, C. Stone, J. Powell, P. Ratto

Staff Present: J. Hartnett, C. Mau, J. Cassman, A. Chan, T. Dubost, R. Lobo, S. Murphy, D. Olmeda, S. Van Hoften, C. Gumpal, C. Boland

1. Chair Matsumoto called the meeting to order at 3:20 pm.
2. Approval of minutes of meeting of March 7, 2018

Motion/Second: Ratto/Stone

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

Absent: Groom, Kersteen-Tucker, Pine

3. Authorize acceptance of Statement of Revenue and Expenses for February 2018

Director Gee asked Chief Financial Officer/Treasurer Derek Hansel for a sales tax income graph. Mr. Hansel discussed projected deficit of \$4.2 million.

Motion/Second: Gee/Stone

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

Absent: Groom, Kersteen-Tucker, Pine

4. Delegate authority to General Manager/CEO on certain real estate offers, transactions, and property rights conveyances

Real Estate and Property Development Manager Brian Fitzpatrick outlined the proposed action of delegating authority to take additional administrative actions relating to certain large real estate offers and transactions.

Chair Stone inquired if the board would receive notification on the transactions administered by staff. Mr. Fitzpatrick stated before and after notifications about transactions would continue to happen. He said in the case of contiguous properties with different owners, the authority would apply to each parcel separately.

Motion/Second: Guilbault/Stone

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

Absent: Groom, Kersteen-Tucker, Pine

5. Award of Contract for SamTrans Mobility Application Solution

Director of Contract and Procurement Julie Taylor presented noted in her report that eight firms bid and four were found to be in compliance with the bidding provisions. She said the project evaluation committee recommended award of the contract to Bytemark, whose mobile ticketing customers include Seattle and Sacramento. She said the app would provide fare and trip planning options. IT Director Carl Cubba answered the committee's

Finance Committee
Minutes of April 4, 2018 Meeting

questions about the bidders. Director Guilbault stated she was very excited about the app. Director Gee asked if the app is still scheduled for delivery on September 1. Mr. Cubba said that Bytemark was committed to meeting all delivery deadlines. Chair Stone asked about further enhancements. Ms. Taylor said realtime data will be provided from the dispatch center regarding speed and accuracy. Mr. Olmeda stated a demonstration can take place.

Motion/Second: Guilbault/Stone

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

Absent: Groom, Kersteen-Tucker, Pine

6. Adjourn

The meeting was adjourned at 3:45 pm.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **EXECUTION OF AN AMENDMENT TO THE FUNDING AGREEMENT WITH THE COUNTY OF SAN MATEO FOR THE ALLOCATION OF \$6.25 MILLION TO THE SAN MATEO COUNTY TRANSIT DISTRICT FOR FISCAL YEARS 2018 AND 2019**

ACTION

Staff proposes the Committee authorize the General Manager/CEO or his designee to execute an amendment of a funding agreement between the San Mateo County Transit District (District) and the County of San Mateo (County) by which the County will allocate \$6.25 million in County Measure K funds to the District. The County will allocate \$3.75 million in FY 2018 and \$2.5 million in FY 2019 for a total of \$6.25 million.

SIGNIFICANCE

On October 22, 2013, the San Mateo County Board of Supervisors adopted Resolution 072855 which authorized an agreement to subsidize SamTrans services to youth, seniors and people with disabilities in San Mateo County for FY2014 and FY2015. The District Board of Directors adopted Resolution 2013-52 to authorize the agreement. On December 15, 2015, the Board of Supervisors authorized an amendment which continues the \$5 million subsidy for another two fiscal years for a total of \$10 million, for a cumulative total of \$20 million for Fiscal years 2014 through 2017. In April 2017 the Board of Supervisors authorized an amendment, which approved \$3.75 million in FY 2018 and \$2.5 million in FY 2019.

The allocation will fund transit services provided to the disabled, the elderly and youth, with particular emphasis on funding continued Paratransit services.

BUDGET IMPACT

The funding from this agreement will be used to fund Paratransit services. The funds are reflected in the upcoming budget, and will supplement General Fund revenues to pay for Paratransit services.

BACKGROUND

In 2012, the voters of San Mateo County overwhelmingly approved Measure A, a ballot measure to increase the sales tax by a half-cent for a 10-year period. In November 2016 the voters of San Mateo County approved Measure K, which extended the sales tax for another twenty years. The ballot measure stated as its purpose improvement of the quality of life for County residents by enabling the County to continue operating facilities and services that are facing growing demand and increasing costs yet are critical for many residents, particularly older, low-income and disabled adults.

A 2010 study conducted by County health and planning staff concluded that by 2030, nearly one

in four residents will be over the age of 65, an increase of 72 percent, and of those persons, one in five will have a physical or mental disability. The same study urged that a priority need of these older residents will be the ability to remain mobile and to obtain essential, health, welfare, social and civic services.

As County officials undertook an assessment of the essential services that would be aided by the revenues from these measures, District staff was able to demonstrate that a significant number of those individuals who use SamTrans transit services meet the County's definition of the most needy, and that the District provides an essential mobility link for recipients of County services.

Data show the District serves the County's neediest residents, with 41 percent earning below \$25,000 per year and 21 percent being senior or disabled; 67 percent of the District's customers have no access to a car and therefore depend on the District for all of their transportation needs, including obtaining critical and recurring medical services such as dialysis and physical therapy. The District provides in excess of 70,000 trips per year to County services.

The District is required by the Americans with Disabilities Act (ADA) to provide Paratransit service to disabled passengers within three-quarters of a mile of a fixed transit route (i.e., a pre-determined bus route), an unfunded mandate that cost \$18.2 million in FY2017; and the District historically has exceeded the minimum Federal Paratransit service area requirements in order to provide service throughout the entire County, including to residents who live in areas distant from fixed routes.

The District provides a mobility lifeline for more than 8,000 senior and disabled riders through its Redi-wheels ADA and RediCoast non-ADA programs.

The District faces an annual budgetary shortfall and lacks sufficient funds to assume continuation of its current operations into the future; the Measure K funds to be provided by the County will diminish that shortfall.

Prepared by:	Tina Dubost, Manager, Accessible Transit Services	650-508-6247
Project Manager:	Ladi Millard-Olmeda, Director of Budgets and Financial Analysis	650-508-7755

RESOLUTION NO. 2018-

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

*** * ***

**EXECUTION OF AN AMENDMENT TO THE FUNDING AGREEMENT WITH THE COUNTY OF SAN MATEO
FOR THE ALLOCATION OF \$6.25 MILLION TO THE SAN MATEO COUNTY TRANSIT DISTRICT FOR
FISCAL YEARS 2018 AND 2019**

WHEREAS, in 2012, the voters of San Mateo County (County) approved Measure A, a half-cent sales tax increase for a 10-year period to enable the County to continue operating facilities and services that are facing growing demand and increasing costs, yet are critical for many residents, particularly older, low-income and disabled adults; and

WHEREAS, in 2016, the voters of San Mateo County approved Measure K, which extended the half-cent sales and use tax for another twenty years; and

WHEREAS, a significant number of SamTrans passengers meet the County's definition of those most needy and the San Mateo County Transit District (District) provides an essential mobility link for recipients of County services; and

WHEREAS, the District provides in excess of 70,000 trips per year to County services and provides transit services to the rural coastal regions; and

WHEREAS, the District provides a mobility lifeline for more than 8,000 senior and disabled riders through its Redi-wheels ADA and RediCoast ADA and non-ADA programs; and

WHEREAS, the District faces an annual budgetary shortfall and lacks sufficient funds to assume continuation of its current operations into the future, which can be significantly diminished with receipt of County Measure K funds; and

WHEREAS, at its April 2017 meeting, the San Mateo County Board of Supervisors allocated to the District \$3.75 million in County Measure K moneys for Fiscal Year (FY) 2018 and \$2.5 million in fiscal year 2019 to fund accessible services provided to the disabled, the elderly and youth, with particular emphasis on Paratransit services; and

WHEREAS, the Committee recommends that the Board of Directors approve the amendment to the funding agreement for receipt of County Measure K funds.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO, or his designee, to execute the amendment to the funding agreement between the District and the County of San Mateo by

which the County will provide \$6.25 million in County Measure K funds to the District for FY2018 and FY2019; and

BE IT FURTHER RESOLVED the Board authorizes the General Manager/CEO or his designee to take any other actions necessary to give effect to this resolution and permit the District to accept \$6.25 million in County Measure K funds.

Regularly passed and adopted this 2th day of May, 2018 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit
District

ATTEST:

District Secretary



PROJECT MANAGER'S REQUEST FOR AN EMERGENCY PROCUREMENT

The following information is required to be submitted to Contracts & Procurement (C&P) prior to the issuance of a Purchase Order under a non-competitive emergency procurement, to comply with the SamTrans Procurement Manual, Section VI.C.

Requested Repairs: Water extraction and cleaning of the NB Building 200 Training Room.

Reason this is an emergency: On Sunday, March 25th, 2018 at about 8:20pm, Ron Robertson and John Seybert responded to NB for the report of flooding. We found significant water intrusion into the Training Room. The water was over 1" deep in some areas (see attached photos). To prevent further damage and related health and safety issues related to water damage, we called the main Serv Pro Company who dispatched the next available emergency response team for water damage. The water was extracted and drying blowers were put in place to completely dry the area and prevent mold and further damage.

Project Manager: John Seybert

Location: NB-200 Training Room

Chief Officer (CO): David Olmeda

The Project Manager hereby certifies that:

1. I, or a member of my staff, have contacted one, or more, firms to determine the best price, quality, or services available to mitigate the emergency. That firm chosen is Servo Pro of Belmont, CA. Contact name/info Serv Pro (650-591-4137. The value of the procurement will not exceed \$10,000. *My approval is noted by my signature below or by an attached e-mail.*
2. The choice of the firm above is based on the historical fact that the vendor's/contractor's/consultant's prices are current with industry standards, catalog prices, or other competitive sales or bids, and I consider them fair and reasonable. Serv Pro has individual, franchised businesses, but we called the main phone number and were put in contact with the office from Belmont randomly..
3. The emergency is NOT a Public Works project exceeding \$1,000 as this work is janitorial in scope.

Project Manager Signature: _____

Date: 3/26/18

The Chief Officer (CO) hereby certifies that:

1. I have discussed this matter with the General Manager/CEO, or in their absence, their designee, and they have approved our moving forward with this firm, at the value cited above, for this procurement. The GM/CEO approval is noted below *by signature below or by e-mail approval*, which is attached hereto. The approval of the GM/CEO is effective for up to \$10,000 of Public Works activities or up to \$25,000 value of supplies or services.
2. The GM/CEO may approve an emergency procurement above the limits cited above, but that is only if they report the action at the next regularly scheduled, or Special, Board meeting, within 14 days of the emergency declaration. I will concurrently notify the District Secretary of this emergency and shall participate with C&P in preparing a Staff Report and Resolution for that meeting. *My approval is noted by my signature below or by an attached e-mail.*

Please initiate a Purchase Order immediately. It is understood that no work by the vendor/contractor/consultant may start until a P.O. is issued by Contracts & Procurement.

CO Signature: 

Date: MARCH 26, 2018

GM/CEO approval: 

Date: 3-26-18

This section for Contracts & Procurement's use

PO # issued _____ Date: _____ Contract Officer _____

Risk Notified _____ Labor Compliance notified _____ C&P FTA Log # _____

1st Board Date* (if applicable) _____ Resolution # _____ Final Board Date _____

*(Board shall vote if the Emergency still exists and evaluate it at each subsequent meeting until the action is terminated)



**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Finance Committee

FROM: Jim Hartnett
General Manager/CEO

David Olmeda
Chief Operating Officer, Bus

Derek Hansel
Chief Financial Officer

SUBJECT: **PRELIMINARY FISCAL YEAR 2019 OPERATING AND CAPITAL BUDGET**

ACTION

This report is submitted for informational purposes only. No action is requested at this time. Staff will present a final Fiscal Year (FY) 2019 budget proposal for Committee review and Board adoption at the June 6, 2018 Board meeting.

SIGNIFICANCE

The development of the Preliminary FY2019 Budget has been challenging due to increasing costs for “baseline” service, debt service payments, continued declines in farebox recovery, and sales tax and grant revenue that are not keeping up with our increased cost base.

Primary drivers of this year's proposed budget increases are increased wages and benefits, increased security costs, and support activities associated with new initiatives (e.g., SamTrans Mobile App, electric buses). In order to mitigate this year's anticipated budget deficit; we have made substantial cuts to a number of originally proposed operating and capital projects in order to reduce the allocation of the District's sales tax revenues. While this lowers our deficit, it does constrain our ability to provide services to our ridership, it increases our deferral of certain important maintenance work, and it impacts our ability to provide fully functional work environments for the District's staff.

Despite these challenges, we remain extremely excited about the future of SamTrans. The Get Us Moving campaign has the potential to be a significant game-changer for improving mobility in San Mateo County. We have significant new additions to our fleet in the form of the new clean-diesel articulated buses on order as well as the new electric buses which we will start receiving this fall. We are on target to have a new mobile application for SamTrans in the late summer which will provide trip planning and allow our customers to purchase tickets from their smartphones. We are entering into important partnerships to study new mobility options and to develop programs that allow us to increase effectiveness and cost-efficiency.

This preliminary budget is an important step along the way towards that future, and we

look forward to a robust discussion of the operating and capital budgets and how SamTrans will continue to serve as a critical mobility asset for San Mateo County.

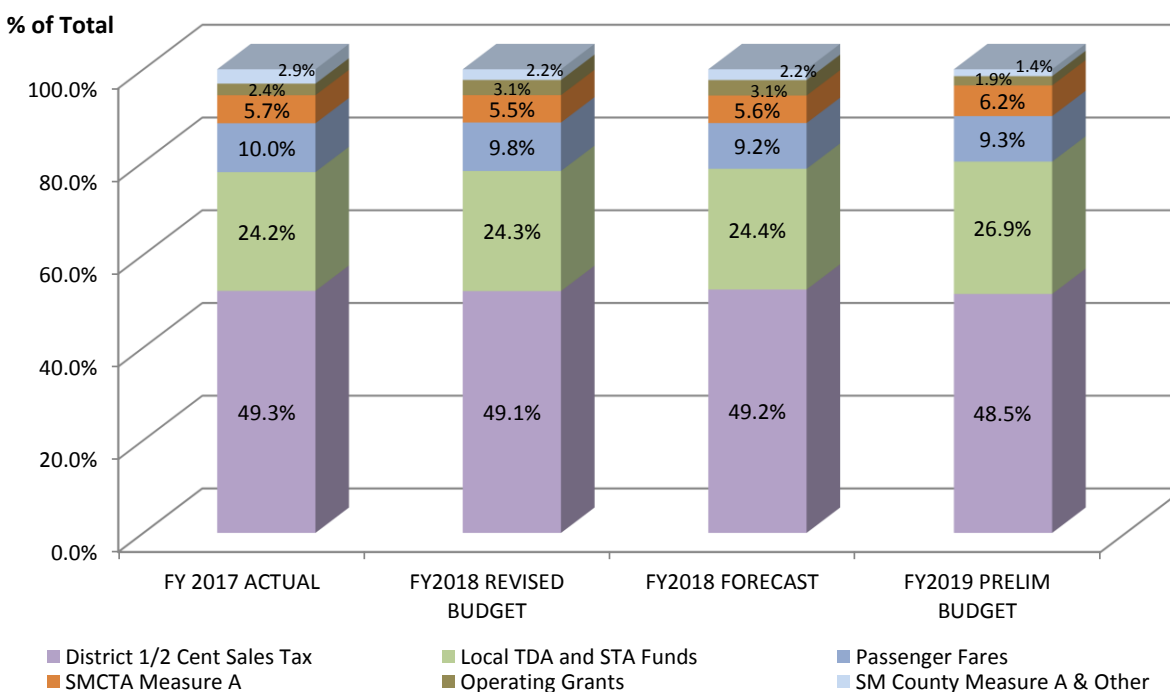
FY2019 BUDGET NARATIVE - OPERATING

The following narrative describes the financial statement for San Mateo County Transit District by line item. Each section has a reference to a page number and line item that correspond to the Financial Statement as shown on attachment A.

OPERATING REVENUES

The District revenues are derived from transit fares and various federal, state, and local funding sources. Some state and federal funds are discretionary allocations, whereas others are based on a formula allocation. The District competes for discretionary funds on a project-by-project basis; formula-based funds are allocated by the Legislature. The charts below show Sources of Funds for FY2017 Actuals, FY2018 Revised Budget, FY2018 Forecast, and FY2019 Preliminary Budget.

\$'s in Thousands	FY2018			FY2019	FY2019	%
	FY 2017 ACTUAL	REVISED BUDGET	FY2018 FORECAST	PRELIM BUDGET	vs FY2018 FORECAST CHANGE	
Passenger Fares	\$17,040	\$16,977	\$15,917	\$16,458	\$541	3.4%
Local TDA and STA Funds	41,352	42,013	42,013	47,486	5,472	13.0%
Pass through to Other Agencies	9	837	837	418	(418)	-50.0%
Operating Grants	4,034	5,310	5,383	3,341	(2,042)	-37.9%
SMCTA Measure A	9,787	9,578	9,578	11,089	1,511	15.8%
SM County Measure A & Other	5,000	3,750	3,750	2,500	(1,250)	-33.3%
AB434, TA & Other	109	533	533	414	(119)	-22.3%
Subtotal - Operating Revenues	\$77,332	\$78,998	\$78,010	\$81,705	\$3,694	4.7%
Other Revenue Sources						
District 1/2 Cent Sales Tax	\$84,353	\$84,660	\$84,660	\$86,353	\$1,693	2.0%
Investment Interest	1,540	1,100	1,905	2,030	126	6.6%
Other Interest, Rent & Other Income	7,920	7,833	7,577	7,465	(112)	-1.5%
Subtotal - Other Revenues	\$93,812	\$93,594	\$94,141	\$95,849	\$1,707	1.8%
Total Sources of Funds	\$171,144	\$172,591	\$172,152	\$177,553	\$5,402	3.1%



MOTOR BUS REVENUES – (see Attachment A for page and line reference)

PASSENGER FARES (Page 2, line 1)

Passenger fare revenue for motor bus reflects farebox revenue used to offset motor bus operating costs. Farebox revenues include fare receipts collected from moneys deposited in the farebox by riders or through the sale of tickets, passes, and tokens to the public. The FY2019 budget reflects \$15.5 million in fare revenues, growing 2.8 percent compared to FY2018 Forecast. These projections are based on annualized year-to-date trends as reflected in the FY2018 Forecast, a 1% growth in ridership, and expected fare increases. The Board approved fare increases to commence on January 20, 2019.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
TOTAL MOTOR BUS FARES	\$ 16,146	\$ 16,236	\$ 15,077	\$ 15,502	\$ 425	2.8%

LOCAL (TDA) TRANSIT DEVELOPMENT FUNDS (page 2, line 4)

Transportation Development Act (TDA) Article 4.0 funds are derived from a statewide transportation sales tax which was enacted in 1972. The Act funds transportation capital and operating projects. In the Bay Area, these funds are allocated to transit operators by the Metropolitan Transportation Commission (MTC), based on a proportionate amount of sales tax generated by each county.

TDA funds have traditionally funded a substantial portion of the motor bus operations and up to 5 percent are allocated for community and paratransit agencies, under Article 4.5.

MTC is projecting SamTrans will receive a total of \$39.7 million for FY2019 Motorbus operations, which is an increase of \$3.3 million or 9 percent over the FY2018 forecast of \$36.4 million.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
LOCAL (TDA) TRANSIT FUNDS	\$ 37,610	\$ 36,441	\$ 36,441	\$ 39,726	\$ 3,285	9.0%

STATE TRANSIT ASSISTANCE (STA) (page 2, line 8)

The State Transit Assistance program was authorized in 1979. These revenues are derived from the state sales tax on diesel fuel, and are allocated by the state legislature to the MTC based on the availability of funds for eligible transit operators. The MTC apportions these funds on the basis of two formulas:

Revenue Formula Funds. Apportionment to each transit operator is based on the estimated availability of funding as provided in the Governor's annual budget. MTC is projecting a total of \$5.7 million for FY19, which is \$2.4 million higher than FY18 forecast.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
STA TOTAL	\$ 1,556	\$ 3,310	\$ 3,310	\$ 5,669	\$ 2,359	71.3%

OPERATING GRANTS (page 2, line 11)

Operating grants for motor bus are \$1.3 million for FY2019. Motor bus operating grants include the following:

- Caltrans Sustainable Transportation Planning Grant related to the Grand Boulevard Initiative: Creating Safe and Healthy Corridor Communities. The Caltrans Planning grant includes local matching funds from two partner Cities, Redwood City and Palo Alto. The purpose is to improve roadway safety and downtown connections for Redwood City and Palo Alto.
- Lifeline STA population based funding controlled by the MTC and distributed through Congestion Management Agencies (CMA) to support transit projects benefiting low income individuals.
- Job Access and Reverse Commute Program (JARC) funding from the Federal Transit Administration (FTA), distributed through MTC helps low-income individuals seek and maintain employment by providing transit service when traditional service is either limited or non-existent.
- Regional Measure 2 Bridge Toll funds cover costs for airport Owl Service (nighttime shuttles service to SFO airport)
- Section 5311 funds for coastside bus service.

In prior years, motor bus operations would receive Federal Transportation Administration (FTA) grants for preventative maintenance expenses related to motor bus and facilities, mechanics wages and other maintenance costs; however, this source of funding is not expected to be available in FY2019 or in future years. The FTA does provide federal funding to help support ADA paratransit service costs with the ADA Operating Subsidy (see ADA Operating Grant page 2 line 33).

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	% CHANGE
Operating Grants	\$ 1,610	\$ 1,481	\$ 1,481	\$ 1,256	\$ (225)	-15.2%

LOCAL REVENUE SOURCES – One-Half Cent Sales Tax

Motor Bus One-Half Cent Sales Tax (page 2, line 14)

A one-half cent sales tax was approved by San Mateo County voters at the time SamTrans was formed in 1974. These funds have been collected since July 1, 1982, and provide operating revenues to cover the annual shortfall in operating revenues, local match for federal operating grants, capital programs, and debt service. Total anticipated collections of one-half cent sales tax revenue needed to fund motor bus operations for FY2019 is \$60.2 million which is a 10.3 percent increase compared to the FY2018 Forecast.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	% CHANGE
Motor Bus 1/2 Cent Sales Tax	\$ 40,764	\$ 56,014	\$ 54,594	\$ 60,238	\$ 5,644	10.3%

Accessibility Fixed Route One-Half Cent Sales Tax (page 2, line 15)

This budget provision is to fund the cost of testing and maintaining the wheelchair lifts on fixed route bus service. This represents an element of the District's ongoing commitment to the paratransit needs of the citizens of San Mateo County. The revenue increase correlates to increased Fixed Route Accessibility expenses for the same amount (see page 3, line 24 of the Financial Statement). One-half cent sales tax needed to fund Fixed Route Accessibility is \$1.2 million, 7.7 percent higher than FY2018 Forecast.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
Accessibility Fixed Route	\$ 1,026	\$ 1,093	\$ 1,108	\$ 1,193	\$ 85	7.7%

Investment Interest Income (page 2, line 19)

Portfolio Interest: The District's investable fund balances are invested by SamTrans' investment manager according to SamTrans' approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for FY2019 is \$1.6 million based on projections from the District's investment advisor.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
Investment Interest Income	\$ 1,200	\$ 861	\$ 1,519	\$ 1,630	\$ 111	7.3%

Rental Income (page 2, line 22)

SamTrans owns its headquarters building and rents out available space. Anticipated net rental income for FY2019 is \$1.6 million. The FY2019 projected rental income is based on current tenant listing and cost of living increases for the SF Bay – Urban area.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
Rental Income	\$ 1,529	\$ 1,400	\$ 1,400	\$ 1,600	\$ 200	14.3%

Advertising Income (page 2, line 23)

Advertising Income is \$1.2 million from the District's advertising contracts with Outfront Media for advertisement on Bus Shelters and Lamar Advertising for bus exteriors.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
Advertising Income	\$ 902	\$ 1,211	\$ 1,211	\$ 1,211	\$ -	0.0%

Motor Bus Other Income (page 2, line 24)

Motor Bus Other Income is projected to be \$1.7 million for FY2019 and comprised of the following:

- Rental Income: Besides the District's owned headquarters mentioned above, the District has other properties which are leased and for which it receives rent (tenants include County of San Mateo, Duncan Motors, Equity Residential, Natural Stones Inc, Phyllis Cadle, DeVaney and Honeywell Intl)

- Change Card Revenues reflect expired change cards that have balances and recognized as revenue
- Owl late-night airport service
- Parking revenues for BART stations
- Parking citation program revenues
- Reimbursement for Mainline Service
- Mileage refund

Lower projections for FY2019 reflect the absence of BART Bus Bridge revenue which is bus transportation from / to BART stations during anticipated construction projects and/or service interruptions of BART service. FY2019 revenues also reflect lower contract rates for Owl Service.

\$'s in Thousands	FY2017		FY2018		FY2019		% CHANGE
	FY 2017	FY2018	FY2018	FY2019	FY2019	vs FY2018	
	ACTUAL	REVISIED BUDGET	FORECAST	PRELIM BUDGET	FORECAST		
Other Income	\$ 2,610	\$ 2,308	\$ 2,307	\$ 1,697	\$ (610)	-26.4%	

PARATRANSIT (ADA) REVENUES (see Attachment A for page and line reference)

ADA: PASSENGER FARES-REDI WHEELS (page 2, line 30)

Passenger fare revenue for ADA reflects farebox revenue used to offset ADA operating costs. The FY2019 budget reflects \$1.0 million in fare revenues based on annualized year-to-date trends reflected in the FY2018 Forecast and planned rate increases effective January 1, 2019. ADA passenger fare revenue growth for FY2019 is projected to grow 13.8 percent from FY2018 Forecast based on current year ADA revenue trends and planned rate increases.

\$'s in Thousands	FY2017		FY2018		FY2019		% CHANGE
	FY 2017	FY2018	FY2018	FY2019	FY2019	vs FY2018	
	ACTUAL	REVISIED BUDGET	FORECAST	PRELIM BUDGET	FORECAST		
Passenger Fares-Redi Wheels	\$ 894	\$ 741	\$ 840	\$ 956	\$ 116	13.8%	

ADA: LOCAL TRANSIT DEVELOPMENT FUNDS (TDA) (page 2, line 31)

Transportation Development Act (TDA) Article 4.0 funds are derived from a statewide transportation sales tax which was enacted in 1972. The Act funds transportation capital and operating projects. In the Bay Area, these funds are allocated to transit operators by the Metropolitan Transportation Commission (MTC), based on a proportionate amount of sales tax generated by each county.

MTC is projecting Samtrans will receive a total of \$2.1 million for FY2019 ADA operations, which is an increase of \$0.2 million or 9 percent over the FY2018 forecast of \$1.9 million.

\$'s in Thousands	FY2017		FY2018		FY2019		% CHANGE
	FY 2017	FY2018	FY2018	FY2019	FY2019	vs FY2018	
	ACTUAL	REVISIED BUDGET	FORECAST	PRELIM BUDGET	FORECAST		
Local TDA 4.5 Redi Wheels	\$ 1,844	\$ 1,918	\$ 1,918	\$ 2,091	\$ 173	9.0%	

ADA: STATE FUNDING (page 2, line 32)

Previously, State Transit Assistance program revenues were derived from the state sales tax on diesel fuel, and allocated by the state legislature to the Metropolitan Transportation Commission (MTC) based on the availability of funds for eligible transit operators. Population Formula Funds were allocated for regional paratransit service by the MTC and apportionment has been to each transit operator based on the estimated availability of funding as provided in the Governor's annual budget. However, for FY2019, there has been a change in appropriations which are now at the County level. At this time, it is uncertain as to how much, if any, the District will receive for FY2019.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Local STA - Paratransit	\$ 342	\$ 345	\$ 345	\$ -	\$ (345)	-100.0%

ADA: OPERATING GRANTS (page 2, line 33)

Operating Grants for paratransit are \$2.1 million in FY2019 and include the following:

- FTA ADA Operating Subsidy 2017-27 for funding general ADA operating expense
- FTA Section 5310 funds and City / County Association of Governments (C/CAG) for funding Information & Assistance programs for Senior Mobility.

The Preliminary Budget reflects ADA Operating Grants that will be available for FY2019. This is lower by \$1.7 million from FY2018 Forecast and the shortfall is made up in District Sales Tax shown in line 34.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Operating Grants	\$ 2,424	\$ 3,829	\$ 3,829	\$ 2,085	\$ (1,744)	-45.5%

ADA: SALES TAX LOCAL REVENUE – One-Half Cent Sales Tax (page 2, line 34 & 35)

Paratransit One-Half Cent Sales Tax (page 2, line 34)

One-half cent sales tax was approved by San Mateo County voters at the time SamTrans was formed in 1974. These funds have been collected since July 1, 1982, and provide operating revenues to cover the annual shortfall in operating revenues, local match for Federal operation grants, capital programs, and debt service. Total anticipated collections of one-half cent sales tax revenue needed to fund paratransit activities for FY2019 is \$4.3 million which is a 567.7 percent increase compared to the FY2018 Forecast.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Sales Tax - Paratransit District	\$ 1,631	\$ 957	\$ 637	\$ 4,251	\$ 3,615	567.7%

Paratransit Supplemental Coastside One-Half Cent Sales Tax (page 2, line 35)
 Paratransit Supplemental share of the one-half cent sales tax to support paratransit shortfalls after exhausting all other funding sources. Paratransit Supplemental – Coastside is a contribution to the paratransit service operated by the Coastside Opportunity Center for patrons living in communities located along the San Mateo County coast. The revenue correlates to the Coastside ADA Support expenses in the same amount (see page 4, line 50 of the Financial Statement). The contribution for FY2019 is \$1.8 million, lower by \$11.5k or 0.6 percent from FY2018 Forecast.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Sales Tax - Paratransit Suppl. Coastside	\$ 1,723	\$ 1,842	\$ 1,842	\$ 1,831	\$ (12)	-0.6%

ADA Interest Income – Paratransit fund (page 2, line 36)

Portfolio Interest: Investable fund balances associated with paratransit are invested by SamTrans' Investment Manager according to SamTrans' approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for FY2019 is \$0.4 million, 3.7 percent higher than the FY2018 forecast based on projections provided by the District's investment manager.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Interest Income-Paratransit Fund	\$ 340	\$ 239	\$ 386	\$ 400	\$ 14	3.7%

ADA Measure A Funds (page 2, lines 37 & 38)

SMCTA Measure A - Redi Wheels (page 2, line 37)

On June 7, 1988, the voters of San Mateo County approved a ballot measure known as Measure A that approved a one-half cent sales tax increase to fund local transportation projects. Measure A funding from the San Mateo County Transportation Authority (TA) is 4% to Paratransit. The TA contribution of Measure A Funds is for projects assisting people with special mobility needs and for FY2019 is \$3.5 million. This is up 2% from FY2018 Forecast.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
SMCTA Measure A Redi-Wheels	\$ 3,307	\$ 3,386	\$ 3,386	\$ 3,454	\$ 68	2.0%

San Mateo County Measure K - Redi Wheels (page 2, line 38)

Measure K funding from the County Board of Supervisors for the San Mateo County Measure K is \$2.5 million for Paratransit. Funding is expected to be lowered in FY2020 to \$1.5 million and eliminated in 2021.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
SM County Measure A & Other	\$ 5,000	\$ 3,750	\$ 3,750	\$ 2,500	\$ (1,250)	-33.3%

ADA Measure M Funds (page 2, line 39)

Measure M funding is from \$10 motor vehicle registration fee for congestion and pollution mitigation. These funds received by the District are used for expenditures relating to paratransit operations for seniors and disabled services. The District receives \$1.4 million annually.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017 ACTUAL	REVISED BUDGET	FY2018 FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	% CHANGE
Measure M Paratransit	\$ 1,400	\$ 1,400	\$ 1,400	\$ 1,400	\$ -	0.0%

MULTI-MODAL REVENUES (see Attachment A for page and line reference)

Multi-modal funding includes Measure A Funds for Caltrains and employer operated Shuttle programs.

Multi- Modal Measure A funds (page 2, line 43 & 44)

Measure A funds administered by the TA typically provides 8% of total TA Measure A funds for Caltrain operations. For the FY2019 Preliminary Budget, Measure A contributions from the TA for Caltrain operations are expected to be \$6.9 million reflecting a 2% growth in Measure A Sales Tax compared to FY2018; another \$0.7 million of Measure A funding for Caltrain is expected to come from previous years' balances for a total of \$7.6 million.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017 ACTUAL	REVISED BUDGET	FY2018 FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	% CHANGE
Transfer from SMCTA for Caltrain	\$ 6,480	\$ 6,191	\$ 6,191	\$ 6,908	\$ 717	11.6%
Other Sources - Caltrain	\$ -	\$ -	\$ -	\$ 726	\$ 726	n/a
Transfer from SMCTA to Caltrain	\$ 6,480	\$ 6,191	\$ 6,191	\$ 7,634	\$ 1,443	23.3%

SHUTTLE PROGRAM SUMMARY (page 2, line 45 - 47)

Shuttles - AB434, TA & Other (page 2, line 45)

AB 434, TA & Other Funding - The Transportation Fund for Clean Air Assembly Bill 434, approved in 1991, provides funding for the SamTrans Shuttle program. The Bay Area Air Quality Management District (BAAQMD) in conjunction with the Department of Motor Vehicles collects a \$4.00 surcharge on motor vehicle registrations paid within the Air District's jurisdiction.

The funds provide for a variety of clean air programs. The SamTrans shuttles connect BART stations to employment sites across the North County during peak commute

periods. Initially, 50 percent of the program was financed with AB434 Local Funds, with the remaining 50 percent split between SamTrans and the employers served by the shuttles. A portion of the TA funded shuttle program is supported directly by the TA in FY2019 in the amount of \$304K and AB 434 Funding for FY2019 is \$110k.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017 ACTUAL	REVISED BUDGET	FY2018 FORECAST	FY2019 PRELIM BUDGET	vs FY2018 FORECAST	% CHANGE
AB434, TA & Other	\$ 109	\$ 460	\$ 460	\$ 414	\$ (46)	-10.0%

AB434, TA & Other

FY2019

AB434 (BAAQMD)	110,000
TA Contributed	304,000
	<u>414,000</u>

Employer Shuttle Funds (page 2, line 46)

The SamTrans Shuttle program provides free rides to employees from BART to local employer facilities during commute hours. The employer share of shuttle costs for FY2019 is \$1.5 million.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017 ACTUAL	REVISED BUDGET	FY2018 FORECAST	FY2019 PRELIM BUDGET	vs FY2018 FORECAST	% CHANGE
Employer SamTrans Shuttle Funds	\$ 1,478	\$ 1,514	\$ 1,258	\$ 1,487	\$ 229	18.2%

Employer Operated Shuttle Detail:

Bal-Mart (BayHill)	\$31,000
Commute.Org (Crocker Park BART)	326,400
Commute.Org (North Foster City)	204,400
Commute.Org (Oyster Pt)	219,400
Commute.Org (Utah - Grant BART)	221,400
Seton Medical Center (Daly City BART)	37,000
Sierra Pt Owners Assoc. (Balboa Park BART)	212,600
	<u>1,252,200</u>
SAMTRANS Operated - Employer Share	235,000
	<u>\$1,487,200</u>

EXPENSES (see Attachment A for page and line reference)

Total funding required for SamTrans' operating budget for FY2019 is \$159.1 million. The format for the budget is presented to reflect the major activities or programs of the District. Activities are divided into three major categories: 1) Motor Bus Operations, 2) Americans with Disabilities Act Programs (ADA), and 3) Multimodal Transit Programs which includes Shuttles. Within each category, major elements and programs are clearly identified in order to maintain comparability with prior periods.

The FY2019 Operating Expense Budget - Expenses schedules shows FY2017 Actuals, FY2018 Revised Budget, FY2018 Forecast and Preliminary FY2019 Budget.

MOTOR BUS OPERATIONS (see Attachment A for page and line reference)

Motor bus operations include SamTrans operated bus service, mainline routes operated under contract by MV Transportation, and certain Coastside routes operated under contract.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	% CHANGE
TOTAL MOTOR BUS	\$ 104,953	\$ 120,354	\$ 118,448	\$ 129,722	\$ 11,273	9.5%

Wages & Benefits - (page 3, line 1)

Wages and benefits are calculated based on the approved FY2018 Salary Ordinance positions and current salary levels. Included in the FY2019 Motor Bus Wages & Benefits are:

- Negotiated wage increase of 3% for full-time and part-time represented positions
- Non-Represented (Administration) Wage increase of 3%
- Overtime for Bus Operators, Mechanics and Customer Service representatives
- Fringe Benefits: Fringe benefit costs are applied to actual staff wages as a rate. At SamTrans, as the managing agency for the three business units, the District aggregates all estimated annual fringe benefit costs (payroll taxes, pension, medical, dental and vision premiums, life insurance, long-term disability, unemployment, and paid time off) and then divides that amount by the total projected wages for the upcoming year to arrive at a fringe benefit rate.
- Funded Retiree Medical and CalPERS Expense
- Interagency Overhead Recovery (ICAP) and Capitalized Indirect Cost Recovery, Federal rules and regulations permit the recovery of overhead expenses and indirect costs if they are part of an approved Cost Allocation Plan. In 2012, the FTA approved SamTrans' plan and overhead amounts for support functions that benefit other agencies. The cost of support functions such as Human Resources, Payroll, and other support functions are being allocated to other agencies. Capitalized indirect costs are general overhead item costs that are allocated to capital projects that receive benefits from the indirect costs.
- Vacancy assumption: Samtrans often fills FTE vacancies with consultants or temporary staff. As a result, savings in Wages & Benefits are offset by these costs. For the FY2019 Budget, we have assumed that there will be a 1.5% vacancy factor producing a savings of approximately \$1.1 million.

Fringe benefits are higher as a result of increased medical and dental premiums, and a reconciliation carryforward from FY2016 used in FY2018 and not available in FY2019. Higher wages are a result of the 3 percent wage increase mentioned above, as well as shifts in labor distribution, including converting part-time bus operators to full time positions. Other increases include higher Calpers and Retiree Medical Benefits.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
Wages and Benefits	\$ 55,777	\$ 60,218	\$ 59,584	\$ 68,788	\$ 9,204	15.4%

Wages & Benefits (FTEs)

The chart below shows the FTE detail for the FY2019 Budget.

FY19 Operating FTEs	Finance	Planning	Exec	Comm	Admin	Bus	Rail	Total
Represented	-	-	-	14.6	-	412.7	-	427.4
Bus Operators (full & part time)	-	-	-	-	-	283.2	-	283.2
Bus Transportation Supervisors	-	-	-	-	-	14.0	-	14.0
Mechanics	-	-	-	-	-	58.0	-	58.0
Utility Workers	-	-	-	-	-	29.0	-	29.0
Storekeeper	-	-	-	-	-	7.0	-	7.0
Customer Service Reps	-	-	-	13.6	-	-	-	13.6
Other	-	-	-	1.0	-	21.5	-	22.5
Non-Represented	61.1	6.4	3.6	19.7	21.5	58.8	0.4	171.5
New FTEs		0.1			0.5	1.0		1.6
Total Operating FTEs	61.1	6.5	3.6	34.4	22.0	472.6	0.4	600.4
Total Capital FTEs	6.5	2.6	0.4	-	0.3	1.0	1.2	11.9
TOTAL FTEs	67.6	9.1	4.0	34.4	22.2	473.6	1.5	612.3

Board of Directors - (page 3, line 3)

Board of Directors expense includes honoraria for the Board of Directors and offsite meeting and related expenses.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
Board of Directors	\$ 51	\$ 86	\$ 86	\$ 86	\$ -	0.0%

Contracted Vehicle Maintenance (page 3, line 4)

Expense related to contracted bus operations such as related towing, contracted welding work, contracted seat repair, contracted oil analysis, rolling stock repairs, state and federal mandated bus fire services, and other contracted services. This also includes an Heating, Ventilation and Air Conditioning (HVAC) maintenance contract with ACS Systems.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
Contracted Vehicle Maintenance	\$ 1,316	\$ 1,336	\$ 1,317	\$ 1,302	\$ (14)	-1.1%

Property Maintenance (page 3, line 5)

Expenses related to north and south base building maintenance including repair of shop equipment and tools, preventive maintenance and repairs to mobile wheel lifts, removal of hazardous materials, i.e., bus washer sludge, waste oil, steam cleaner sludge, used oil filters, fluorescent light bulbs, parts washer service, recyclable rag and towel services, and oily disposable rags. Also included are pest control services and other general repairs for central, south base & north base.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
Property Maintenance	\$ 1,065	\$ 1,056	\$ 1,272	\$ 1,589	\$ 317	24.9%

Professional Services (page 3, line 6)

Professional Services includes legal and professional consulting services for:

- Administration related issues related to; safety and security programs, mandated grievance & arbitration hearings, substance abuse professional, arbitrator, and court reporter services
- Executive Legal Services including the contract with Hansen Bridgett
- Planning initiatives including the Grand Boulevard Initiative and Senior Mobility Programs which are in part funded by Operating Grants
- Legislative Advocates to help with Federal and State Legislative Efforts
- Finance related issues, i.e., annual audit, actuarial report for Other Post-Employment Benefits (OPEB), systems contract service and on call support

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
Professional Services	\$ 4,202	\$ 5,257	\$ 4,701	\$ 4,064	\$ (636)	-13.5%

Technical Services includes: (page 3, line 7)

Technical Services include increases for security guard, Sheriff, CCTV, and county dispatch through the annualized renegotiated contract with the Sheriff's Office through June 2018 and assumed extension of contract through June of 2019. This also includes a contract increase with the County Community 911 service which extends through end of 2020. Other increases are a result of higher expense for tools and on-going technical support for website management. Other items include:

- Bus Operator mandated, drug and alcohol testing and DMV special drivers licenses
- Licensing and service agreements for District wide systems applications
- Office related equipment, i.e., desktop computers, printers and repairs
- Temporary services for projects not being currently done by staff.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
Technical Services	\$ 6,786	\$ 7,565	\$ 8,104	\$ 8,750	\$ 646	8.0%

Other Services includes: (page 3, line 8)

- WIPRO Hosting and Support Contract for PeopleSoft
- Annual fee for physical inventory of fixed assets
- Procurement systems for workload prioritization
- Bus Operator Radio Dispatch

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Other Services	\$ 2,948	\$ 3,211	\$ 3,161	\$ 3,561	\$ 401	12.7%

Fuel & Lubricants - (page 3, line 11)

Fuel and Lubricant line for motor bus includes diesel expense for District owned buses and gasoline for non-revenue support vehicles, i.e., shop trucks, TVM vans and relief cars for bus operators. Also included is expense for oil and lubricants which amount is determined by the estimated number of deliveries for the fiscal year. Fuel for paratransit cutaways and minivans are shown in the ADA section of the Financial Statement. Taxes and fees related to fuel expense are shown on a separate line item called Taxes and Licenses Fees (line 23 on the Financial Statement).

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Fuel and Lubricants	\$ 2,836	\$ 3,784	\$ 3,637	\$ 3,951	\$ 313	8.6%

	FY19 Motor Bus		
	Diesel	Gasoline	Total
Total # of Gallons	1,749,533	23,852	n/a
Cost / Gallon	\$2.10	\$3.50	n/a
Total Fuel Expense	3,674,019	83,482	3,757,501
Oil & Lubricants	193,319	-	193,319
Fuel & Lubricants Expense	3,867,338	83,482	3,950,820

Bus Parts and Materials - (page 3, line 12)

Includes bus repair and replacement parts, bus maintenance tires, disposition of obsolete / surplus inventory, service and repairs for non-revenue vehicles, small tools and freight.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Bus Parts and Materials	\$ 1,973	\$ 2,043	\$ 2,370	\$ 2,037	\$ (334)	-14.1%

Uniforms & Driver Expense - (page 3, line 13)

It is the District's contractual obligation to supply certain employees with uniforms, including boots, i.e., safety shoes for Facilities Technicians, plus protective gear for eyes and ears, insulated coveralls and rain gear. This expense covers bus operators, mechanics, storeskeepers, and management staff. Also included are retirement and employee recognition events, i.e., safety breakfast, and staff meetings.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Uniform and Drivers Expense	\$ 369	\$ 534	\$ 564	\$ 564	\$ 0	0.0%

Timetables & Tickets - (page 3, line 14)

Production and printing of timetables, schedules, tickets, passes and maps.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Timetables and Tickets	\$ 154	\$ 327	\$ 324	\$ 284	\$ (40)	-12.4%

Office Supplies / Printing (page 3, line 15)

This includes office furniture, computer equipment including laptops, monitors, tablets, printing and materials to support training programs, books and references materials, paycheck stock and envelopes, and other office supplies, i.e., paper, letterhead, and business cards.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Office Supplies/Printing	\$ 368	\$ 484	\$ 477	\$ 454	\$ (23)	-4.8%

Other Material & Office Supplies / Printing (page 3, line 16)

Costs for bus operations related activities involving shop supplies, cleaning supplies, engine coolant, cleaning of mats and shop rags, refrigerant, welding supplies and many vehicle miscellaneous items for repairs, such as silicone, gasket sealer, various glues, paints and canned lubricants used in the Preventative Maintenance Interval process. Packaging, shipping, banding materials, component bags and related supplies, including purchases required to keep a clean and safe stockroom and purchase of storage bins required by heavier parts.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Other Materials and Supply	\$ 159	\$ 160	\$ 160	\$ 150	\$ (10)	-6.1%

Telecommunications (page 3, line 19)

Cell phone, data circuits and telephone services.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Telecommunications	\$ 418	\$ 745	\$ 745	\$ 712	\$ (33)	-4.5%

Other Utilities (page 3, line 20)

Includes gas & electric, water and sewer and trash / refuse.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Other Utilities	\$ 1,126	\$ 1,140	\$ 1,140	\$ 1,058	\$ (82)	-7.2%

Insurance Costs - (page 3, line 21)

Includes general insurance costs for motor bus including premiums, deductibles, claims legal fees, and insurance brokerage fees. The Preliminary FY2019 Budget reflects a placeholder until insurance program is finalized.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Insurance Costs	\$ 2,535	\$ 3,042	\$ 3,042	\$ 3,107	\$ 65	2.1%

Worker's Compensation - (page 3, line 22)

State mandated insurance that covers lost wages and medical treatment resulting from an employee work-related injury. This includes insurance premiums, deductibles, and legal fees.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Workers' Compensation	\$ 2,190	\$ 3,666	\$ 3,380	\$ 3,666	\$ 286	8.5%

Taxes & License Fees - (page 3, line 23)

Taxes related to fuel and lubricant expense, including Leaking Underground Storage Tank (LUST) tax on diesel fuel, and Green House Gas (GHG) Emissions Compliance. These costs change with the changes in fuel assumptions. Green House Gas compliance rate was increased from 13 cents per gallon to 25 cents per gallon for FY2019.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Taxes and License Fees	\$ 552	\$ 780	\$ 825	\$ 795	\$ (30)	-3.6%

	FY19 Motor Bus		
	Diesel	Gasoline	Total
Fuel & Lub Tax Rate on Expense	9.14%		
Fuel & Lub Tax Expense	\$353,457		\$353,457
LUST Tax Diesel Rate	\$0.0010		
LUST Tax Diesel Exp	\$3,775		\$3,775
GHG / CAR Compliance per Gallons	\$0.25		
GHG / CAR Compliance Expense	\$437,383		\$437,383
Support Vehicle License & Reg		\$600	\$600
Total Related Taxes & Fees	\$794,615	\$600	\$795,215

Fixed-Route Accessibility (page 3, line 24)

This expense is related to testing and maintaining the wheelchair lifts on fixed route bus service and includes District Wages and Benefits for staff performing related activities. This represents an element of the District's ongoing commitment to the paratransit needs of the citizens of San Mateo County.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Fixed Route Accessibility	\$ 1,026	\$ 1,093	\$ 1,108	\$ 1,193	\$ 85	7.7%

Leases and Rentals (page 3, line 25)

This expense is primarily for rent relating to the Pico Boulevard portable restrooms for field layover areas and for the Linda Mar Park & Ride lease from Caltrans.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Leases and Rentals	\$ 167	\$ 183	\$ 183	\$ 185	\$ 3	1.4%

Promotional & Legal Advertising (page 3, line 26)

Includes recruitment advertising, promotional advertising for the District services and social media campaigns, partnerships and events. Increase of \$0.8 million relates to one-time expenses for support activities for specific initiatives planned for FY2019 such as, schedule changes for system enhancements, new electric buses, SamTran's Mobile App launch, and others. This also includes additional expense for marketing of Youth Ambassadors in connection with the Youth Mobility Plan.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Prmtnl and Legal Advertising	\$ 297	\$ 869	\$ 606	\$ 1,393	\$ 787	129.9%

Training and Business Travel (page 3, line 27)

Includes seminar and training expense related to employee development. This also includes professional development expense for tuition reimbursement for American Public Transportation Association (APTA), Leadership Programs and 360 employee assessments.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Training & Business Travel	\$ 248	\$ 879	\$ 686	\$ 784	\$ 98	14.2%

Dues and Membership (page 3, line 28)

Fees and subscriptions include, American Planning Association (APA), San Francisco Bay Area Planning and Urban Research (SPUR), Women's Transportation Seminar (WTS) International Right of Way Association (IRWA), National Student Conclave (NSC).

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Dues and Membership	\$ 112	\$ 159	\$ 159	\$ 150	\$ (9)	-5.4%

Postage and Other (page 3, line 29)

Expenses related to postage for various activities related to Communications and Treasury as well as safety & security programs and ADA programs. This also includes bad debt expense, relocation expense, and costs related to mandated translation services. The increase for FY2019 reflects increased postage for Safety and Security as well as increased recruitment and relocation expense.

\$'s in Thousands	FY2018		FY2018 FORECAST	FY2019		FY2019 vs FY2018 FORECAST	% CHANGE
	FY 2017	REVISED		FY2019	FY2019		
	ACTUAL	BUDGET		PRELIM	BUDGET		
Postage and other	\$ 47	\$ 95	\$ 53	\$ 238	\$ 185	347.9%	

CONTRACTED BUS SERVICES (page 3, lines 34 – 43)**Contracted Urban Bus (CUB)** (page 3, line 34)

Reflects contracted service with MV Transportation for Mainline Bus service.

\$'s in Thousands	FY2018		FY2018 FORECAST	FY2019		FY2019 vs FY2018 FORECAST	% CHANGE
	FY 2017	REVISED		FY2019	FY2019		
	ACTUAL	BUDGET		PRELIM	BUDGET		
Contracted Urban Bus Service	\$ 16,104	\$ 17,987	\$ 17,110	\$ 17,266	\$ 155	0.9%	

Other Related Costs (page 3, line 35)

- Reflects Wage & Benefits for staff management of CUB services
- Contract Services expense related to quarterly inspections for District owned vehicles operated by contractor
- CUB related building maintenance necessary for janitorial, pest control, preventive maintenance and repairs.
- CUB related Utilities for gas & electric, water and sewer, and trash / refuse

\$'s in Thousands	FY2018		FY2018 FORECAST	FY2019		FY2019 vs FY2018 FORECAST	% CHANGE
	FY 2017	REVISED		FY2019	FY2019		
	ACTUAL	BUDGET		PRELIM	BUDGET		
Other Related Costs	\$ 442	\$ 359	\$ 359	\$ 456	\$ 97	27.1%	

Insurance Costs (page 3, line 36)

Includes general insurance costs for CUB services including premiums, deductibles, claims legal fees, and insurance brokerage fees. The Preliminary FY2019 Budget reflects a placeholder until insurance program is finalized.

\$'s in Thousands	FY2018		FY2018 FORECAST	FY2019		FY2019 vs FY2018 FORECAST	% CHANGE
	FY 2017	REVISED		FY2019	FY2019		
	ACTUAL	BUDGET		PRELIM	BUDGET		
Insurance Costs	\$ (372)	\$ 773	\$ 773	\$ 794	\$ 21	2.7%	

Coastside Services (page 3, line 37)

CUB Servicing Coastal communities; Fixed Route (17,18, FLX) service provided to residents from La Honda Pescadero to Pacifica and San Mateo.

\$'s in Thousands	FY2018		FY2018 FORECAST	FY2019		FY2019 vs FY2018 FORECAST	% CHANGE
	FY 2017	REVISED		FY2019	FY2019		
	ACTUAL	BUDGET		PRELIM	BUDGET		
Coastside Services	\$ 1,513	\$ 1,955	\$ 1,974	\$ 1,742	\$ (232)	-11.7%	

Redi-Coast ADA (page 3, line 38)

Costs in connection with rural service from Pescadero along the Coastside to San Francisco; Bayside service from San Francisco to Palo Alto for those who do not qualify for ADA and have no access to fixed route service.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Redi Coast Non-ADA	\$ 255	\$ 253	\$ 231	\$ 266	\$ 35	15.1%

Other Related (page 3, line 39)

Staff time for managing the contract as well as provider for fixed route service, non - ADA, and FLX Services for Pacifica and San Mateo for Service on the Coastside and Bayside.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Other Related Costs	\$ 115	\$ 117	\$ 117	\$ 131	\$ 14	12.3%

La Honda (page 3, line 40)

CUB service to rural population in the La Honda and surrounding areas.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
La Honda Pescadero	\$ 55	\$ 55	\$ 55	\$ 55	\$ -	0.0%

SamCoast Pescadero (page 3, line 41)

CUB service to rural population in the Pescadero and surrounding areas.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Southcoast - Pescadero	\$ 112	\$ 138	\$ 138	\$ 141	\$ 2	1.8%

Other Related Costs – SamCoast (page 3, line 42)

Wage & Benefits for staff managing coastside service for rural farming community families; expanded service to bayside medical facilities (over-the-hill trips), family social service centers and educational centers.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Other Related Costs-SamCoast	\$ 7	\$ 7	\$ 7	\$ 7	\$ 1	12.3%

Note, costs are approximately \$6.6K in forecast and \$7.4K in FY19 Prelim Budget.

AMERICANS WITH DISABILITIES ACT (ADA) PROGRAMS (see Attachment A for page and line reference)

The paratransit/ADA program includes Redi-Wheels service, taxi and sedan service, including SamTrans administration costs, support of paratransit service on the Coastsides of the county, and a contribution to the Paratransit Coordinating Council (PCC) for administration costs.

Elderly & Disabled/Redi-Wheels - (page 4, line 46)

Contracted Paratransit Service with District vehicles for north and south base includes cutaways and minivans. Projected increase reflects growth in ridership of 3% plus contractual increased rates per revenue hour and higher fixed fees.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
Elderly & Disabled/Redi-Wheels	\$ 5,348	\$ 7,717	\$ 5,394	\$ 8,012	\$ 2,618	48.5%

Other Related Costs (page 4, line 47)

Includes the following:

- Wage & Benefits for staff managing Redi-Wheels services
- Diesel fuel and related taxes for cutaways and minivans
- Gasoline fuel and related taxes for Taxi and Sedan service
- Oil & Lubricants
- Maintenance expense for parts, tires and tools
- Employee uniforms
- Telephone service (North and South Base)

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
Other Related Cost	\$ 2,970	\$ 3,030	\$ 3,055	\$ 3,043	\$ (12)	-0.4%

ADA Taxi & Sedan Service- (page 4, line 48)

Contracted Coastsides Service, provides ADA service along the coast, from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County using contracted taxi and sedans.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
ADA Sedan/Taxi Service	\$ 5,066	\$ 3,704	\$ 4,956	\$ 3,811	\$ (1,145)	-23.1%

ADA Accessibility Support (page 4, line 49)

Senior mobility and veterans assistance services includes:

- Wage & benefits for staff managing service,
- Other, such as postage, office supplies, technical services, telephone and other administrative costs.
- ADA related consultants for disability awareness and training

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017	REVISED	FY2018	PRELIM	vs FY2018	
	ACTUAL	BUDGET	FORECAST	BUDGET	FORECAST	% CHANGE
ADA Accessibility Support	\$ 1,500	\$ 1,506	\$ 1,506	\$ 1,645	\$ 139	9.2%

Coastside ADA Support (page 4, line 50)

Contracted Coastside Service, provides ADA service along the Coast, from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Coastside ADA Support	\$ 1,723	\$ 1,842	\$ 1,842	\$ 1,831	\$ (12)	-0.6%

Insurance Costs (page 4, line 51)

Includes general insurance costs for ADA services including premiums, deductibles, claims legal fees, and insurance brokerage fees. The Preliminary FY2019 Budget reflects a placeholder until insurance program is finalized.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Insurance Costs	\$ 2,298	\$ 609	\$ 1,580	\$ 627	\$ (953)	-60.3%

MULTIMODAL TRANSIT PROGRAMS

Multimodal programs include the Caltrain, the Dumbarton Inter-County Corridor, SamTrans Shuttle Service, station support for multimodal transit in San Mateo County, and multimodal promotion.

Caltrain - (page 4, line 56)

The Caltrain Shuttle Service in San Mateo County funded by the San Mateo County Transportation Authority (TA). Measure A funds are administered by the San Mateo County Transportation Authority and typically provided 8% of total Measure A fund for Caltrain operations. Contributions from the TA for Caltrain is expected to be \$6.9 million reflecting a 2% growth in Measure A Sales Tax compared to FY2018 and another \$0.9 million of Measure A funding is expected to come from previous year balances for a total of \$7.6 million.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
Peninsula Rail Service	\$ 6,480	\$ 6,191	\$ 6,191	\$ 7,634	\$ 1,443	23.3%

SamTrans Shuttles - (page 4, line 62)

Reflects expenses related to directly operated and subsidized shuttle services. This includes, staff expense (wage & benefits), survey services, printing expense and expense directly related to contracted shuttle services, including contractual 1% vendor incentive for directly contracted, and 2.5% contingency for directly contracted. Increase for FY2019 relates to Bayshore / Brisbane shuttle transferred from JPB.

\$'s in Thousands	FY 2017	FY2018	FY2018	FY2019	FY2019	% CHANGE
	ACTUAL	REVISED BUDGET	FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	
SamTrans Shuttle	\$ 1,783	\$ 2,078	\$ 1,822	\$ 2,151	\$ 329	18.0%

Maintenance Multimodal Facility (page 4, line 64)

Provides support services and utilities for Colma Park n Ride facility including contract services, building maintenances service and sewer and water.

\$'s in Thousands	FY2018		FY2019		FY2019	
	FY 2017 ACTUAL	REVISED BUDGET	FY2018 FORECAST	PRELIM BUDGET	vs FY2018 FORECAST	% CHANGE
Maintenance Multimodal Fac	\$ 172	\$ 170	\$ 170	\$ 175	\$ 5	2.8%

FY2019 BUDGET NARATIVE - CAPITAL

The list below describes each of the Capital Projects requested for FY2019. The capital projects submitted were reviewed and prioritized for consistency with District policy directives and key Strategic Plan Initiatives. In keeping with the District's need to conserve financial resources, the final recommendations reflect the most critical projects that support the District's goals without compromising either safety or security. Please see Attachment B for section reference numbers

Revenue Vehicle and Support: \$1,777,385

- 1.1 Major Bus Components FY19 Capital Budget - \$ 1,173,200
Purchase of new parts, rebuilt parts and major bus components not accounted for in operating budget
- 1.2 MB-2000 Bus Simulator System - \$ 310,000
Purchase of an up-to-date Bus Simulator to replace current model which can no longer be upgraded
- 1.3 ADA Self Evaluation Plan for SamTrans and Caltrain - \$ 200,000
ADA requires public agencies to have a self-evaluation plan to identify architectural and administrative barriers to programs and to develop a transition plan to become compliant. Project will pay consultant to develop self-evaluation plan and ADA transition plan
- 1.4 FY19 Maintenance Support Equipment - \$ 94,185
Equipment used to support day-to-day shop activities

Non-Revenue Vehicle and Support: \$118,000

- 2.1 Purchase 4 Non-Rev Service Support Vehicles - \$ 118,000
Procurement of Non-Revenue Service Support Vehicles. The vehicles are to be used in place of personally owned vehicles (POV) to improve efficiency. They are designated for use by various departments

Information Technology: \$3,100,000

- 3.1 Tech Refresh Project - \$ 2,500,000
Technology refreshment with periodic replacement of District system's servers and storage, copiers/printers, network equipment to avoid obsolescence of existing technology, and risks associated with usage of obsolete hardware and software
- 3.2 Upgrade current District Website - \$ 600,000
Procurement of a Content Management System, Dedicated Server, Technical Support, User Testing & research and support for staff migration. The current websites are 10 years old and pose many limitations. This project serves all three agencies

Planning / Development: \$500,000

- 4.1 Capital Program and Project Development - \$ 250,000
Activities include but not limited to: capital budget and programming process, grant development, and development of capital program management systems
- 4.2 Capital Program Management - \$ 250,000
Capitalized funds for programs and project controls support, including monitoring project

Facilities/Construction: \$1,530,000

- 5.1 Facilities Smaller Projects - \$ 570,000
Projects to maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement
- 5.2 Facilities Engineering Smaller Projects - \$ 530,000
Maintain a state of good repair for District properties and common repairs and replacement through the facilities
- 5.3 Central Office Sanitary Sewer Pumps Replacement - \$ 350,000
Replacement of 2 original sewer pumps (1979) located at the basement of the Central Office
- 5.4 Central Boiler Replacement - \$ 80,000
Current boiler, installed in 1993 has surpassed the 20 year expected lifespan. Replacement of current boiler will eliminate current signs of failures in the main flue

Other/Contingency: \$250,000

- 6.1 Contingency - \$ 250,000
Unforeseen capital expenditures

Prepared By: Virginia Baum, Acting, Manager, Budgets 650-508-7963

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2019 PRELIMINARY OPERATING BUDGET**

Attachment A

	<u>FY2017 ACTUAL</u>	<u>FY2018 REVISED BUDGET</u>	<u>FY2018 FORECAST</u>	<u>FY2019 PRELIMINARY BUDGET</u>	FY19 PRELIMINARY Compared to FY18 FORECAST	BUDGET PERCENT CHANGE
	A	B	C	D	E = D-C	F = E/C
<u>SOURCES OF FUNDS:</u>						
Operating Revenues						
1 Passenger Fares	17,040,333	16,977,116	15,917,012	16,457,750	540,738	3.4%
2 Local TDA and STA Funds	41,352,423	42,013,473	42,013,473	47,485,688	5,472,215	13.0%
3 Pass through to Other Agencies	9,072	836,536	836,536	418,268	(418,268)	-50.0%
4 Operating Grants	4,034,344	5,309,973	5,382,754	3,340,522	(2,042,232)	-37.9%
5 SMCTA Measure A	9,786,891	9,577,753	9,577,753	11,088,532	1,510,779	15.8%
6 SM County Measure A & Other	5,000,000	3,750,000	3,750,000	2,500,000	(1,250,000)	-33.3%
7 AB434, TA & Other	109,000	532,794	532,794	414,000	(118,794)	-22.3%
8 Subtotal - Operating Revenues	77,332,064	78,997,645	78,010,321	81,704,760	3,694,438	4.7%
Other Revenue Sources						
9 District 1/2 Cent Sales Tax	84,352,885	84,660,000	84,660,000	86,353,200	1,693,200	2.0%
10 Investment Interest	1,539,693	1,100,312	1,904,747	2,030,312	125,565	6.6%
12 Other Interest, Rent & Other Income	7,919,787	7,833,196	7,576,674	7,464,995	(111,679)	-1.5%
13 Subtotal - Other Revenues	93,812,364	93,593,508	94,141,421	95,848,507	1,707,086	1.8%
14						
15 Total Sources of Funds	171,144,428	172,591,153	172,151,743	177,553,267	5,401,524	3.1%
16						
<u>USES OF FUNDS:</u>						
17 Motor Bus	104,953,411	120,354,148	118,448,374	129,721,583	11,273,209	9.5%
19 A.D.A. Programs	18,905,159	18,407,911	18,332,519	18,967,835	635,317	3.5%
20 Caltrain	6,480,000	6,191,353	6,191,353	7,634,404	1,443,051	23.3%
21 Other Multi-Modal Programs	1,954,439	2,320,546	2,064,632	2,325,306	260,674	12.6%
22 Pass through to Other Agencies	9,072	836,536	836,536	418,268	(418,268)	-50.0%
23 Land Transfer Interest Expense	41,074	45,716	45,716	45,716	0	0.0%
24 Total Operating Expense	132,343,155	148,156,210	145,919,130	159,113,115	13,193,985	9.0%
25						
26 Total Operating Surplus/(Deficit)	38,801,273	24,434,942	26,232,613	18,440,152	(7,792,460)	-29.7%
27						
28 Sales Tax Allocation - Capital Programs	6,429,968	8,789,413	8,789,413	6,336,825	(2,452,588)	-27.9%
29						
30 Total Debt Service	21,664,365	21,684,044	21,684,044	21,612,357	(71,687)	-0.3%
31						
32 Total Uses of Funds	160,437,489	178,629,667	176,392,587	187,062,297	10,669,710	6.0%
33						
34 PROJECTED SURPLUS/(DEFICIT)	10,706,939	(6,038,515)	(4,240,845)	(9,509,031)	(5,268,186)	124.2%

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2019 PRELIMINARY OPERATING BUDGET**

Attachment A

	<u>FY2017 ACTUAL</u>	<u>FY2018 REVISED BUDGET</u>	<u>FY2018 FORECAST</u>	<u>FY2019 PRELIMINARY BUDGET</u>	<u>FY19 PRELIMINARY Compared to FY18 FORECAST</u>	<u>BUDGET PERCENT CHANGE</u>
	A	B		D	E = D-C	F = E/C
OPERATING REVENUES - MOTOR BUS:						
1 TOTAL MOTOR BUS FARES	16,146,080	16,235,675	15,077,012	15,501,882	424,870	2.8%
2						
3 LOCAL (TDA) TRANSIT FUND:						
4 General Operating Assistance	37,609,609	36,440,749	36,440,750	39,725,672	3,284,922	9.0%
5						
6 STATE TRANSIT ASSISTANCE:						
7 STA Base	1,556,283	3,310,138	3,310,138	5,669,191	2,359,053	71.3%
8 STA TOTAL	1,556,283	3,310,138	3,310,138	5,669,191	2,359,053	71.3%
9						
10 OPERATING GRANTS:						
11 Operating Grants	1,610,372	1,481,020	1,481,020	1,255,565	(225,455)	-15.2%
12						
13 DISTRICT 1/2 CENT SALES TAX:						
14 General Operating Assistance	40,763,638	56,013,883	54,594,193	60,238,172	5,643,979	10.3%
15 Accessibility Fixed Route	1,025,846	1,092,576	1,108,056	1,192,913	84,857	7.7%
16 TOTAL 1/2 CENT SALES TAX	41,789,484	57,106,459	55,702,249	61,431,085	5,728,837	10.3%
17						
18 INVESTMENT INTEREST INCOME						
19 Investment Interest Income	1,199,909	861,312	1,519,018	1,630,000	110,982	7.3%
20						
21 OTHER REVENUE SOURCES:						
22 Rental Income	1,529,199	1,400,000	1,400,000	1,600,000	200,000	14.3%
23 Advertising Income	902,223	1,210,700	1,210,700	1,210,700	0	0.0%
24 Other Income	2,610,252	2,308,096	2,307,488	1,697,488	(610,000)	-26.4%
25 TOTAL OTHER REVENUES	5,041,674	4,918,796	4,918,188	4,508,188	(410,000)	-8.3%
26						
27 TOTAL MOTOR BUS	104,953,411	120,354,148	118,448,374	129,721,583	11,273,209	9.5%
28						
29 AMERICAN DISABILITIES ACT:						
30 Passenger Fares-Redi Wheels	894,254	741,441	840,000	955,868	115,868	13.8%
31 Local TDA 4.5 Redi Wheels	1,844,243	1,917,935	1,917,934	2,090,825	172,891	9.0%
32 Local STA - Paratransit	342,288	344,651	344,649	0	(344,649)	-100.0%
33 Operating Grants	2,423,972	3,828,953	3,828,953	2,084,957	(1,743,996)	-45.5%
34 Sales Tax - Paratransit District	1,630,598	957,431	636,751	4,251,458	3,614,706	567.7%
35 Sales Tax - Paratransit Suppl. Coastside	1,723,128	1,842,100	1,842,100	1,830,600	(11,500)	-0.6%
36 Interest Income-Paratransit Fund	339,784	239,000	385,729	400,000	14,271	3.7%
37 SMCTA Measure A Redi-Wheels	3,306,891	3,386,400	3,386,400	3,454,128	67,728	2.0%
38 SM County Measure K & Other	5,000,000	3,750,000	3,750,000	2,500,000	(1,250,000)	-33.3%
39 Measure M Paratransit	1,400,000	1,400,000	1,400,000	1,400,000	0	0.0%
40 TOTAL ADA PROGRAMS	18,905,158	18,407,911	18,332,519	18,967,835	635,317	3.5%
41						
42 MULTI-MODAL TRANSIT PROGRAMS:						
43 Transfer from SMCTA for Caltrain	6,480,000	6,191,353	6,191,353	6,908,256	716,903	11.6%
44 Other Sources - Caltrain	-	-	-	726,148	726,148	n/a
45 AB434, TA & Other	109,000	460,013	460,013	414,000	(46,013)	-10.0%
46 Employer SamTrans Shuttle Funds	1,478,112	1,514,400	1,258,486	1,487,200	228,714	18.2%
47 Sales Tax - SamTrans Shuttle Program	195,709	103,352	103,352	249,306	145,954	141.2%
48 Bay Area Bike Share Pilot Program	0	72,781	72,781	0	(72,781)	-100.0%
49 Sales Tax - Gen. Operating Asst.	171,618	170,000	170,000	174,800	4,800	2.8%
50 TOTAL MULTI-MODAL	8,434,439	8,511,899	8,255,985	9,959,710	1,703,725	20.6%
51						
52 TOTAL REVENUES	132,293,008	147,273,958	145,036,878	158,649,129	13,612,250	9.4%

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2019 PRELIMINARY OPERATING BUDGET**

Attachment A

	<u>FY2017 ACTUAL</u>	<u>FY2018 REVISED BUDGET</u>	<u>FY2018 FORECAST</u>	<u>FY2019 PROPOSED BUDGET</u>	<u>FY19 PRELIMINARY Compared to FY18 FORECAST</u>	<u>BUDGET PERCENT CHANGE</u>
	A	B		D	E = D-C	F = E/C
DISTRICT OPERATED BUSES						
1 Wages and Benefits	55,776,528	60,217,812	59,583,828	68,787,807	9,203,979	15.4%
2 Services:						
3 Board of Directors	51,085	86,000	86,000	86,000	0	0.0%
4 Contracted Vehicle Maintenance	1,316,320	1,335,850	1,316,750	1,302,319	(14,431)	-1.1%
5 Property Maintenance	1,064,923	1,055,500	1,271,750	1,589,000	317,250	24.9%
6 Professional Services	4,202,329	5,257,204	4,700,663	4,064,400	(636,263)	-13.5%
7 Technical Services	6,786,459	7,565,480	8,104,152	8,750,264	646,112	8.0%
8 Other Services	2,947,989	3,210,668	3,160,668	3,561,480	400,812	12.7%
9						
10 Materials & Supply:						
11 Fuel and Lubricants	2,836,351	3,783,600	3,637,440	3,950,822	313,382	8.6%
12 Bus Parts and Materials	1,972,525	2,043,233	2,370,499	2,036,780	(333,719)	-14.1%
13 Uniform and Drivers Expense	369,113	533,731	563,952	564,226	274	0.0%
14 Timetables and Tickets	153,973	326,500	323,500	283,500	(40,000)	-12.4%
15 Office Supplies/Printing	368,427	484,412	476,974	454,234	(22,740)	-4.8%
16 Other Materials and Supply	158,974	160,000	160,000	150,300	(9,700)	-6.1%
17						
18 Utilities:						
19 Telecommunications	417,852	745,491	745,491	712,296	(33,195)	-4.5%
20 Other Utilities	1,125,857	1,140,000	1,140,000	1,058,000	(82,000)	-7.2%
21 Insurance Costs	2,535,353	3,042,164	3,042,164	3,107,025	64,861	2.1%
22 Workers' Compensation	2,189,580	3,666,068	3,380,068	3,666,068	286,000	8.5%
23 Taxes and License Fees	552,214	779,823	825,391	795,415	(29,976)	-3.6%
24 Fixed Route Accessibility	1,025,846	1,092,576	1,108,056	1,192,913	84,857	7.7%
25 Leases and Rentals	167,307	182,670	182,670	185,292	2,622	1.4%
26 Prmtnl and Legal Advertising	296,509	869,000	605,678	1,392,750	787,072	129.9%
27 Training & Business Travel	247,995	878,513	685,935	783,555	97,620	14.2%
28 Dues and Membership	112,467	159,043	159,043	150,483	(8,560)	-5.4%
29 Postage and other	47,164	94,792	53,083	237,780	184,697	347.9%
30						
31 Total District Operated Buses	86,723,139	98,710,130	97,683,755	108,862,709	11,178,954	11.4%
32						
33 CONTRACTED BUS SERVICES						
34 Contracted Urban Bus Service	16,103,608	17,987,300	17,110,206	17,265,600	155,394	0.9%
35 Other Related Costs	441,762	358,694	358,914	456,047	97,133	27.1%
36 Insurance Costs	-372,192	773,422	773,422	794,348	20,926	2.7%
37 Coastside Services	1,513,211	1,954,500	1,973,825	1,742,000	(231,825)	-11.7%
38 Redi Coast Non-ADA	254,800	253,100	231,250	266,200	34,950	15.1%
39 Other Related Costs	114,557	116,884	116,884	131,293	14,409	12.3%
40 La Honda Pescadero	55,125	55,130	55,130	55,130	0	0.0%
41 SamCoast - Pescadero	112,455	138,350	138,350	140,800	2,450	1.8%
42 Other Related Costs-SamCoast	6,946	6,638	6,638	7,456	818	12.3%
43 Total Contracted Bus Service	18,230,272	21,644,018	20,764,619	20,858,874	94,255	0.5%
44						
45 TOTAL MOTOR BUS	104,953,412	120,354,148	118,448,374	129,721,583	11,273,209	9.5%

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2019 PRELIMINARY OPERATING BUDGET**

Attachment A

	<u>FY2017 ACTUAL</u>	<u>FY2018 REVISED BUDGET</u>	<u>FY2018 FORECAST</u>	<u>FY2019 PROPOSED BUDGET</u>	<u>FY19 PRELIMINARY Compared to FY18 FORECAST</u>	<u>BUDGET PERCENT CHANGE</u>	
	A	B		D	E = D-C	F = E/C	
AMERICAN DISABILITY ACT PROGRAMS							
46	Elderly & Disabled/Redi-Wheels	5,348,190	7,716,600	5,393,930	8,012,000	2,618,070	48.5%
47	Other Related Cost	2,969,804	3,030,191	3,054,568	3,042,705	(11,863)	-0.4%
48	ADA Sedan/Taxi Service	5,065,697	3,704,208	4,955,905	3,810,900	(1,145,005)	-23.1%
49	ADA Accessibility Support	1,500,096	1,505,855	1,505,855	1,644,784	138,929	9.2%
50	Coastside ADA Support	1,723,128	1,842,100	1,842,100	1,830,600	(11,500)	-0.6%
51	Insurance Costs	2,298,243	608,957	1,580,161	626,847	(953,314)	-60.3%
52	TOTAL ADA PROGRAMS	18,905,159	18,407,911	18,332,519	18,967,835	635,317	3.5%
53							
54	MULTI-MODAL TRANSIT PROGRAMS						
55							
56	CALTRAIN SERVICE						
57	Peninsula Rail Service	6,480,000	6,191,353	6,191,353	7,634,404	1,443,051	23.3%
58	Total Caltrain Service	6,480,000	6,191,353	6,191,353	7,634,404	1,443,051	23.3%
59							
60	OTHER SUPPORT						
61	Dumbarton Express Service						
62	SamTrans Shuttle	1,782,821	2,077,765	1,821,851	2,150,506	328,655	18.0%
63	Bicycle Coordinating Activities	0	72,781	72,781	0	(72,781)	-100.0%
64	Maintenance Multimodal Fac	171,618	170,000	170,000	174,800	4,800	2.8%
65	Total Other Support	1,954,439	2,320,546	2,064,632	2,325,306	260,674	12.6%
66							
67	TOTAL MULTI-MODAL PROGRAMS	8,434,439	8,511,899	8,255,985	9,959,710	1,703,725	20.6%
68							
69	TOTAL OPERATING EXPENSES	132,293,009	147,273,958	145,036,878	158,649,129	13,612,251	9.4%

San Mateo County Transit District Fiscal Year 2019 Capital Budget

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2019 Budget Request	Funding		
					Federal	State	District Sales Tax
i. REVENUE VEHICLE SUPPORT							
1.1 Major Bus Components FY19 Capital Budget	Purchase of new parts, rebuilt parts and major bus components not accounted for in operating budget	\$ 6,014,636	\$ 4,841,436	\$ 1,173,200		\$ 938,560	\$ 234,640
1.2 MB-2000 Bus Simulator System	Purchase of an up-to-date Bus Simulator to replace current model which can no longer be upgraded.	\$ 816,272	\$ 506,272	\$ 310,000			\$ 310,000
1.3 ADA Self Evaluation Plan for SamTrans and Caltrain	ADA requires public agencies to have a self-evaluation plan. Project will pay consultant to develop self-evaluation plan and ADA transition plan.	\$ 200,000		\$ 200,000			\$ 200,000
1.4 FY19 Maintenance Support Equipment	Equipment used to support day-to-day shop activities.	\$ 94,185		\$ 94,185	\$ -	\$ -	\$ 94,185
Subtotal				\$ 1,777,385			
ii. NON-REVENUE VEHICLE SUPPORT							
2.1 Purchase 4 Non-Rev Srv Support Vehicles	Procurement of Non-Revenue Service Support Vehicles. The vehicles are to be used in place of personally owned vehicles (POV) to improve efficiency. They are designated for use by various departments.	\$ 118,000		\$ 118,000			\$ 118,000
Subtotal				\$ 118,000			
iii INFORMATION TECHNOLOGY							
3.1 Tech Refresh Project	Technology refreshment with periodic replacement of District system's servers and storage, copiers/printers, network equipment to avoid obsolescence of existing technology	\$ 4,803,476	\$ 2,303,476	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000

San Mateo County Transit District Fiscal Year 2019 Capital Budget

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2019 Budget Request	Funding		
					Federal	State	District Sales Tax
3.2 Upgrade current District Website	Procurement of a Content Management System, Dedicated Server, Technical Support, User Testing & research and support for staff migration. The current websites are 10 years old and pose many limitations. This project serves all three agencies	\$ 600,000	\$ -	\$ 600,000	\$ -	\$ -	\$ 600,000
Subtotal				\$ 3,100,000			
iv. PLANNING / DEVELOPMENT							
4.1 Capital Program and Project Development	Activities include but not limited to: capital budget and programming process, grant development, and development of capital program mangement systems	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000
4.2 Capital Program Management	Capitalized funds for programs and project controls support, including monitoring project performance and delivery	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000
Subtotal				\$ 500,000			
v. FACILITIES / CONSTRUCTION							
5.1 Facilities Smaller Projects	Projects to maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement.	\$ 1,113,530	\$ 543,530	\$ 570,000	\$ -	\$ -	\$ 570,000
5.2 Facilities Engineering Smaller Projects	Maintain a state of good repair for District properties and common repairs and replacement through the facilities.	\$ 530,000	\$ -	\$ 530,000	\$ -	\$ -	\$ 530,000
5.3 Central Office Sanitary Sewer Pumps Replacement	Replacement of 2 original sewer pumps (1979) located at the basement of the Central Office.	\$ 350,000	\$ -	\$ 350,000	\$ -	\$ -	\$ 350,000

San Mateo County Transit District Fiscal Year 2019 Capital Budget

ATTACHMENT B

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2019 Budget Request	Funding		
					Federal	State	District Sales Tax
5.4 Central Boiler Replacement	Current boiler, installed in 1993 has surpassed the 20 year expected lifespan. Replacement of current boiler will eliminate current signs of failures in the main flue.	\$ 80,000	\$ -	\$ 80,000	\$ -	\$ -	\$ 80,000
Subtotal				\$ 1,530,000			
vi. Other							
6.1 Contingency	Unforeseen capital expenditures	\$ 250,000	\$ -	\$ 250,000	\$ -	\$ -	\$ 250,000
Subtotal				\$ 250,000			
GRAND TOTAL		\$ 15,470,099	\$ 8,194,714	\$ 7,275,385	\$ -	\$ 938,560	\$ 6,336,825



BOARD OF DIRECTORS 2018

CHARLES STONE, CHAIR
CAROLE GROOM, VICE CHAIR
JEFF GEE
ROSE GUILBAULT
ZOE KERSTEEN-TUCKER
KARYL MATSUMOTO
DAVE PINE
JOSH POWELL
PETER RATTO

JIM HARTNETT
GENERAL MANAGER/CEO

AGENDA

STRATEGIC 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, MAY 2, 2018 – 3:00 p.m.

or immediately following previous Committee meeting

1. Call to Order

ACTION

2. Approval of Minutes of Strategic Planning, Development and Sustainability Committee Meeting of April 4, 2018

INFORMATIONAL

3. Presentation of the Draft Coastside Transit Study
4. SamTrans Business Plan Update
5. Mobility Plan for Older Adults and People with Disabilities
6. Adjourn

Committee Members: Josh Powell, Zoe Kersteen-Tucker, Dave Pine

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 STRATEGIC PLANNING, DEVELOPMENT AND SUSTAINABILITY
COMMITTEE MEETING
COMMITTEE OF THE WHOLE
APRIL 4, 2018**

Committee Members Present: J. Powell

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

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

Staff Present: J. Hartnett, C. Mau, J. Cassman, A. Chan, T. Dubost, R. Lobo, S. Murphy, D. Olmeda, S. Van Hoften, C. Gumpal, C. Boland

1. Chair Powell called the meeting to order at 3:45 pm.
2. Approval of minutes of meeting of March 7, 2018

Motion/Second: Stone/Ratto

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

Absent: Groom, Kersteen-Tucker, Pine

3. Presentation of the Draft Coastside Transit Study

Continued until May meeting.

4. SamTrans Fare Study Update

April Chan, Planning/Grants/TA Chief Officer, introduced her newest employee, Planning Director Christy Wegener.

Planner Daniel Shockley provided a brief update on the fare study that is being undertaken, including Study Goals, Methods, Schedule, Work Underway and the Look ahead. He stated an on-board survey would be conducted the following week to determine fare elasticity. Field work will be conducted in April, with elasticity modeling work from April through June, and draft and final reports in late summer.

Director Gee suggested reviewing affordable Transit Oriented Development and how the annual pass could be reviewed and to make sure there are minimums to it.

Director Powell suggested reviewing different pricing for various routes and reviewing the validity of the models used. He inquired about the farebox recovery ratio as fares were adjusted upward.

Public Comment:

Andy Chow, Redwood City, said he thought that new fare options are needed and could increase ridership.

5. Adjourn

The meeting was adjourned at 4:06 pm.

**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: **PRESENTATION OF THE DRAFT COASTSIDE TRANSIT STUDY**

ACTION

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

SIGNIFICANCE

The San Mateo County Transit District (SamTrans) conducted the Coastside Transit Study of existing SamTrans bus service on the Coastside between April 2017 and February 2018. The Study evaluated current SamTrans service in Pacifica, Half Moon Bay, and other Coastside communities in San Mateo County, as well as the potential market for additional or modified transit service.

The Study included in-person and online community engagement efforts and analysis of external data sources tracking commute trips, population density, and employment density. Following this analysis and community outreach, staff identified a set of near-term and longer-term improvement initiatives for transit on the Coastside. Some of the near-term initiatives have already been implemented.

This Board update will provide an overview of key findings from the public outreach process and data analysis, as well as the initiatives recommended for near-term implementation and longer-term consideration.

BUDGET IMPACT

There is no immediate budget impact associated with the review of the Coastside Transit Study.

BACKGROUND

SamTrans most recently conducted a systemwide evaluation of bus service as part of the 2013 SamTrans Service Plan (SSP) process. Additionally, in 2015, the Pacifica Climate Committee, a group of Coastside residents dedicated to environmental sustainability, wrote to SamTrans seeking an analysis of transit service on the coast.

This study aimed to reconnect with the Coastside community four years after SSP changes were implemented to identify whether additional changes are warranted.

STRATEGIC INITIATIVE

Priority 1: Expand Mobility Options

Goal 1: Increase weekday fixed-route ridership by 15 percent

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

650-508-6228



Coastside Transit

SamTrans Board Presentation

May 2, 2018

San Mateo

May

2018



- **Study Purpose and Goals**
- **Existing Conditions**
- **Public Outreach**
- **Trip Data Analysis and Findings**
- **Initiatives for the Coast**

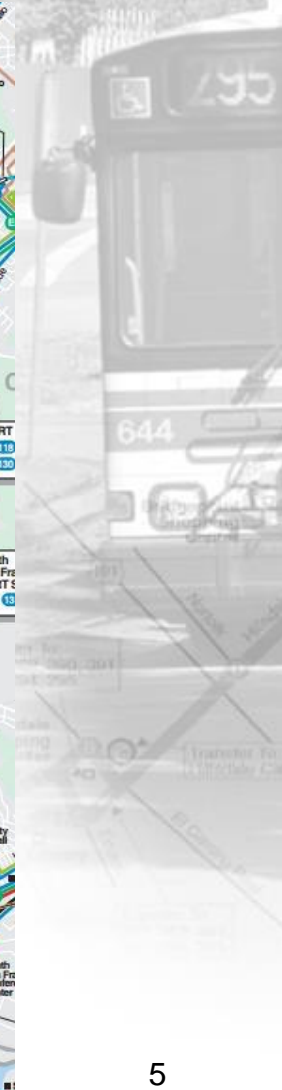
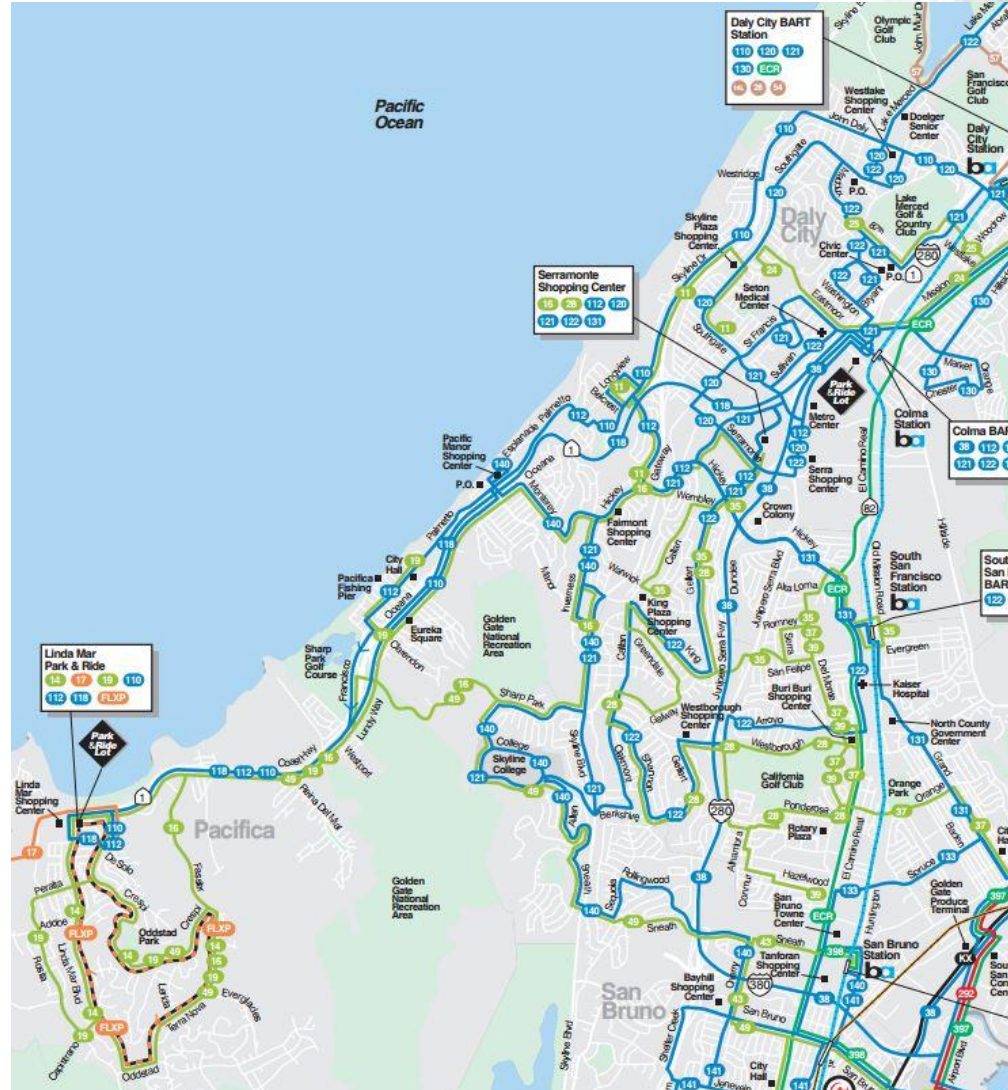


This study aimed to answer the following questions:

- **What transit needs are not being met by existing SamTrans service on the Coast?**
- **What service changes should be made in the near-term?**
- **What new routes or service modifications might be explored in the future if additional resources were available?**

- **April 2017: Study launched with public meetings in Half Moon Bay and Pacifica**
- **May – December 2017: Data analysis and drafting recommendations**
- **January – February 2018: Second round of public meetings**
- **March 2018: Finishing draft report**
- **April 2018: Board presentation**

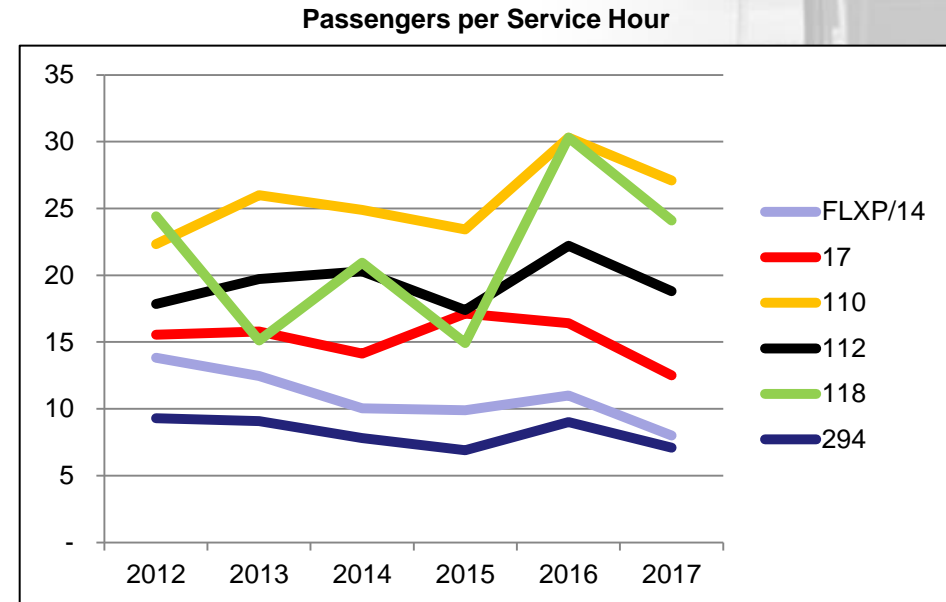
Existing Conditions



Existing Conditions

samTrans

- Ridership has generally stayed steady or declined on Coastside routes in recent years.
- **Farebox Recovery**
 - Systemwide average: 15%
 - Coastside routes: 5-16%
- **SSP Changes in 2013**
 - Route 118 commute only, added trips on 110
 - 60-min frequency on Route 17 and Route 294 on weekdays
 - Route 14 became school route, FLX service introduced
- **FLX Pacifica**



SamTrans systemwide average: 24 passengers/hr (July-Sept 2017)

- **Public meetings in April 2017 and Jan/Feb 2018**
- **Engagement with city councils and community groups**



What We Heard

We want more robust service connecting the coast to BART.

I want later service on SamTrans on the coast.

I don't know how to use the FLX service in Pacifica.

Bring back the express bus from Pacifica to SF.

There's more BART service at Daly City station.

We need weekend service on the FLX Pacifica.

Add bike parking at Linda Mar park-and-ride.

Buses should come more often on the coast.

Can you use smaller buses on the coast and save money?

Pacifica

- About 7,100 trips are made to or from Pacifica during the morning peak period.
- About 3,500 trips are made within Pacifica.
- Trip pairs focus on areas north of Pacifica like Daly City and San Francisco.

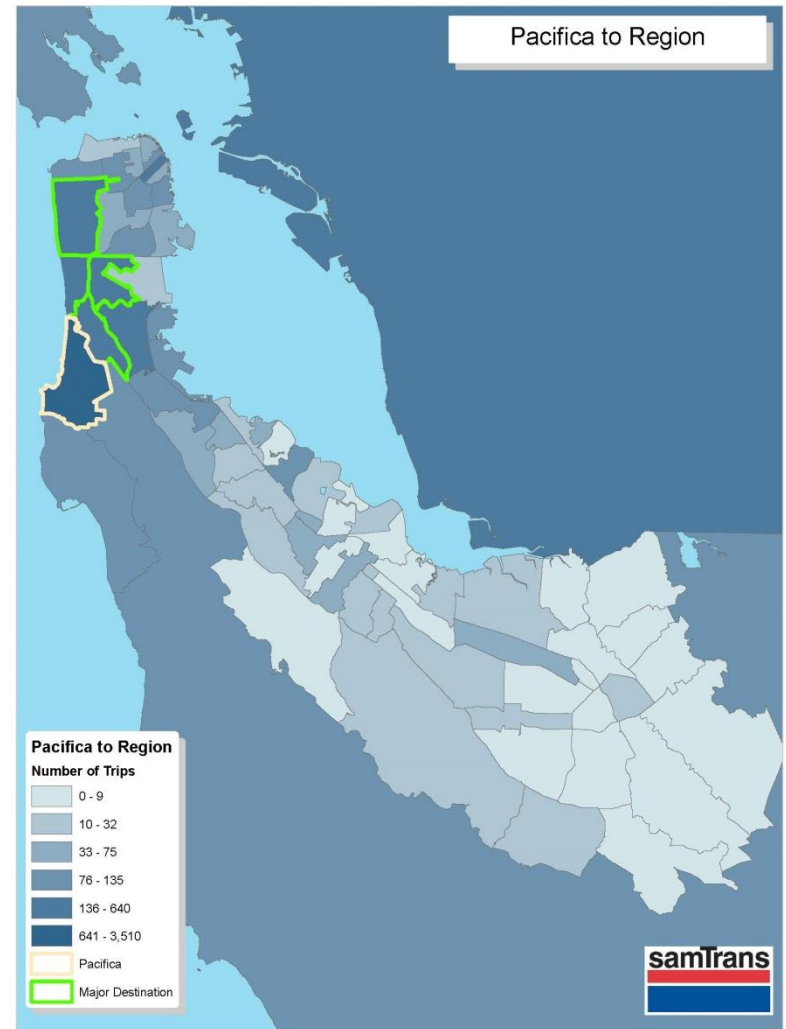
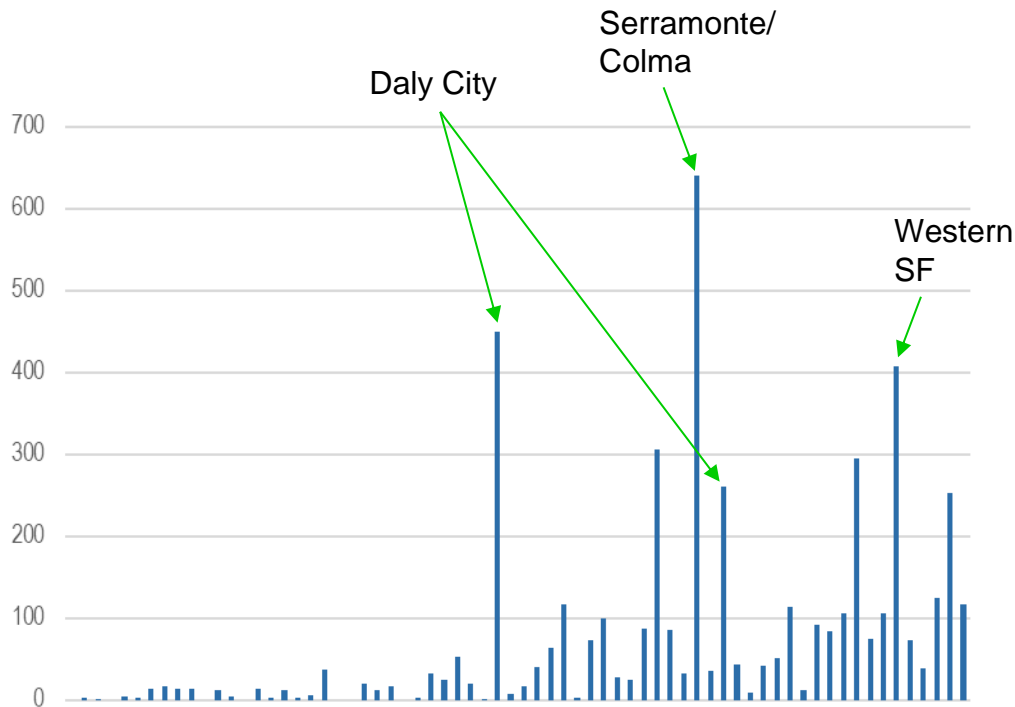
Half Moon Bay

- About 5,500 trips are made to or from Half Moon Bay.
- About 4,800 trips start and end in Half Moon Bay.
- Fewer concentrations of trips pairs; trip destinations and origins are spread throughout San Francisco and San Mateo counties.

Trip Data Analysis: Pacifica



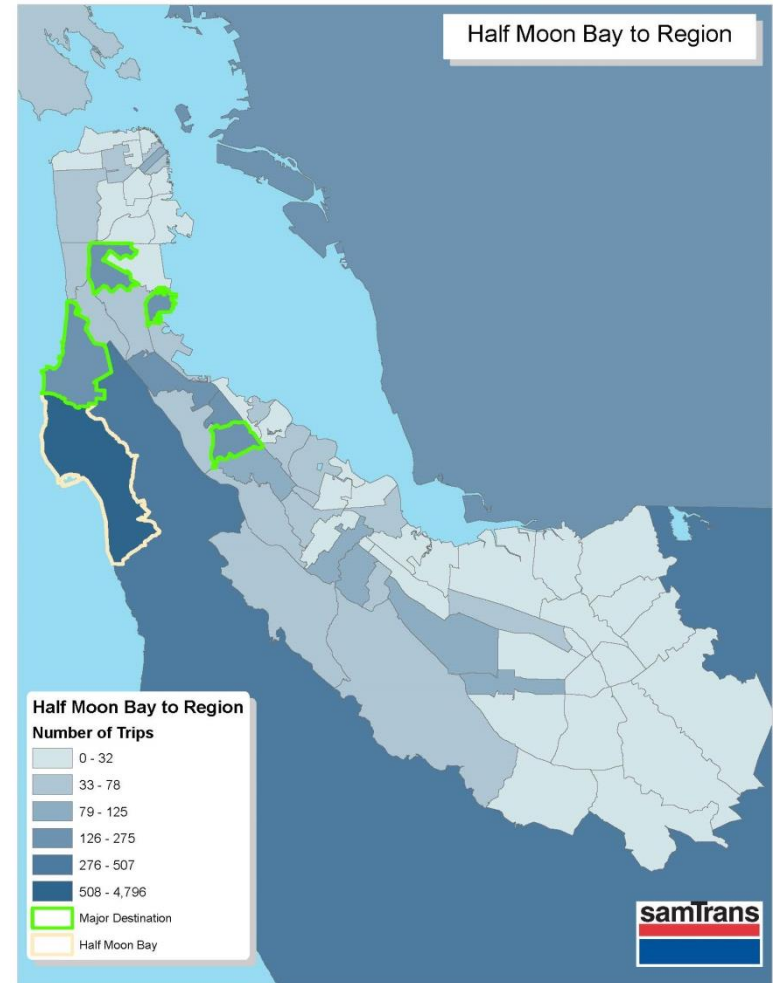
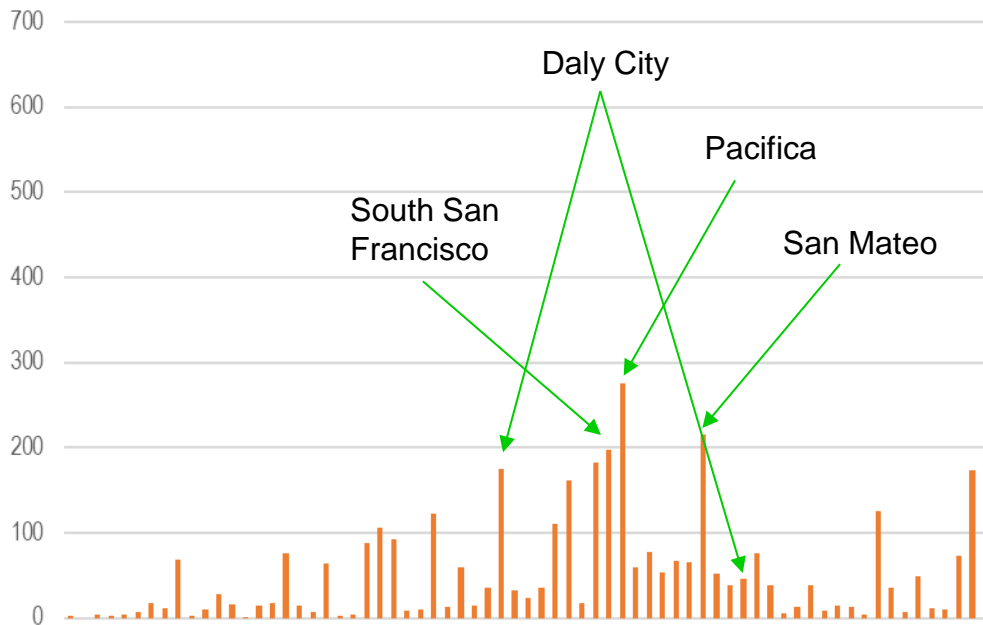
About 4,900 trips are made from Pacifica to the region during the morning peak period.



Trip Data Analysis: Half Moon Bay



About 4,000 trips are made from Half Moon Bay to the region during the morning peak period.



Near-Term Initiatives

- **Route 118 Improvements**

- Added an additional southbound trip in the evening (departs 7:40 pm for Linda Mar)
- Serve Daly City BART (more frequent BART service)
- *Implemented January 21, 2018*

- **Conduct an education campaign on how to use FLX in Pacifica.**

- *To be implemented in 2018*

- **Evaluate opportunities for better timed transfers to and from Coastside routes.**

- *Ongoing effort in 2018*

Longer-term initiatives that require additional outreach and assessment

- Potential modification to 118 express route to reach other destinations on the coast
- Multimodal improvements at Coastside park-and-rides, which may include secure bike parking, weather-protected waiting area, and other amenities
- Assess other non-traditional transportation options in serving the coast

- **Finalize Coastside Study report**
- **Monitor impact of near-term initiatives**
- **Staff is recommending that long-term initiatives be included in the SamTrans Business Plan**

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Planning Committee

THROUGH: Jim Hartnett
General Manager/CEO

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

SUBJECT: **SAMTRANS BUSINESS PLAN UPDATE**

ACTION

This report is informational only.

SIGNIFICANCE

At the May 2, 2018 meeting, staff will update the Board on the progress of the SamTrans Business Plan, with the intent of receiving further Board input before staff returns with a final business plan for approval at the June or July Board meeting.

The Samtrans Business Plan is a guiding document identifying immediate, near-term and long-term actions that the San Mateo County Transit District's (District) can implement to reinvent the organization to meet current and future needs, and redefine the District as a Mobility Leader. The Business Plan identifies a set of three core principles, and under each of these core principles are a number of initiatives and projects further described below.

BUDGET IMPACT

There is no immediate budget impact.

BACKGROUND

The Business Plan initiatives are a mix of short, medium and long-term projects, programs and services that are designed to address the District's core principles and move the District forward as a mobility leader in San Mateo County. Many of the initiatives identified as part of the Business Plan are currently underway; some are being planned but reliant on additional funding; and some are future initiatives that will require future funding and additional planning.

- Priority 1: Sustain and Enhance Services for the Transit Dependent

Initiative 1: Completion/Implementation of the Senior Mobility Plan - **Underway**. The Senior Mobility Plan is currently underway and is expected to be finalized in summer 2018.

Initiative 2: Implementation of the Youth Mobility Plan - **Underway**. The SamTrans Youth Mobility Plan was finalized and approved by the Board in August 2017.

Initiative 3: Bus Stop Improvements - **Planned; Future Funding Required**. This project will include a comprehensive analysis of SamTrans's existing signage and wayfinding, as well as an evaluation framework to improve bus stop accessibility.

Initiative 4: Expand Way2Go Pass to Colleges - **Planned; Future Funding Required**. The SamTrans Fare Study that is currently underway will explore the pricing of the Way2Go pass and will look at opportunities to expand the pass to San Mateo colleges.

- Priority 2: Expand and Innovate Mobility Services

Initiative 5: UC Davis ITS Partnership - **Underway**. SamTrans and UC Davis ITS entered into the partnership in April 2018.

Initiative 6: Mobile Ticketing and Real Time Application - **Underway**. The target go-live date for the Application is September 1, 2018.

Initiative 7: Microtransit Pilot – **Planned; Future Funding Required**. Staff is currently looking to implement a Microtransit Pilot by Fall 2018 subject to Board approval of funding.

Initiative 8: Wi-Fi on Buses – **Planned with future bus procurements**. Staff is currently in the process of testing two different types of 4G providers to determine proof of concept for Wi-Fi service.

Initiative 9: Modernize the SamTrans website - **Planned; Future Funding Required**.

Initiative 10: Electrification of Bus Fleet and Infrastructure – **Planned; Future Funding Required**. Fleet electrification has begun with the purchase of 10-40' battery electric Proterra buses. Additional opportunities for fleet electrification exist with the 2021 bus purchase.

Initiative 11: Transportation Network Company (TNC) Pilot – **Planned; Future Funding Required**. Staff is currently exploring opportunities to partner with TNCs.

- Priority 3: Promote Programs that Relieve Traffic Congestion

Initiative 12: Rapid Bus Service on El Camino Real – **Underway**. The Pilot ECR Rapid service will be introduced in Summer 2018.

Initiative 13: Dumbarton Corridor Improvements – **Underway**. The Dumbarton Corridor Study was finalized in 2017; currently pursuing a public private partnership to advance the recommendations in the study.

Initiative 14: Express Bus Services – **Planned; Future Funding Required**. The 101 Express Bus Study is currently underway and is expected to be finalized by Fall 2018.

Initiative 15: Complete and Implement the Coastside Study – **Planned; Future Funding Required**. A draft Coastside Study has been completed, and it will be brought to the Board for approval in Summer 2018.

Initiative 16: Countywide Shuttle Study – **Future Initiative**. This project would include a comprehensive study of the Countywide Shuttle network.

Prepared By: Christy Wegener
Director, Planning

650-508-6278



SamTrans Business Plan Update May 2018



Core Principles:

- 1. Sustain and enhance services for the transit-dependent**
- 2. Expand and innovate mobility services**
- 3. Promote programs that relieve traffic congestion**

Breakout of initiatives into three categories:

- 1) Currently Underway**
- 2) Planned; Future Funding Required**
- 3) Future Initiative**

Initiative #1: Completion/Implementation of the Senior Mobility Plan

- **Currently underway; completion in Summer 2018**
- **Strategies: Pilot Taxi Voucher Program; Mobility Manager; One-Click Website**
- **Performance Metrics: ↓ Paratransit Ridership; ↓ Cost per Passenger on Paratransit; ↑ Senior Ridership; ↑ Travel Training Utilization; ↑ Customer Awareness**

Initiative #2: Implementation of the Youth Mobility Plan

- **Currently underway; Plan finalized in August 2017**
- **Youth Mobility Coordinator hired January 2018; Outreach to schools, newsletter, events**
- **Performance Metrics: ↑ Youth ridership; ↑ customer awareness; ↑ attendance at events; ↑ ambassador program participation; ↑ newsletter click-through**

Initiative #3: Bus Stop Improvements

- **Planned; Future Funding Required**
- **Comprehensive analysis of signage and wayfinding; Framework to identify bus stop access issues and prioritize improvements**
- **Performance Metrics: ↑ Customer awareness; ↓ complaints; ↑ bus stops improved**

Initiative #4: Expand Way2Go Pass to Colleges

- **Planned; Future Funding Required**
- **Recommendation from Youth Mobility Plan**
- **Fare Study will analyze current Way2Go pricing**
- **Staff have begun conversations with College of San Mateo**
- **Performance Metrics: ↑ Number of colleges with Way2Go Pass; ↑ utilization of pass**

Initiative #5: UC Davis ITS Partnership

- **Currently Underway; Agreement signed April 2018**
- **Two tasks:**
 - **Paratransit Efficiency Assessment: Examine current business model (booking, dispatch, etc.)**
 - **Microtransit Feasibility Study: Identify model to fulfill needs (agency-operated vs. private partnership)**
- **Performance Measures: ↓ Cost per paratransit trip; ↑ microtransit ridership**

Initiative #6: Mobile Ticketing and Real Time Application

- **Currently Underway**
- **Contract awarded April 2018; Application launch in September 2018**
 - Real time trip planning
 - Mobile tickets
- **Performance Measures: ↑ # of mobile tickets purchased; ↑ customer feedback; ↓ Call Center call volume**

Initiative #7: Microtransit Pilot

- **Planned; Future Funding Required**
- **Launch expected in Fall 2018 subject to Board approval of funding**
- **Performance Measures: ↑ # of rides taken on Microtransit pilot; ↓ cost per passenger trip on Microtransit**

Initiative #8: Wi-Fi on Buses

- Planned with future bus procurements
- Currently testing proof of concept
- Newest 55-articulated buses and 10-battery electric buses will have Wi-Fi
- Performance Measures: ↑ # of buses with Wi-Fi; ↑ Wi-Fi utilization by passengers; ↑ % of passenger with access to Wi-Fi

Initiative #9: Modernize the SamTrans Website

- **Planned; Future Funding Required**
- **Website developer hired to manage development of new website**
- **Performance Measures: ↑ # of website visits; ↓ Call Center call volume**

Initiative #10: Electrification of Bus Fleet and Infrastructure

- Underway and Planned; Future Funding Required
- 10-40' battery electric Proterra buses to arrive in late 2018/early 2019
- Opportunity for additional electric buses with express bus service and bus replacement in 2021
- Performance Measures: ↑ # of vehicle miles via electric buses; ↓ energy/fuel costs

Initiative #11: Transportation Network Company (TNC) Pilot

- **Planned; Future Funding Required**
- **Exploring opportunities in FY19**
- **Targeting incorporation into Taxicab Voucher Pilot and/or Mobile Ticketing Application**
- **Performance Measures: ↑ # of first/last mile trips taken on TNCs; ↓ cost per passenger**

Initiative #12: Express Bus Services

- **Planned; Future Funding Required**
- **Express Bus Study will be complete in Fall 2018**
- **Recommendations for a network of express bus services to operate with and without the managed lanes**
- **Performance Measures: ↑ # of rides taken on express bus; ↑ VMT reduction**

Initiative #13: Dumbarton Corridor Improvements

- Underway
- Dumbarton Study finalized in 2017; currently pursuing public private partnership to advance recommendations in the study
- Performance Measures: Determine feasibility of partnership; advance recommendations; initiate service

Initiative #14: Complete and Implement the Coastside Study

- **Planned; Future Funding Required**
- **Draft Coastside Study completed; Final study for approval in Summer 2018**
- **Some recommendations implemented already**
- **Performance Measures: ↑ Ridership on Route 118; ↑ utilization of Linda Mar P&R**

Initiative #15: Rapid ECR Service

- **Currently Underway**
- **Pilot ECR Rapid Service rollout Summer 2018**
- **ECR Transit Signal Priority (TSP) project underway; operational by 2021**
- **Performance Measures: ↑ # of trips taken on ECR and ECR Rapid; ↑ OTP; ↑ Run-time savings post TSP**

Initiative #16: Countywide Shuttle Study

- Future Initiative
- Opportunity to evaluate shuttle performance and network; coordination with Commute.org
- High-level service concepts to simplify shuttle operations in the County
- Performance Measures: ↑ # of trips taken on shuttles; ↑ # of shuttle routes; ↑ VMT reduction; ↑ integration into route network

- **Receive comments and feedback from Board in May**
- **Finalize Study in June**



**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: **MOBILITY PLAN FOR OLDER ADULTS & PEOPLE WITH DISABILITIES**

ACTION

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

SIGNIFICANCE

San Mateo County's senior population is expected to grow more than 70 percent over the next 20 years. The San Mateo County Transit District (District) is currently experiencing double-digit rates of growth in paratransit ridership, trends that are not sustainable given the high cost to transport eligible customers.

In response to these trends, SamTrans is updating its 2006 Senior Mobility Action Plan. The final Mobility Plan will recommend strategies and programs to improve the mobility of older adults and people with disabilities and provide viable alternatives to paratransit. This will include a mix of traditional and innovative transportation services and programs that are both sustainable and replicable.

At the May 2, 2018 meeting, staff will provide a status update on the Mobility Plan and share the draft mobility strategies and programs via a PowerPoint presentation.

BUDGET IMPACT

There is no budget impact associated with this item.

BACKGROUND

The Mobility Plan for Older Adults & People with Disabilities updates the seven mobility strategies identified in the 2006 Senior Mobility Action Plan and presents ten potential programs related to those strategies. The following draft strategies and programs were developed based on the transportation needs identified through an outreach process, including stakeholder interviews, a stakeholder workshop, and interviews with paratransit customers. The recommended programs include those that could be led by SamTrans and other organizations throughout the County.

Strategy 1. Provide Countywide Mobility Management

Program 1. Mobility Management Center – Phone & Website

Program 2. Improve Coordination and Information Sharing

Strategy 2. Leverage Private On-Demand Transportation Services

Program 3. Taxi Fare Subsidy Pilot Program & Strategies for Increasing Wheelchair – Accessible Taxis

Program 4. Subsidized Ridesourcing Program with Telephone Booking

Strategy 3. Community Transit Services

Program 5. Flexible-route Community Transit Service

Strategy 4. Community-Based Transportation Services

Program 6. Expand community-based transportation services

Strategy 5. Encourage The Use of Transit

Program 7. Improve and Increase Awareness of Mobility Ambassador and Veteran's Mobility Corps Programs

Strategy 6. Safe Driving

Program 8. Continue and Improve Coordination with Local Drive Safety Instruction and Safe Driver Information

Strategy 7. Active Transportation and Access to Bus Stops

Program 9. Senior Walking Groups

PROGRAM 10. Safe Routes to Transit for Older Adults & People with Disabilities

Prepared By: David Pape, Planner

650-508-6210



SamTrans Mobility Plan for Older Adults and People with Disabilities

Potential Strategies & Programs

San Mateo

Board of Directors

May 2, 2018



Senior Mobility Action Plan

samTrans

- First Plan developed in 2006
- Identified strategies to support senior mobility
- Plan was used to secure grant funding to plan and implement strategies
- Resulting programs:
 - Senior Mobility Guide
 - Mobility Ambassadors
 - Veterans Mobility Corps

Mobility Plan Update

samTrans

- Update the 2006 Senior Mobility Action Plan
- Improve the mobility of older adults, people with disabilities, and veterans with disabilities
- Updates seven mobility strategies and presents ten potential programs that address the mobility needs

Progress to Date

- **Sep 2016** – Kicked off Planning Process
- **Oct 2016** – Formed Stakeholder Committee made up of community organizations, local jurisdictions and agencies, and senior service providers.
- **Nov 2016** – Held Stakeholder Workshop #1 to Develop Goals and Evaluation Criteria
- **Jan/Apr 2017** – Conducted Public Outreach and Stakeholder Interviews to identify needs of target population
- **Oct 2016/May 2017** – Data Collection and Analysis
- **Jun 2017** – Held Stakeholder Workshop #2 to Share Outreach and Analysis Results
- **Nov 2017/Mar 2018** – Developed Guide for Identifying and Addressing Path of Travel Issues to Bus Stops
- **Jan/Apr 2018** – Formulated Potential Mobility Strategies and Programs
- **Apr 2018** – Held Stakeholder Workshop #3 to Discuss and Rank Strategies and Programs

Mobility Plan Goals

- Plan innovative transportation services that can be implemented and operated by SamTrans or other partners
- Identify viable alternatives to paratransit
- Form new partnerships with nonprofit and for-profit organizations
- Leverage existing funding and new funding sources

Evaluation Criteria

- Effectiveness at serving older adults, people with disabilities, and veterans with disabilities
- Ability to reduce dependence on Redi-Wheels
- Potential for sustainable, long term partnerships
- Cost effectiveness
- Feasibility

Provide Countywide Mobility Management

samTrans

Program 1: Mobility Management Center – Phone & Website – **In Progress/Summer 2018**

- Currently developing mobility management function that will provide information and assistance through call a center and website

Program 2: Improve Coordination and Information Sharing

- Increase level of information sharing and improve coordination between SamTrans and organizations serving older adults, people with disabilities, and veterans

Program 3: Taxi Fare Subsidy Pilot & Strategies for Increasing Wheelchair-Accessible Taxis – **In Progress/Service Anticipated Fall/Spring 2019**

- Awarded grant to develop a pilot voucherless taxi program to operate in Redwood City, San Carlos, and North Fair Oaks that will serve older adults and people with disabilities

Program 4: Subsidized Ridesourcing Program with Telephone Booking

- Initiated discussions on potential partnership with Transportation Network Companies, or rideshare companies, as an option for providing subsidized same-day rides to older adults and people with disabilities

Program 5: Flexible-route Community Transit Service

- Explore alternative service delivery models to traditional fixed-route service and new technologies to provide community transit trips within communities and connections to regional transit.
- Possible alternative service delivery models could include deviated-fixed route service similar to FLX Pacifica

Program 6: Expand community-based transportation services

- Expand existing community-based transportation services and support nonprofits in starting new services.
- Community-based transportation is operated by community organizations rather than public agencies and typically uses volunteers to provide on-demand services usually booked a day in advance.

Program 7: Improve and Increase Awareness of Mobility Ambassador and Veteran's Mobility Corps Programs

- Develop a marketing campaign and enhancements to increase awareness of the Mobility Ambassador and Veteran's Mobility Corp travel training programs.

Program 8: Continue and Improve Coordination with Local Driver Safety Instruction and Safe Driver Information

- Continue coordination with AARP Driver Safety Program and CHP Older Driver Traffic Safety Seminar to promote driving alternatives and expand information shared through Senior Mobility Guide and mobility management center website.
- Explore potential projects and partnerships to raise community awareness and increase senior driver training opportunities.

Program 9: Walking Groups

- Encourage older adults to stay active and healthy through walking by supporting the creation of walking groups.

Program 10: Safe Routes to Transit for Older Adults & People with Disabilities

- Developed a draft guide for how to work with a city and other partners to identify and prioritize improvements to pathways that enable older adults and people with disabilities to better access transit stops.

Ongoing Programs:

- Mobility Ambassadors and Veteran's Mobility Corps
- Senior Mobility Guide and Website

Funded and under development:

- Mobility Management Center Phone & Website (#1)
- Taxi Fare Subsidy Pilot (#3)
- Coordination with Aging & Adult Services Information & Assistance Programs

Potential programs; additional resources or partnerships required:

- Improve coordination and information sharing (#2)
- Subsidized ride-sourcing program (#4)
- Flexible-route community transit service (#5)
- Expand community-based transportation services (#6)
- Enhance and increase awareness of mobility ambassador program (#7)
- Improve coordination with local driver safety instruction (#8)
- Encourage Walking groups (#9)
- Safe routes to transit for older adults & people with disabilities (#10)

Next Steps

- Evaluate programs against criteria
- Recommend short- and long-term programs
- Implement recommendations
- Draft Mobility Plan
- Final Mobility Plan – **Summer 2018**



Thank you

David Pape
Planner | SamTrans
605.508.6210 | paped@samtrans.com





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, May 2, 2018 – 3:15 p.m.

or immediately following previous Committee meeting

1. Call to Order

ACTION

2. Approval of Minutes of Legislative Committee Meeting of April 4, 2018

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

Committee Members: Zoe Kersteen-Tucker, Jeff Gee, Josh Powell

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
APRIL 4, 2018**

Committee Members Present: J. Gee, J. Powell

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

Other Board Members Present, Constituting Committee of the Whole: R. Guilbault, D. Pine, P. Ratto, K. Matsumoto, C. Stone

Staff Present: J. Hartnett, C. Mau, J. Cassman, A. Chan, T. Dubost, R. Lobo, S. Murphy, D. Olmeda, S. Van Hoften, C. Gumpal, C. Boland

1. Director Gee called the meeting to order at 4:06 pm.
2. Approval of minutes of meeting of March 7, 2018

Motion/Second: Stone/Ratto

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

Absent: Groom, Kersteen-Tucker, Pine

3. State and Federal Legislative Update

Government and Community Affairs Director Casey Fromson provided an update on numerous state and federal legislative efforts.

4. Adjourn

The meeting was adjourned at 4:09 pm.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: San Mateo County Transit District

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Seamus Murphy
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

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

SIGNIFICANCE

The 2018 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Casey Fromson, Government and
Community Affairs Director

650-508-6493

April 13, 2018

TO: Board of Directors, San Mateo County Transit District

FM: Joshua W. Shaw and Matt Robinson, Shaw / Yoder / Antwih, Inc.
Mike Robson and Trent Smith, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – May 2018**

Legislative Update

The Legislature reconvened from Spring Recess on April 2 and began a series of policy committee hearings on hundreds of bills available for consideration. The committees have until April 27 to send fiscal bills to the Appropriations Committees. We highlight the most relevant bills this year affecting SamTrans below and in the attached bill matrix.

SB 1 Repeal Update

The Coalition to Protect Local Transportation Improvements – formed to oppose the SB 1 repeal effort and promote the benefits of SB 1 throughout California – continues to meet regularly and has begun fundraising for the campaign. The Committee is led by the California Alliance for Jobs, the California State Association of Counties, the League of California Cities, and the California Transit Association, as well as several other transportation, labor, business, and local government agencies, formally known as the Fix Our Roads Coalition. The Committee will also support passage of Proposition 69 – put on the ballot by ACA 5 (Frazier) – the constitutional amendment passed by the legislature last year to protect new SB 1 revenues; the measure will be before the voters this June. The Committee recently launched a new website – fixcaroads.com – with more information about the benefits of SB 1, tools local agencies can use, and reasons to oppose the potential repeal. SamTrans supports Proposition 69.

CTC and CalSTA to Make Grant Awards Soon

As the Board is aware, the various transportation entities within San Mateo County have several grant applications for new SB 1 funding under review at both the California Transportation Commission (CTC) and the California State Transportation Agency (CalSTA). These include funding for SamTrans express bus service from the Transit and Intercity Rail Capital Program (TIRCP), additional funds for the CalMod project in the TIRCP, and funding for the US 101 Managed Lanes project in the Solutions for Congested Corridors Program. For the TIRCP, CalSTA is scheduled to announce the awards on April 30, 2018 and the CTC will announce its staff recommendation on April 25, 2018. The CTC will review and approve all awards at its May Commission meeting.

Position Recommendations

SB 1434 (Leyva) Transportation Electrification: Electricity Rate Design

This bill supports and accelerates the deployment of battery-electric transit buses by requiring the California Public Utilities Commission to initiate a ratemaking proceeding that addresses the high cost of electricity as a fuel. ***We recommend the SamTrans Board SUPPORT this bill.***

AB 2418 (Mullin) California Smart Cities Challenge Grant Program

This bill would establish the California Smart City Challenge Grant Program to enable local agencies to compete for grant funding for emerging transportation technologies to serve their transportation system needs. The bill would require the commission to form the California Smart City Challenge Workgroup and authorize the commission, in consultation with the workgroup, to develop for the program. ***We recommend the SamTrans Board SUPPORT this bill.***

AB 3201 (Daly) California Clean Truck, Bus, and Off-Road Vehicle Equipment Technology Program

This bill clarifies the Legislature's support for a well-funded and stable transition to a zero-emission transit bus fleet by ensuring transit agencies retain access to vital incentive funding. More specifically, this requires ARB to create a three-year plan for developing, deploying, and investing in, cleaner heavy-duty truck and bus technologies, and incentive funding to be used to meet current and future regulatory compliance obligations, like the Innovative Clean Transit regulation. ***We recommend the SamTrans Board SUPPORT this bill.***

Other Bills of Note

AB 2065 (Ting) Surplus Land for Housing

This bill would revise definitions and place new requirements on local government agencies, including special districts, with respect to the disposition and use of surplus land to prioritize housing. This is a highly controversial bill sponsored by the Non-profit Housing Coalition of Northern California. It is opposed by a broad coalition of local government agencies objecting to provisions of the bill mostly dealing with leased land, as well as other provisions. The author has committed to work with opponents of the bill as it moves forward.

Holland & Knight

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Holland & Knight LLP | www.hklaw.com

SamTrans April 2018

FY 2018 Omnibus Passes, Funding Government Through September: On March 23, Congress passed a [\\$1.3 trillion FY 2018 omnibus spending bill](#), narrowly avoiding a government shutdown. The measure boosts funding for defense and domestic programs, and is consistent with the two-year budget caps deal reached earlier in February, which allowed for a \$80 billion increase in defense spending, and a \$63 billion increase for nondefense programs.

The bill also includes \$10 billion for infrastructure which funds programs at the Army Corps of Engineers, Environmental Protection Agency (EPA), Bureau of Reclamation, and the Department of Transportation (DOT). This funding was based on the two-year bipartisan budget deal that included \$20 billion, split between 2018 and 2019, for infrastructure defined as “to invest in infrastructure, including programs related to rural water and wastewater, clean and safe drinking water, rural broadband, energy, innovative capital projects, and surface transportation.”

The bill provides funding for all of the federal agencies for fiscal year 2018 (which ends on September 30, 2018). The bill passed with bipartisan support with a vote of [256-17](#) in the House and [65-32](#) in the Senate. Below is a summary of the funding for DOT departments and programs.

The FY 2018 Omnibus Appropriations bill includes \$86,854,866,000 for the [Department of Transportation](#), a \$8.257 billion increase over FY 2017 funding.

Highways: \$47.5 billion for the Federal Highway Administration (FHWA), a \$2.18 billion increase over FY 2017 funding.

- Does not rescind any federal-aid highway contract authority.
- \$44.234 billion from the Highway Trust Fund for the **Federal-Aid Highways Program**, consistent with the FAST Act authorization and a \$968 million increase over FY 2017 funding.
 - Appropriates an additional \$2.525 billion for FHWA programs from the Treasury General Fund, in addition to the contract authority programs:
 - \$1.98 billion for **Surface Transportation Block Grant Program (STBG)**-- Apportioned to states in the ratio that states receive obligation limitation distribution under the omnibus. Funding is available for obligation for FY 2018-2021. Money can be spent on construction of highways, bridges, tunnels, including designated routes of the Appalachian development highway system and

local access roads under section 14501 of title 40.” Cannot spending money on the transportation alternative projects.

- \$225 million for a **competitive highway bridge program** for states that have a population density of less than 100 individuals per square mile
- Allows states to reprogram “dead earmarks” (at least 10 years old and have had no more than 10 percent of its available funding obligated) and transfer the money to other STBGP-eligible purposes located within 50 miles of the original earmark.

TIGER: \$1.5 billion for TIGER grants, which is \$1 billion more than the FY 2017 funding.

- Provides up to \$15 million for **planning grants**, with no minimum grant size.
- Maximum grant size remains \$25 million, and minimum grant size remains \$5 million.
- Maximum TIGER share of a project cost is still 80 percent.
- 30 percent of the money for rural areas with a minimum grant size of \$1 million and the maximum federal share is 100 percent.
- The maximum amount given to any one state is still 10 percent of the total, which is \$147.5 million.
- “the Secretary shall not use the federal share as a selection criteria in awarding projects.”
- DOT will be required to issue the NOFA by May 22. All grant applications will be received by August 20. DOT will have to announce grant recipients by December 18, 2018.

Federal Transit Administration (FTA): \$13.5 billion for the FTA, a \$1 billion increase from the FY 2017 level.

- \$2.64 billion for **Capital Investment Grants**, a \$232 million increase from the FY 2017 funding.
 - \$1.5 billion for **New Starts** projects-- limits federal match for New Starts Full Funding Grant Agreements to 51%.
 - \$716 million for **Core Capacity** projects
 - \$400 million for **Small Starts** projects
 - Orders the DOT Secretary to “continue to administer the capital investment grant program in accordance with the procedural and substantive requirements of section 5309.”
 - Orders the FTA to obligate at least 85 percent of the FY 2018 money by December 31, 2019.
- The bill provides the FAST Act authorized \$9.733 billion for **transit formula grants** from the Highway Trust Fund plus an additional \$834 million from the General Treasury Fund for transit infrastructure grants.
 - \$400,000,000 for **State of Good Repair Formula**
 - \$209,104,000 for **Buses – Formula**
 - \$161,446,000 for **Buses – Discretionary**

- \$29,450,000 for **Buses – Low/No Emission**
- \$30,000,000 for High Density State Formula

Federal Railroad Administration (FRA): \$3,091,445,000 for the FRA, \$1.24 billion increase over FY 2017 funding.

- \$1.94 billion for **Amtrak**, a \$446 million increase over the FY 2017 enacted funding.
 - \$650 million for Northeast Corridor grants
 - \$1.3 billion to support the national network including \$50 million for “the development, installation and operation of **railroad safety technology**, including the implementation of a **positive train control system**, on State-supported routes as defined under section 24102(13) of title 49, United States Code, on which positive train control systems are not required by law or regulation.”
- \$863 million for three new rail grant programs established by the FAST Act:
 - \$593 million for **Consolidated Rail Infrastructure and Safety Improvements (CRISI)**, a \$525 million increase over the FY 2017 funding, and includes \$250 million for positive train control implementation. Commuter railroads are eligible for this money which is new.
 - \$250 million for the **Federal State Partnership for State of Good Repair** grants program, which is \$225 million more than the FY 2017 funding.
 - \$20 million for **Restoration and Enhancement Grants**, a \$15 million increase over FY 2017 funding.
- \$25 million for **Railroad Rehabilitation & Improvement Financing (RRIF)** credit subsidy authority and orders the Office of Management and Budget (OMB) to start rating RRIF loans by annual cohort.
- Drops the House provision that projects funding for the California High Speed Rail.

Federal Aviation Administration (FAA): \$18 billion for the FAA, a \$1.59 billion increase over the FY 2017 funding.

- **Six month extension** of the FAA authorization bill.
- Includes full funding for all air traffic control personnel.
- \$3.35 billion from the FAA for the **Airport Improvement Program (AIP)** plus an additional \$1 billion from the Treasury General Fund. This funding will be distributed by discretionary grants, and FAA will give priority to nonprimary, nonhub, and small hub airports, and the federal cost share of projects at the nonprimary airports shall be 100 percent.

Federal Motor Carrier Safety Administration (FMCSA): \$845 million for FMCSA, \$201 million increase over FY 2017.

- \$100 million for a new program, **Highly Automated Vehicles research and development**.
 - \$38 million to establish a joint research program between NHTSA, FMCSA, FTA and FHWA, of which no more than \$5 million is for R&D for advanced driver assistance systems (ADAS – the SAE Level 1 and 2 vehicles) and the remainder for R&D for highly autonomous vehicles (HAV – Levels 3, 4 and 5). The research program “advances DOT’s understanding of HAV and ADAS technologies to the benefit of both commercial motor vehicle and light duty vehicle safety and is consistent with the comprehensive plan developed pursuant to GAO’s recommendation. The research should leverage the expertise of the private sector to identify methods and criteria for measuring the cyber security assurance levels deployed in autonomous vehicles. The Secretary is expected to prioritize research topics that fill gaps in research being conducted by the private sector, have the strongest potential to advance the safe deployment of HAV and ADAS technologies, and deliver the highest net benefits to road safety.”
 - \$60 million for demonstration grants to public sector entities to test HAV and ADAS deployment. The maximum grant size is \$10 million, and no more than \$15 million in grants can go to a single state. DOT is expected to “include as eligible activities the following: technologies associated with autonomous vehicles and other collision avoidance technologies, including systems using cellular technology; advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications; advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals; dynamic road network mapping; roadway marking and signage; community education and outreach; and transportation data collection and analysis.”
 - \$1.5 million for a joint DOT-Department of Labor study to provide “a comprehensive analysis of the impact ADAS and HAV technologies on drivers and operators of commercial motor vehicles, including labor displacement.”
 - \$500,000 for DOT to develop a comprehensive plan to manage its AV activities to address recent GAO recommendations.

Congress May Complete FAA Reauthorization Bill Before August: With the current authorization for the Federal Aviation Administration (FAA) set to expire at the end of the month, the FY18 omnibus spending deal contained a provision to extend the authorization of the through September 2018. However, House and Senate authorizing committees have said a full reauthorization of the agency may receive a vote prior to August congressional recess. House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) and Senate Commerce Committee Chairman John Thune (R-SD) met last week to discuss the next steps in reconciling the chambers’ authorization bills – [H.R. 2997](#) and [S. 1405](#). Since Chairman Shuster

is no longer pursuing privatization of air traffic control and Chairman Thune dropped a controversial provision on pilot training, lawmakers believe they can quickly reconcile the bills and provide a full authorization for the agency before in the next deadline in September.

Infrastructure Adviser Departs White House: The White House's top infrastructure adviser, DJ Gribbin, announced he would be leaving the Administration to pursue other opportunities. Gribbin was a key drafter of the Administration's infrastructure plan, which released in February. However, given that Congress is still considering the plan through committee hearings, and midterm elections are approaching in November, an infrastructure proposal is unlikely to come through Congress in 2018.

Secretary Chao Testifies Before THUD Appropriations Subcommittees: On April 11 and April 12 respectively, Senate and House Transportation-HUD (THUD) Appropriations Subcommittees questioned Transportation Secretary Elaine Chao on the budget for the DOT. During the Senate hearing, Democrats questioned the Secretary over funding for the major Gateway project, a controversial infrastructure project that would provide money to build a tunnel under the Hudson River, connecting New Jersey and New York City. The Secretary also fielded questions about the Administration's infrastructure plan, which would be funded partially through cuts to programs in the DOT FY 2019 budget – cuts would come from discretionary grant programs favored by appropriators, such as TIGER. Congress has shown reluctance in approving these cuts, most recently providing full funding to TIGER in the FY 2018 omnibus.

In the House hearing, members stated their concern to Secretary Chao over the reduction in funding for several critical grant programs, including TIGER and cuts to the Capital Investment Grants (CIG) program. Several members raised the \$2.6 billion appropriation for the CIG program in the recently enacted FY 2018 omnibus appropriations bill. House THUD Chairman Mario Diaz-Balart (R-FL) emphasized to the Secretary that the bill requires her to obligate at least 80 percent of the CIG money by December 31, 2019, which the Secretary said would be a tight timeline. She promised House THUD Ranking Member David Price (D-NC) that she would submit a list of timetables for projects that are moving from phase to phase of the CIG program, but would not commit to any timeline for signing full funding grant agreements (FFGAs). In response to criticism of cuts to TIGER, Secretary Chao mentioned that the President recommended redirecting funding from the grant to a more comprehensive program that highlighted rural investment. She also stated that she hopes to announce INFRA grants awards by the end of May.

Members also questioned the Administration's infrastructure plan. Rep. Charlie Dent (R-PA) expressed concerns of the lookback provision for the "incentive grants". He said that the state of Pennsylvania enacted a massive revenue increase for transportation, but the law was passed in 2013. The Secretary responded that the Administration had tried to be "fair and compromised" with a three-year lookback provision to give credit for revenues raised prior to enactment of the infrastructure legislation.

When members criticized her for not introducing a plan to extend the solvency of the Highway Trust Fund past 2020, the Secretary said that all revenue sources "are on the table" and mentioned that the trucking industry and other are support a gas tax increase.

FTA Nomination Hearing in April: The Senate Committee on Banking, Housing, and Urban Affairs is scheduled to meet on April 17 to conduct a hearing on the nomination of former Rep. Thelma Drake to serve as FTA Administrator. Drake previously served in Congress, representing Virginia. Most recently, she served as the city of Norfolk, VA's assistant director of transportation.

**San Mateo County Transit District
State Legislative Matrix 4/13/18**

Bill ID/Topic	Location	Summary	Position
AB 87 Ting D Autonomous vehicles.	1/29/2018-S. DESK 1/29/2018-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated, if specified requirements are satisfied. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance for a manufacturer performing testing, and for the submission and approval of an application to operate an autonomous vehicle. Existing law further requires those regulations to include any testing, equipment, and performance standards that the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, with or without the presence of a driver inside the vehicle. This bill would require the department to include in regulations it adopts relating to application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside the vehicle, a requirement that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification, as specified, and a requirement that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan. The bill would require the law enforcement interaction plan, which instructs the law enforcement agencies on how to interact with the autonomous vehicle in emergency and traffic enforcement situations, to include, at a minimum, information on how to communicate with a remote operator of the vehicle, where in the vehicle to obtain owner information, vehicle registration, and proof of insurance, and how to recognize whether the vehicle is operating in autonomous mode.</p>	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 1041 Levine D</p> <p>Bay Area Toll Authority and oversight committee: conflict of interest.</p>	<p>1/16/2018-S. DESK 1/16/2018-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as the MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law provides for a proposed toll increase on the state-owned toll bridges to be submitted to voters of the 9 bay area counties, to be known as Regional Measure 3. Existing law requires the BATA to, among other things, establish an independent oversight committee within 6 months of the effective date of the Regional Measure 3 toll increase with a specified membership, to ensure the toll revenues generated by the toll increase are expended consistent with a specified expenditure plan and requires the BATA to submit an annual report to the Legislature on the status of the projects and programs funded by the toll increase. This bill would prohibit a representative appointed to the oversight committee from being a member, former member, staff, or former staff of the commission or the authority, a current employee of any organization or person that has received or is receiving funding from the commission or the authority, or a former employee or person who has contracted with any organization or person that has received or is receiving funding from the commission or the authority within one year of having worked for or contracted with that organization or person.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
AB 1160 Bonta D Autonomous vehicles.	7/21/2017-S. 2 YEAR 7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 6/8/2017)(May be acted upon Jan 2018)	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Existing law defines an autonomous vehicle as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined.	Watch
AB 1405 Mullin D Advanced Digital Network Act.	2/14/2018-S. T. & H. 2/26/2018-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re- referred to Com. on T. & H.	Existing law, the Outdoor Advertising Act, provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. This bill would enact the Advanced Digital Network Act. The bill would authorize the department, subject to federal approval, to enter into a specified comprehensive development lease agreement pursuant to a best value competitive procurement process for a project with a public or private entity, or a consortia thereof, to install and operate a network of new digital signs within the rights-of-way of the state highway system that would display commercial advertising and public service messages. The bill would authorize the use of the digital signs for emergency messages, as needed, and require dedicated time to be provided to the department to use the advanced digital network for traveler information and motorist safety and awareness campaigns and any other public messaging desired by the state, without providing additional compensation to the contracting entity. This bill contains other related provisions.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 1756 Brough R Transportation funding.	1/16/2018-A. TRANS. 1/16/2018-Referred to Com. on TRANS.	<p>Existing law, the Road Repair and Accountability Act of 2017, establishes a comprehensive transportation funding program by increasing the motor vehicle fuel (gasoline) tax by \$0.12 per gallon with an inflation adjustment, increasing the diesel excise tax by \$0.20 per gallon with an inflation adjustment, creating a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment, creating a new \$100 annual vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later and with an inflation adjustment, and increasing the additional sales and use tax rate on diesel fuel by an additional 4%. The act provides that the fuel excise tax increases take effect on November 1, 2017, the transportation improvement fee takes effect on January 1, 2018, the zero-emission vehicle registration fee takes effect on July 1, 2020, and the additional sales and use tax rate increases take effect on November 1, 2017. The act provides for the expenditure of the revenues generated from these charges pursuant to specified to programs and other requirements. This bill would repeal the Road Repair and Accountability Act of 2017. This bill contains other related provisions.</p>	Opposed April 2018

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Bill ID/Topic	Location	Summary	Position
AB 1866 Fong R Transportation funding.	1/29/2018-A. TRANS. 1/29/2018-Referred to Com. on TRANS.	(1)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 Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. This bill contains other related provisions and other existing laws.	Opposed April 2018

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Bill ID/Topic	Location	Summary	Position
AB 1905 Grayson D Environmental quality: judicial review: transportation projects.	2/5/2018-A. NAT. RES. 3/13/2018-Re-referred to Com. on NAT. RES.	The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. The act establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to the act. This bill would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy, and for which an environmental impact report has been certified, unless the court makes specified findings.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 1969 Salas D</p> <p>Transportation funds: transit operators: fare revenues.</p>	<p>3/19/2018-A. TRANS. 3/20/2018-Re-referred to Com. on TRANS.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, certain revenues are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive the moneys. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified ratio of fare revenues to operating costs. Existing law generally establishes the required fare revenues to operating cost ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would authorize an operator that fails to maintain the generally established ratio described above to request an exemption from the California Transportation Commission, and would require the operator to be granted a temporary exemption while the commission reviews the request. The bill would authorize the commission to grant the operator's request and allow the operator to instead maintain a lower ratio, which would be set by the commission. The bill would require the commission to consider specified factors in determining whether to grant the exemption request. The bill would authorize an operator granted a temporary exemption, or an exemption from the commission, to receive the revenues it would have qualified for had it maintained the ratio described above. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2065 Ting D</p> <p>Local agencies: surplus land.</p>	<p>4/11/2018-A. APPR. 4/11/2018-Action From L. GOV.: Do pass as amended. To APPR.</p>	<p>(1)Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “local agency” for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. Existing law defines “surplus land” for these purposes as land owned by any local agency that is determined to be no longer necessary for the agency’s use, except property being held by the agency for the purpose of exchange. This bill would expand the definition of “local agency” to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land. The bill would revise the definition of “surplus land” to mean land owned by any local agency that is not necessary for the agency’s governmental operations, except property being held by the agency expressly for the purpose of exchange for another property necessary for its governmental operations and would provide that land is presumed to be surplus land when a local agency initiates an action to dispose of it. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
AB 2127 Ting D electric vehicle infrastructure: assessment and roadmap.	4/11/2018-A. TRANS. 4/11/2018-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 13. Noes 0.) (April 11). Re-referred to Com. on TRANS.	Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), on a biennial basis, to adopt an integrated energy policy report containing an overview of major energy trends and issues facing the state. Existing requires the Energy Commission, as a part of the report, to conduct transportation forecasting and assessment activities that include, among other things, an assessment of trends in transportation fuels, technologies, and infrastructure supply and demand. This bill would require the Energy Commission, in consultation with the State Air Resources Board and the PUC, to create a statewide assessment of electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption needed for the state to reduce emissions of greenhouse gases to 40% below 1990 levels by 2030. This bill contains other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 2249 Cooley D</p> <p>Public contracts: local agencies: alternative procedure.</p>	<p>4/11/2018-A. CONSENT CALENDAR 4/11/2018-Action From L. GOV.:Do pass. To Consent Calendar.(CORRECTION)</p>	<p>The Uniform Public Construction Cost Accounting Act authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Existing law declares that these procedures promote statewide uniformity of the cost accounting standards and bidding procedures on construction work performed or contracted by public entities. The act defines “public agency” as a city, county, city and county, including chartered cities and chartered counties, any special district, and any other agency of the state for the local performance of governmental or proprietary functions within limited boundaries, and also includes a nonprofit transit corporation wholly owned by a public agency and formed to carry out the purposes of the public agency. The act authorizes public projects of \$45,000 or less to be performed by the employees of a public agency, authorizes public projects of \$175,000 or less to be let to contract by informal procedures, and requires public projects of more than \$175,000 to be let to contract by formal bidding procedures.This bill would instead authorize public projects of \$60,000 or less to be performed by the employees of a public agency, authorize public projects of \$200,000 or less to be let to contract by informal procedures, and require public projects of more than \$200,000 to be let to contract by formal bidding procedures.</p>	<p>Supported April 2018</p>
<p>AB 2304 Holden D</p> <p>Transit pass programs: status report.</p>	<p>3/1/2018-A. TRANS. 3/1/2018-Referred to Com. on TRANS.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2022, on the status of transit pass programs statewide, as specified.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2418 Mullin D</p> <p>Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program.</p>	<p>3/15/2018-A. TRANS. 4/10/2018-Re-referred to Com. on TRANS.</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2019, to provide the commission with guidance on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2020, for the program, which would not be subject to the Administrative Procedure Act, and to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act.</p>	<p>Recommend Support</p>
<p>AB 2650 Lackey R</p> <p>Public transit buses: illuminated signs.</p>	<p>3/8/2018-A. TRANS. 3/8/2018-Referred to Com. on TRANS.</p>	<p>Existing law authorizes buses operated by a publicly owned transit system, on regularly scheduled service, to be equipped with certain illuminated signs, as specified. Existing law requires the illuminated signs to adhere to certain specifications, including, among others, being limited in size to a display of not greater than 720 square inches, and requiring the illuminated signs to display information directly related to public transit service, including, but not limited to, route number, destination description, run number, and public service announcements. This bill would revise those conditions, to increase the maximum display area of an illuminated sign to 4,320 inches and to allow paid advertising to be displayed on the illuminated sign.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 3059 Bloom D</p> <p>Congestion pricing demonstration pilot projects.</p>	<p>3/12/2018-A. TRANS. 3/12/2018-Referred to Com. on TRANS.</p>	<p>(1)Existing law provides for the development of a congestion management program for each county that includes an urbanized area by a designated congestion management agency. 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. This bill would authorize 2 congestion pricing demonstration projects in northern California and 2 in southern California. The bill would define “congestion pricing” to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction, which charge could vary based on the time of day or the day of the week. The bill would require the governing body of an eligible participating jurisdiction, as defined, to adopt a congestion pricing ordinance containing various elements, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by a congestion pricing ordinance to be imposed consistent with the California Constitution and federal law. The bill would enact other related provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 3124 Bloom D</p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>4/11/2018-A. CONSENT CALENDAR 4/11/2018-Read second time. Ordered to Consent Calendar.</p>	<p>Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would additionally authorize an articulated bus or articulated trolley coach that does not exceed a length of 60 feet to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles as long as the device does not extend more than 40 inches from the front body of the bus when fully deployed. The bill would require a public agency operating transit services to establish a route review committee, as specified, in order to operate that articulated bus or articulated trolley coach, and would require the committee, by a majority vote, to make a determination of which routes are suitable for the safe operation of that articulated bus or articulated trolley coach. The bill would also make technical, nonsubstantive changes and a conforming change in a related provision.</p>	<p>Supported April 2018</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 3201 Daly D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>4/10/2018-A. NAT. RES. 4/10/2018-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 14. Noes 0.) (April 9). Re-referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would add large-scale deployments of transit buses to the program's list of eligible projects, require the annual framework and plan for the program to instead be a 3-year framework and plan, and revise the definition of zero- and near-zero-emission to include infrastructure that reduces greenhouse gas emissions and improves air quality when compared with conventional or fully commercialized alternatives. This bill contains other existing laws.</p>	<p>Recommend Support</p>
<p>ACA 4 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>4/24/2017-A. L. GOV. 4/24/2017-Referred to Coms. on L. GOV. and APPR.</p>	<p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 827 Wiener D</p> <p>Planning and zoning: transit-rich housing bonus.</p>	<p>1/16/2018-S. T. & H. 4/11/2018-Set for hearing April 17.</p>	<p>This bill would require a local government to, if requested, grant a development proponent of a transit-rich housing project a transit-rich housing bonus if that development at the time of submittal meets specified planning standards, including complying with demolition permit requirements, complying with any local inclusionary housing ordinance or, if the local government has not adopted an inclusionary housing ordinance, agreeing to provide a specified percentage of awarded units as onsite affordable housing, preparing a relocation benefits and assistance plan, complying with any locally adopted objective zoning standards, complying with any locally adopted minimum unit mix requirements, and if the development includes specified types of parcels, agreeing to replace those units and to offer units at one of 2 specified affordable rates. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a stop on a high-quality bus corridor. The bill would exempt an eligible applicant who receives a transit-rich housing bonus from various requirements, including maximum controls on residential density, maximum controls on floor area ratio that are lower than a specified amount, minimum automobile parking requirements except as provided, maximum height limitations that are less than a specified amount unless those increases would have a specific, adverse impact upon public health and safety, and zoning or design controls that have the effect of limiting additions onto existing structures or lots that comply with those maximum floor area ratios and height limitations. The bill would require an eligible applicant, which this bill would define to mean a development proponent who receives a transit-rich housing bonus, to provide each resident of the development with a recurring monthly transit pass with the applicable transit agency that provides service to the major transit stop or high quality transit corridor that qualified the applicant for the bonus at no cost to the residents</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 936 Allen D</p> <p>Office of Planning and Research: Autonomous Vehicles Smart Planning Task Force.</p>	<p>4/4/2018-S. T. & H. 4/11/2018-Set for hearing April 24.</p>	<p>Existing law establishes the Office of Planning and Research in the Governor’s office, which serves the Governor and his or her cabinet for long-range planning and research and constitutes the comprehensive state planning agency. Existing law permits the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. This bill would require the Office of Planning and Research in the Governor’s office to convene an Autonomous Vehicles Smart Planning Task Force, consisting of representatives from the University of California, local government, and specified others, and would require the task force, on or before January 1, 2021, to submit to relevant policy committees of the Legislature recommendations to ensure that deployment of autonomous vehicles does not hinder specified state policies.</p>	<p>Watch</p>
<p>SB 1000 Lara D</p> <p>Transportation electrification: electric vehicle charging infrastructure.</p>	<p>3/21/2018-S. E. U., & C. 4/5/2018-From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U. & C.</p>	<p>(1)Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), on a biennial basis, to adopt an integrated energy policy report containing an overview of major energy trends and issues facing the state. Existing law requires the Energy Commission, as a part of the report, to conduct transportation forecasting and assessment activities that include, among other things, an assessment of trends in transportation fuels, technologies, and infrastructure supply and demand. This bill would require the Energy Commission, in consultation with the State Air Resources Board (state board), to develop and biennially reassess, minimum charging speed standards for direct current fast charging stations and for electric vehicle batteries, and to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use state moneys, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1014 Skinner D</p> <p>Zero-emission vehicles.</p>	<p>2/14/2018-S. E. U., & C. 3/12/2018-Set for hearing April 3.</p>	<p>Existing law, the Passenger Charter-party Carriers' Act, provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission, and makes it unlawful for a charter-party carrier to operate without first obtaining a permit or certificate from the commission, except as specified. The act includes specified requirements for liability insurance coverage for transportation network companies, as defined, and their participating drivers. Under existing law, a violation of the act or an order or direction of the commission pursuant to the act is a crime. This bill would require the commission, in consultation with the State Air Resources Board (state board), to establish the California Clean Miles Standard and Incentive Program for zero-emission vehicles, as defined, used by participating drivers to provide prearranged transportation services for compensation for a transportation network company with the goal to increase the percentage of passenger miles provided by zero-emission vehicles used on behalf of transportation network companies so that 100% of the passenger miles are provided by zero-emission vehicles by December 31, 2028. The bill would require the commission, in consultation with the state board, to establish quarterly targets for the portion of vehicle miles traveled by zero-emission vehicles on behalf of a transportation network company. Because the violation of a commission order or direction implementing the bill's provisions would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
SB 1119 Newman D Low Carbon Transit Operations Program.	4/10/2018-S. E.Q. 4/10/2018-From committee: Do pass and re-refer to Com. on EQ. with recommendation: To consent calendar. (Ayes 13. Noes 0.) (April 10). Re-referred to Com. on EQ.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, administered by the Department of Transportation, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases. This bill contains other existing laws.	Supported April 2018
SB 1328 Beall D Mileage-based road usage fee.	4/3/2018-S. APPR. 4/9/2018-Set for hearing April 16.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023. The bill would, in addition, require the technical advisory committee to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>SB 1376 Hill D</p> <p>Transportation network companies: accessibility for persons with disabilities.</p>	<p>4/4/2018-S. E. U., & C. 4/10/2018-Set for hearing April 17.</p>	<p>The Passenger Charter-party Carriers' Act defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. The act also defines a participating driver or driver as any person who uses a vehicle in connection with a transportation network company's online-enabled application or platform to connect with passengers. This bill would express the intent of the Legislature that every transportation network company ensure that it provides full and equal access to all persons with disabilities. The bill would require the commission, by July 1, 2019, to (1) develop regulations relating to accessibility for persons with disabilities, including wheelchair users who need an accessible vehicle, who utilize transportation network company transportation services, (2) consider assessing a fee on transportation network companies to fund on-demand accessible transportation services for persons with disabilities to ensure full and equal access to transportation network company services, and (3) conduct workshops with stakeholders, including all interested California cities and counties and persons with disabilities, in order to determine community need and develop programs for on-demand services, service alternatives, and partnerships. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1403 Lara D</p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>4/11/2018-S. E.Q. 4/11/2018-Read second time and amended. Re-referred to Com. on EQ.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, upon appropriation from the Greenhouse Gas Reduction Fund, funds zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and related projects, including, among others, projects that support greater commercial motor vehicle and equipment freight efficiency and greenhouse gas emissions reductions. Existing law requires the state board, when funding a specified class of projects, to allocate, until January 1, 2020, no less than 20% of that available funding to support the early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. This bill instead would require the state board, when funding a specified class of projects, to allocate, until December 31, 2030, no less than 20% of that available funding to support the early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. The bill would additionally include demonstration projects for integrated storage and charging management and efficient zero- and near-zero emission fueling and charging strategies as projects eligible for funding under the program.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>SB 1434 Leyva D</p> <p>Transportation electrification: electricity rate design.</p>	<p>4/4/2018-S. E. U., & C. 4/4/2018-Re-referred to Com. on E., U. & C.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission and State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. That law requires that the programs proposed by electrical corporations seek to minimize overall costs and maximize overall benefits. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if they are consistent with the above-described purposes, do not unfairly compete with nonutility enterprises, include performance accountability measures, and are in the interests of ratepayers. This bill would require the PUC to direct electrical corporations with more than 100,000 service connections in California to file rate design applications, specific to transit agencies as commercial customers, that support and accelerate the deployment of zero-emission transit buses to reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The bill would authorize an electrical corporation with 100,000 or fewer service connections in California to file rate design applications for those purposes. The bill would require that a rate design proposed by an electrical corporation seek to minimize overall costs and maximize overall benefits to transit agencies and would require the commission to approve, or modify and approve, rate design applications, if they are consistent with this requirement and are in the interests of ratepayers. This bill contains other existing laws.</p>	<p>Recommend Support</p>

**San Mateo County Transit District
State Legislative Matrix 4/13/18**

Bill ID/Topic	Location	Summary	Position
<p>SB 1466 Glazer D</p> <p>Local sales taxes: online sales: place of delivery.</p>	<p>4/4/2018-S. GOV. & F. 4/11/2018-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F. April 18 set for first hearing canceled at the request of author.</p>	<p>The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose a local sales and use tax in accordance with that law for tangible personal property sold at retail in the county or city, or purchased for storage, use, or other consumption in the county or city. Existing law requires the city tax rate to be credited against the county rate so that the combined rate does not exceed 1.25%. Existing law requires the county or city to contract with the California Department of Tax and Fee Administration for the administration of the taxes and requires the department to transmit that tax to the city or county. This bill would instead provide that, in the case of a sale of tangible personal property by a qualified retailer, as defined, that is transacted online, the place at which the retail sale of that tangible personal property is consummated for the purpose of a local sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law is the point of the delivery of that tangible personal property to the purchaser's address or any other address designated by the purchaser. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>SCA 6 Wiener D</p> <p>Local transportation measures: special taxes: voter approval.</p>	<p>5/25/2017-S. APPR. SUSPENSE FILE 5/25/2017-May 25 hearing: Held in committee and under submission.</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. This measure would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax. The measure would require an ordinance submitted to the voters under these provisions to include an expenditure plan specifying the transportation programs and projects to be funded by the revenues from the special tax and a requirement for an annual independent audit to ensure that the revenues are expended only for authorized purposes. The measure would also make conforming and technical, nonsubstantive changes. This bill contains other related provisions and other existing laws.</p>	<p>Supported May 2017</p>

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Ballot Measure	Location	Summary	Position
<p>Proposition 69 Transportation Taxes & Fees Lockbox</p>	<p>Placed on June 5, 2018 statewide ballot by the State Legislature through the enactment of ACA 5 (Frazier), Chapter 30, Statutes of 2017</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. This measure would create the Greenhouse Gas Reduction Reserve Fund, in which all moneys collected by the state board as part of a market-based compliance mechanism beginning January 1, 2024, and until the effective date of specified legislation would be deposited. The measure would require all moneys in the fund to be available upon appropriation for specified purposes and would require a bill making those appropriations to be passed by a 2/3 vote of the membership of each house of the Legislature. The measure would require all new moneys collected as part of a market-based compliance mechanism after the effective date of that specified legislation to be deposited in the Greenhouse Gas Reduction Fund. The measure would prohibit a specified sales tax exemption from being applied until the effective date of that specified legislation. This bill contains other existing laws.</p>	<p>Prop 69 Supported April 2018 ACA 5 Supported October 2017</p>