



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

## A G E N D A

### BOARD OF DIRECTORS MEETING

San Mateo County Transit District Administrative Building  
Bacciocco Auditorium – 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos, CA

WEDNESDAY, OCTOBER 3, 2018 – 2:00 pm

1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE

2. ROLL CALL

3. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of the Board of Directors Meeting of September 5, 2018
- b. Acceptance of Statement of Revenues and Expenses for August 2018

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

*Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.*

5. PUBLIC HEARING

- a. Approval of Peninsula Corridor Joint Powers Board issuance of farebox revenue bonds and interim financing to finance public capital improvements, including acquisition of leased facilities housing Caltrain operations, electrification of the Caltrain rail corridor between San Francisco and San Jose, Caltrain capacity and system improvements and completion of the Caltrain positive train control system

6. REPORT OF THE CHAIR

7. REPORT OF THE GENERAL MANAGER/CEO

8. BOARD MEMBER REQUESTS/COMMENTS

9. RECESS TO COMMITTEE MEETINGS

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

**A. COMMUNITY RELATIONS COMMITTEE / COMMITTEE OF THE WHOLE\*  
(P. Ratto, Chair; C. Groom, R. Guilbault)**

1. Call to Order

**MOTION**

2. Proclamation Designating October as Disabilities Awareness Month
3. Approval of Minutes of Community Relations Committee Meeting of September 5, 2018

**INFORMATIONAL**

4. Accessibility Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Multimodal Ridership Report – August 2018
8. Adjourn

**B. FINANCE COMMITTEE / COMMITTEE OF THE WHOLE\*  
(K. Matsumoto, Chair; R. Guilbault, D. Pine)**

1. Call to Order

**MOTION**

2. Approval of Minutes of Finance Committee Meeting of September 5, 2018
3. Authorization of Renewal of Contract with Vision Service Plan for Continued Vision Insurance Coverage
4. Delegation of Authority to the General Manager/CEO to Implement Bus Bridge Arrangements
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

**MOTION**

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of September 5, 2018
3. Approval of Mobility Plan for Older Adults and People with Disabilities

**INFORMATIONAL**

4. SamTrans Microtransit Pilot
5. Adjourn

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

1. Call to Order

**MOTION**

2. Approval of Minutes of Legislative Committee Meeting of September 5, 2018

**INFORMATIONAL**

3. State and Federal Legislative Update
4. Adjourn

**10. RECONVENE BOARD OF DIRECTORS MEETING**

**11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE**

**SUBJECTS DISCUSSED**

- a. Proclamation Designating October as Disabilities Awareness Month
- b. Accessibility Update
- c. Paratransit Coordinating Council Update
- d. Citizens Advisory Committee Update
- e. Multimodal Ridership Report – August 2018

**12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE**

**RESOLUTIONS**

- a. Authorization of Renewal of a Contract with Vision Service Plan (VSP) for Continued Vision Insurance Coverage
- b. Delegation of Authority to the General Manager/CEO to Implement Bus Bridge Arrangements

**13. MATTERS FOR BOARD CONSIDERATION: STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE**

**SUBJECT DISCUSSED**

- a. SamTrans Microtransit Pilot

**RESOLUTION**

- b. Approval of Mobility Plan for Older Adults and People with Disabilities

**14. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE**

**SUBJECT DISCUSSED**

- a. State and Federal Legislative Update

**15. GENERAL COUNSEL REPORT**

**16. WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS**

- 17. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday,  
November 7, 2018 at 2:00 pm, San Mateo County Transit District, Bacciocco  
Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA

**18. ADJOURN**

## **INFORMATION FOR THE PUBLIC**

If you have questions on the agenda, please contact the District Secretary at 650-508-6279. Agendas are available on the SamTrans Website at [www.samtrans.com](http://www.samtrans.com).

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

San Mateo County Transit District Committees and Board: First Wednesday of the month, 2:00 pm; SamTrans Citizens Advisory Committee: Last Wednesday of the month, 6:30 pm. Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the Website.

### **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 ([view map](#)). Additional transit information can be obtained by calling 1-800-660-4287 or 511, or by visiting [511.org](http://511.org).

### **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 to be 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.

### **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, a brief description of the requested materials, and a preferred alternative format or auxiliary aid or service at least two days before the meeting. Requests should be mailed to the District Secretary at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or emailed to [board@samtrans.com](mailto:board@samtrans.com); or made by phone at 650-508-6279 or TTY 650-508-6448.

### **Availability of Public Records**

All public records relating to an open session item on this agenda that are not exempt from disclosure pursuant to the California Public Records Act and 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.

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

**MINUTES OF BOARD OF DIRECTORS MEETING  
SEPTEMBER 5, 2018**

**MEMBERS PRESENT:** J. Gee, C. Groom (Vice Chair), R. Guilbault, Z. Kersteen-Tucker, K. Matsumoto, J. Powell, P. Ratto, C. Stone (Chair)

**MEMBERS ABSENT:** D. Pine

**STAFF PRESENT:** J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, C. Fromson, T. Dubost, M. Tolleson, J. Taylor, C. Kwok, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, D. Esse, J. Epstein, A. O'Campo, S. Murphy, C. Gumpal, J. Brook

**CALL TO ORDER/PLEDGE OF ALLEGIANCE**

Chair Charles Stone called the meeting to order at 2:05 pm and requested that members of the Sheriff's Department lead the Pledge of Allegiance.

**ROLL CALL**

Acting District Secretary Gumpal called the roll. A quorum was present.

**CONSENT CALENDAR**

- Approval of Minutes of the Board of Directors Meeting of August 1, 2018
- Acceptance of Statement of Revenues and Expenses for July 2018

Motion/Second: Guilbault/Gee

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

Absent: Pine

**PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

- Aleta Dupree, Oakland, said she had used the new SamTrans app and hoped that the app would continue to evolve along with the Clipper program.
- Charles Jones, Half Moon Bay, Redi-Wheels driver, talked about having contract negotiations with First Transit and seeking the District's help in raising contract rates.
- Fernando De Alba, San Mateo, Redi-Wheels driver, said there has been a defection of drivers from First Transit to higher-paying positions and sought the Board's support on the issue.

**REPORT OF THE CHAIR**

Chair Stone praised the newly released mobile app, which allows riders to travel without relying on tokens or the Clipper card.

## **REPORT OF THE GENERAL MANAGER/CEO**

Jim Hartnett, General Manager/CEO, noted that his written report was in the packet.

- Chair Stone presented a 30-year Safe Driver Award to Carl Cruz.
- Chair Stone presented awards to the two RediCoast drivers, Hector Tagal and Jaime Gonzalez, who spotted and rescued an unconscious passenger from an overturned car in La Honda on July 31.

Mr. Harnett noted that SamTrans serves 55 schools. Chair Stone thanked staff for responding so quickly to parents' concerns about school-time bus routes.

## **BOARD MEMBER REQUESTS/COMMENTS**

Director Matsumoto suggested having a proclamation for former Board Secretary Martha Martinez's departure from the District.

Directors Matsumoto and Ratto said that they attended the SamTrans CAC meeting on August 29 and that several KX riders attended the CAC meeting with concerns about a recent service change. Director Ratto thanked staff for adjusting the KX route to address the concerns, and confirmed that the KX will no longer stop in San Bruno during the morning commute as of September 4.

Chair Stone respectfully asked for the public's patience in waiting for the District to respond to their comments and requests regarding routes and schedules.

## **RECESS TO COMMITTEE MEETINGS**

The Board meeting recessed at 2:29 pm.

## **RECONVENE BOARD OF DIRECTORS MEETING**

The Board meeting reconvened at 3:07 pm.

## **MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE / COMMITTEE OF THE WHOLE\***

Director Ratto reported the following items:

### **SUBJECTS DISCUSSED:**

- Accessibility Update
- Paratransit Coordinating Council Update
- Citizens Advisory Committee Update
- Quarterly Dashboard Report – April-June 2018
- Multimodal Ridership Report – July 2018

## **MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE / COMMITTEE OF THE WHOLE\***

Director Matsumoto led the Board in voting on the following items:

- Authorize Rejection of Bid from Frontier Building Products Pacific and Negotiation of Contract for Overhead and Mechanical Door Maintenance and Repair Services on the Open Market – Approved by motion with no resolution

RESOLUTIONS:

- Reauthorize Investment of Monies with Local Agency Investment Fund – Approved by Resolution No. 2018-45
- Authorize Rejection of Bid From Bridgestone Americas Tire Operations and Award of Contract to Michelin North America for Furnishing Mileage Rental and Service of Radial Bus Tires and Wheels – Approved by Resolution No. 2018-46
- Authorize Award of Contract to Provide Heavy-Duty Towing Service – Approved by Resolution No. 2018-47

Motion/Second: Matsumoto/Ratto

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

Absent: Pine

**MATTERS FOR BOARD CONSIDERATION: STRATEGIC PLANNING, DEVELOPMENT AND SUSTAINABILITY COMMITTEE / COMMITTEE OF THE WHOLE\***

Director Powell reported the following item:

SUBJECT DISCUSSED:

- Acceptance of Capital Projects Quarterly Report – 4<sup>th</sup> Quarter Fiscal Year 2018

RESOLUTION:

- Approval of SamTrans Business Plan – Approved by Resolution No. 2018-48

Motion/Second: Powell/Kersteen-Tucker

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

Absent: Pine

**MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE / COMMITTEE OF THE WHOLE\***

Director Kersteen-Tucker reported the following item:

SUBJECT DISCUSSED:

- State and Federal Legislative Update

**GENERAL COUNSEL REPORT**

Joan Cassman, Legal Counsel, said that she had nothing to report.

**WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS**

Chair Stone said Board communications were posted online and in the reading file.



**DATE, TIME AND PLACE OF NEXT REGULAR MEETING**

Chair Stone announced the time and location of the next meeting.

**ADJOURN**

The meeting adjourned at 3:12 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://www.samtrans.com).  
Questions may be referred to the District Secretary's office by phone at 650-508-6279 or  
by email to [board@samtrans.com](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

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

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of August 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 August 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 2019.

**SIGNIFICANCE**

**Annual Forecast:** The annual forecast is currently the same as budget and will be updated twice a year and presented at the February and April board meetings.

**Year to Date Revenues:** As of August year-to-date actual, the Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 15) are \$1.9 million higher than the prior year. This is primarily driven by the Local TDA and STA Funds (page 1, line 2), SMCTA Measure A (page 1, line 5), and District ½ Cent Sales Tax (page 1, line 10).

**Year to Date Expenses:** As of August year-to-date actual, the Total Uses of Funds (page 1, line 33) are \$3.0 million higher than the prior year-to-date actual. This is primarily due to Total Motorbus expenses which are higher by \$4.2 million (page 1 line 19) due to overall salary increases in FY19, payments for unfunded CalPERS and Other Post-Employment Benefits (OPEB) liability (this expense will not recur throughout the year), an increase in the fringe benefit rate from 63.41 percent to 72.86 percent and a decrease in the Agency Indirect Administrative overhead recovery rate as a result of a large carryforward in FY19 from FY18.

**BUDGET IMPACT**

There is no budget impact for the month of August 2018.

**STRATEGIC INITIATIVE**

This item does not achieve a strategic initiative.

Prepared By:

Melanie Hartanto, Accountant  
Jennifer Ye, Manager, General Ledger

650-508-6478  
650-622-7890

**SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2019  
AUGUST 2018**

% OF YEAR ELAPSED: 16.7%

	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*	FORECAST	\$ VARIANCE	% VARIANCE
<b>SOURCES OF FUNDS</b>								
<b>Operating Revenues</b>								
1 Passenger Fares	2,539,224	2,525,636	(13,588)	(0.5%)	16,457,750	16,457,750	0	0.0%
2 Local TDA and STA Funds	7,002,245	7,914,281	912,037	13.0%	47,485,688	47,485,688	0	0.0%
3 Pass through to Other Agencies	138,422	69,711	(68,711)	(49.6%)	418,268	418,268	0	0.0%
4 Operating Grants	295,560	0	(295,560)	(100.0%)	3,533,624	3,533,624	0	0.0%
5 SMCTA Measure A	1,522,155	1,848,088	325,933	21.4%	11,088,532	11,088,532	0	0.0%
6 SM County Measure A & Other	625,000	416,667	(208,333)	(33.3%)	2,500,000	2,500,000	0	0.0%
7 AB434 Funds, TA Funded Shuttle & Other	51,500	69,000	17,500	34.0%	414,000	414,000	0	0.0%
8 <b>Subtotal - Operating Revenues</b>	<b>12,174,106</b>	<b>12,843,383</b>	<b>669,277</b>	<b>5.5%</b>	<b>81,897,862</b>	<b>81,897,862</b>	<b>0</b>	<b>0.0%</b>
<b>Other Revenue Sources</b>								
10 District 1/2 Cent Sales Tax	12,346,490	13,034,278	687,788	0.1	86,353,200	86,353,200	0	0.0%
11 Investment Interest	309,341	588,280	278,939	90.2%	2,030,312	2,030,312	0	0.0%
12 Other Interest, Rent & Other Income	1,232,851	1,477,928	245,077	19.9%	7,890,875	7,890,875	0	0.0%
13 <b>Subtotal - Other Revenues</b>	<b>13,888,682</b>	<b>15,100,486</b>	<b>1,211,803</b>	<b>8.7%</b>	<b>96,274,387</b>	<b>96,274,387</b>	<b>0</b>	<b>0.0%</b>
14								
15 <b>Total Sources of Funds</b>	<b>26,062,787</b>	<b>27,943,869</b>	<b>1,881,082</b>	<b>7.2%</b>	<b>178,172,249</b>	<b>178,172,249</b>	<b>0</b>	<b>0.0%</b>
16								
<b>USES OF FUNDS</b>								
<b>Operating Expenses</b>								
19 Motor Bus	19,133,503	23,344,314	4,210,811	22.0%	129,999,925	129,999,925	0	0.0%
20 A. D. A. Programs	3,763,373	2,792,719	(970,654)	(25.8%)	18,998,212	18,998,212	0	0.0%
21 Caltrain	1,028,294	1,272,400	244,106	23.7%	7,634,404	7,634,404	0	0.0%
22 Other Multi-modal Programs	377,963	405,420	27,457	7.3%	2,329,406	2,329,406	0	0.0%
23 Pass through to Other Agencies	138,422	69,711	(68,711)	(49.6%)	418,268	418,268	0	0.0%
24 Land Transfer Interest Expense	(0)	(0)	0	0.0	45,716	45,716	0	0.0%
25 <b>Total Operating Expense</b>	<b>24,441,555</b>	<b>27,884,564</b>	<b>3,443,009</b>	<b>14.1%</b>	<b>159,425,933</b>	<b>159,425,933</b>	<b>0</b>	<b>0.0%</b>
26								
27 <b>Total Operating Surplus / (Deficit)</b>	<b>1,621,232</b>	<b>59,304</b>	<b>(1,561,928)</b>	<b>(96.3%)</b>	<b>18,746,316</b>	<b>18,746,316</b>	<b>0</b>	<b>0.0%</b>
28								
29 <b>Sales Tax Allocation - Capital Program</b>	<b>1,464,902</b>	<b>1,017,031</b>	<b>(447,871)</b>	<b>(30.6%)</b>	<b>6,102,185</b>	<b>6,102,185</b>	<b>0</b>	<b>0.0%</b>
30								
31 <b>Total Debt Service</b>	<b>1,646,718</b>	<b>1,618,952</b>	<b>(27,766)</b>	<b>(1.7%)</b>	<b>21,612,357</b>	<b>21,612,357</b>	<b>0</b>	<b>0.0%</b>
32								
33 <b>Total Uses of Funds</b>	<b>27,553,175</b>	<b>30,520,547</b>	<b>2,967,372</b>	<b>10.8%</b>	<b>187,140,475</b>	<b>187,140,475</b>	<b>0</b>	<b>0.0%</b>
34								
35 <b>PROJECTED SURPLUS / (DEFICIT)</b>	<b>(1,490,388)</b>	<b>(2,576,678)</b>	<b>(1,086,290)</b>	<b>72.9%</b>	<b>(8,968,226)</b>	<b>(8,968,226)</b>	<b>0</b>	<b>0.0%</b>

This report represents actuals and budgets on bu

\* Reflects Adopted Budget approved by the Board on July 11, 2018

**SAN MATEO COUNTY TRANSIT DISTRICT  
STATEMENT OF REVENUES  
FISCAL YEAR 2019  
AUGUST 2018**

% OF YEAR ELAPSED: **16.7%**

	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*	FORECAST	\$ VARIANCE	% VARIANCE
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 TOTAL MOTOR BUS FARES	2,408,570	2,343,495	(65,075)	(2.7%)	15,501,882	15,501,882	0	0.0%
2 LOCAL (TDA) TRANSIT FUND:								
3 General Operating Assistance	6,073,458	6,620,945	547,487	9.0%	39,725,672	39,725,672	0	0.0%
4 STATE TRANSIT ASSISTANCE:								
5 Local STA Operating Assistance	551,689	944,865	393,176	71.3%	5,669,191	5,669,191	0	0.0%
6 OPERATING GRANTS								
7 TOTAL OPERATING GRANTS	0	0	(0)	0.0%	1,448,667	1,448,667	0	0.0%
8								
9 DISTRICT 1/2 CENT SALES TAX:								
10 General Operating Assistance	8,893,738	11,774,464	2,880,726	32.4%	59,827,925	59,827,925	0	0.0%
11 Accessibility Fixed Route	189,903	157,294	(32,608)	(17.2%)	1,192,913	1,192,913	0	0.0%
12 TOTAL 1/2 CENT SALES TAX	9,083,641	11,931,758	2,848,118	31.4%	61,020,838	61,020,838	0	0.0%
13 INVESTMENT INTEREST INCOME:								
14 Investment Interest Income	250,359	490,508	240,149	95.9%	1,630,000	1,630,000	0	0.0%
15								
16 OTHER REVENUE SOURCES:								
17 Rental Income	250,654	250,654	0	0.0%	1,600,000	1,600,000	0	0.0%
18 Advertising Income	227,787	244,072	16,285	7.1%	1,205,307	1,205,307	0	0.0%
19 Other Income	287,345	518,015	230,670	80.3%	2,198,368	2,198,368	0	0.0%
20 TOTAL OTHER REVENUES	765,786	1,012,742	246,955	32.2%	5,003,675	5,003,675	0	0.0%
21								
22 TOTAL MOTOR BUS	19,133,503	23,344,314	4,210,811	22.0%	129,999,925	129,999,925	0	0.0%
23								
24 AMERICAN DISABILITIES ACT:								
25 Passenger Fares Redi-Wheels	130,655	182,141	51,486	39.4%	955,868	955,868	0	0.0%
26 Local TDA 4.5 Redi-Wheels	319,656	348,471	28,815	9.0%	2,090,825	2,090,825	0	0.0%
27 Local STA - Paratransit	57,442	0	(57,442)	(100.0%)	0	0	0	0.0%
28 Operating Grants	295,560	0	(295,560)	(100.0%)	2,084,957	2,084,957	0	0.0%
29 Sales Tax - District ADA Programs	1,290,907	654,842	(636,065)	(49.3%)	4,281,834	4,281,834	0	0.0%
30 Sales Tax - Paratransit Suppl. Coastside	288,096	301,627	13,531	4.7%	1,830,600	1,830,600	0	0.0%
31 Interest Income - Paratransit Fund	58,982	97,772	38,790	65.8%	400,000	400,000	0	0.0%
32 SMCTA Measure A Redi-Wheels	493,860	575,688	81,828	16.6%	3,454,128	3,454,128	0	0.0%
33 SM County Measure A & Other	625,000	416,667	(208,333)	(33.3%)	2,500,000	2,500,000	0	0.0%
34 Measure M Paratransit	203,216	215,512	12,295	6.1%	1,400,000	1,400,000	0	0.0%
35 TOTAL ADA PROGRAMS	3,763,373	2,792,719	(970,654)	(25.8%)	18,998,212	18,998,212	0	0.0%
36								
37 MULTI-MODAL TRANSIT PROGRAMS:								
38 Transfer from SMCTA for Caltrain	1,028,294	1,151,376	123,082	12.0%	6,908,256	6,908,256	0	0.0%
39 Other Sources - Caltrain	0	121,024	121,024	0.0%	726,148	726,148	0	0.0%
40 AB434 Funds, TA Funded Shuttle & Other	51,500	69,000	17,500	34.0%	414,000	414,000	0	0.0%
41 Employer SamTrans Shuttle Funds	263,849	249,675	(14,175)	(5.4%)	1,491,300	1,491,300	0	0.0%
42 Sales Tax - SamTrans Shuttle Program	37,699	33,254	(4,445)	(11.8%)	249,306	249,306	0	0.0%
43 Sales Tax - Gen. Operating Asst.	24,914	53,492	28,578	114.7%	174,800	174,800	0	0.0%
44								
45 TOTAL MULTIMODAL	1,406,257	1,677,820	271,563	19.3%	9,963,810	9,963,810	0	0.0%
46								
47 TOTAL REVENUES	24,303,133	27,814,853	3,511,720	14.4%	158,961,947	158,961,947	0	0.0%

\* Reflects Adopted Budget approved by the Board on July 11, 2018

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2019  
AUGUST 2018**

**% OF YEAR ELAPSED: 16.7%**

<b>EXPENSES</b>	<b>YEAR-TO-DATE</b>				<b>ANNUAL</b>			
	<b>PRIOR ACTUAL</b>	<b>CURRENT ACTUAL</b>	<b>\$ VARIANCE</b>	<b>% VARIANCE</b>	<b>BUDGET*</b>	<b>FORECAST</b>	<b>\$ VARIANCE</b>	<b>% VARIANCE</b>
<b>DISTRICT OPERATED BUSES</b>								
1 Wages & Benefits	11,906,400	15,255,945	3,349,544	28.1%	68,742,781	68,742,781	0	0.0%
2								
3 Services:								
4 Board of Directors	9,642	7,645	(1,997)	(20.7%)	86,000	86,000	0	0.0%
5 Contracted Vehicle Maintenance	165,137	170,372	5,235	3.2%	1,302,319	1,302,319	0	0.0%
6 Property Maintenance	129,486	123,247	(6,239)	(4.8%)	1,589,000	1,589,000	0	0.0%
7 Professional Services	300,646	526,926	226,280	75.3%	4,290,020	4,290,020	0	0.0%
8 Technical Services	766,398	820,603	54,205	7.1%	8,750,264	8,750,264	0	0.0%
9 Other Services	356,263	358,470	2,207	0.6%	3,821,376	3,821,376	0	0.0%
10								
11 Materials & Supply:								
12 Fuel and Lubricants	392,900	546,921	154,021	39.2%	3,950,821	3,950,821	0	0.0%
13 Bus Parts and Materials	255,630	245,218	(10,411)	(4.1%)	2,036,780	2,036,780	0	0.0%
14 Uniforms and Driver Expense	17,181	39,707	22,526	131.1%	564,226	564,226	0	0.0%
15 Timetables and Tickets	10,000	9,000	(1,000)	(10.0%)	283,500	283,500	0	0.0%
16 Office Supplies / Printing	36,381	48,959	12,578	34.6%	454,234	454,234	0	0.0%
17 Other Materials and Supply	13,107	14,930	1,823	13.9%	150,300	150,300	0	0.0%
18								
19 Utilities:								
20 Telecommunications	49,022	61,611	12,588	25.7%	712,296	712,296	0	0.0%
21 Other Utilities	200,914	186,201	(14,714)	(7.3%)	1,058,000	1,058,000	0	0.0%
22 Insurance Costs	268,951	292,570	23,619	8.8%	3,057,336	3,057,336	0	0.0%
23 Workers' Compensation	521,211	550,922	29,711	5.7%	3,666,068	3,666,068	0	0.0%
24 Taxes and License Fees	93,204	114,283	21,079	22.6%	795,415	795,415	0	0.0%
25 Fixed Route Accessibility	189,903	157,294	(32,608)	(17.2%)	1,192,913	1,192,913	0	0.0%
26 Leases and Rentals	21,195	30,669	9,474	44.7%	185,292	185,292	0	0.0%
27 Promotional and Legal Advertising	20,883	76,559	55,676	266.6%	1,292,750	1,292,750	0	0.0%
28 Training and Business Travel	12,625	50,504	37,879	300.0%	770,855	770,855	0	0.0%
29 Dues and Membership	13,654	16,135	2,481	18.2%	150,483	150,483	0	0.0%
30 Postage and Other	3,354	4,997	1,642	49.0%	237,780	237,780	0	0.0%
31								
32 <b>Total District Operated Buses</b>	<b>15,754,087</b>	<b>19,709,687</b>	<b>3,955,600</b>	<b>25.1%</b>	<b>109,140,809</b>	<b>109,140,809</b>	<b>0</b>	<b>0.0%</b>
33								
34 <b>CONTRACTED BUS SERVICES</b>								
35 Contracted Urban Bus Service	2,802,086	3,095,736	293,650	10.5%	17,265,600	17,265,600	0	0.0%
36 Other Related Costs	62,127	53,593	(8,534)	(13.7%)	464,647	464,647	0	0.0%
37 Insurance Costs	139,961	113,621	(26,339)	(18.8%)	785,990	785,990	0	0.0%
38 Coastside Services	270,448	286,344	15,896	5.9%	1,742,000	1,742,000	0	0.0%
39 Redi Coast Non-ADA	42,330	37,525	(4,806)	(11.4%)	266,200	266,200	0	0.0%
40 Other Related Costs	18,467	13,278	(5,190)	(28.1%)	131,293	131,293	0	0.0%
41 La Honda - Pescadero	7,875	6,825	(1,050)	(13.3%)	55,130	55,130	0	0.0%
42 SamCoast - Pescadero	34,493	26,207	(8,286)	(24.0%)	140,800	140,800	0	0.0%
43 Other Related Cost - SamCoast	1,628	1,498	(130)	(8.0%)	7,456	7,456	0	0.0%
44 <b>Total Contracted Bus Service</b>	<b>3,379,416</b>	<b>3,634,627</b>	<b>255,210</b>	<b>7.6%</b>	<b>20,859,116</b>	<b>20,859,116</b>	<b>0</b>	<b>0.0%</b>
45								
46 <b>TOTAL MOTOR BUS</b>	<b>19,133,503</b>	<b>23,344,314</b>	<b>4,210,811</b>	<b>22.0%</b>	<b>129,999,925</b>	<b>129,999,925</b>	<b>0</b>	<b>0.0%</b>

\* Reflects Adopted Budget approved by the Board on July 11, 2018

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2019  
AUGUST 2018**

% OF YEAR ELAPSED: 16.7%

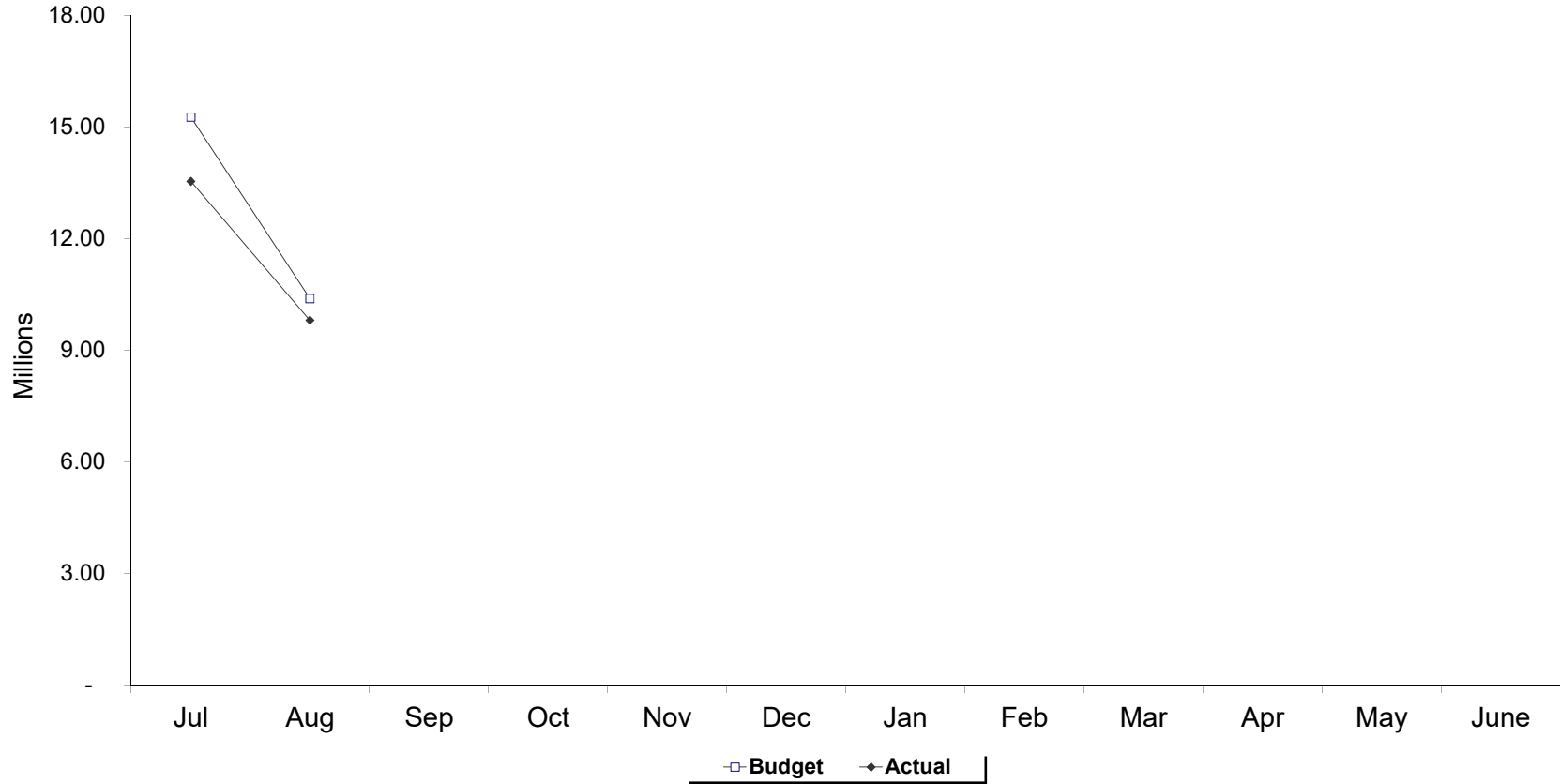
EXPENSES	YEAR-TO-DATE				ANNUAL				
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET*	FORECAST	\$ VARIANCE	% VARIANCE	
47 AMERICAN DISABILITY ACT PROGRAMS									47
48									48
49 Elderly & Disabled/Redi-Wheels	913,355	898,889	(14,466)	(1.6%)	8,012,000	8,012,000	0	0.0%	49
50 Other Related Costs	477,251	497,614	20,363	4.3%	3,042,705	3,042,705	0	0.0%	50
51 ADA Sedans / Taxi Service	801,428	847,233	45,804	5.7%	3,848,426	3,848,426	0	0.0%	51
52 ADA Accessibility Support	192,205	187,018	(5,187)	(2.7%)	1,644,784	1,644,784	0	0.0%	52
53 Coastside ADA Support	288,096	301,627	13,531	4.7%	1,830,600	1,830,600	0	0.0%	53
54 Insurance Costs	1,091,038	60,339	(1,030,700)	(94.5%)	619,697	619,697	0	0.0%	54
55 <b>TOTAL ADA PROGRAMS</b>	<b>3,763,373</b>	<b>2,792,719</b>	<b>(970,654)</b>	<b>(25.8%)</b>	<b>18,998,212</b>	<b>18,998,212</b>	<b>0</b>	<b>0.0%</b>	55
56									56
57									57
58 <b>MULTI-MODAL TRANSIT PROGRAMS</b>									58
59									59
60 <b>CALTRAIN SERVICE</b>									60
61 Peninsula Rail Service	1,028,294	1,272,400	244,106	23.7%	7,634,404	7,634,404	0	0.0%	61
62 <b>Total Caltrain Service</b>	<b>1,028,294</b>	<b>1,272,400</b>	<b>244,106</b>	<b>23.7%</b>	<b>7,634,404</b>	<b>7,634,404</b>	<b>0</b>	<b>0.0%</b>	62
63									63
64 <b>OTHER SUPPORT</b>									64
65 SamTrans Shuttle Service	353,048	351,928	(1,120)	(0.3%)	2,154,606	2,154,606	0	0.0%	65
66 Maintenance Multimodal Facilities	24,915	53,492	28,577	114.7%	174,800	174,800	0	0.0%	66
67 <b>Total Other Support</b>	<b>377,963</b>	<b>405,420</b>	<b>27,457</b>	<b>7.3%</b>	<b>2,329,406</b>	<b>2,329,406</b>	<b>0</b>	<b>0.0%</b>	67
68									68
69 <b>TOTAL MULTI-MODAL PROGRAM</b>	<b>1,406,257</b>	<b>1,677,820</b>	<b>271,563</b>	<b>19.3%</b>	<b>9,963,810</b>	<b>9,963,810</b>	<b>0</b>	<b>0.0%</b>	69
70									70
71 <b>TOTAL OPERATING EXPENSES</b>	<b>24,303,133</b>	<b>27,814,853</b>	<b>3,511,720</b>	<b>14.4%</b>	<b>158,961,947</b>	<b>158,961,947</b>	<b>0</b>	<b>0.0%</b>	71

\* Reflects Adopted Budget approved by the Board on July 11, 2018

## SAN MATEO COUNTY TRANSIT DISTRICT

### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

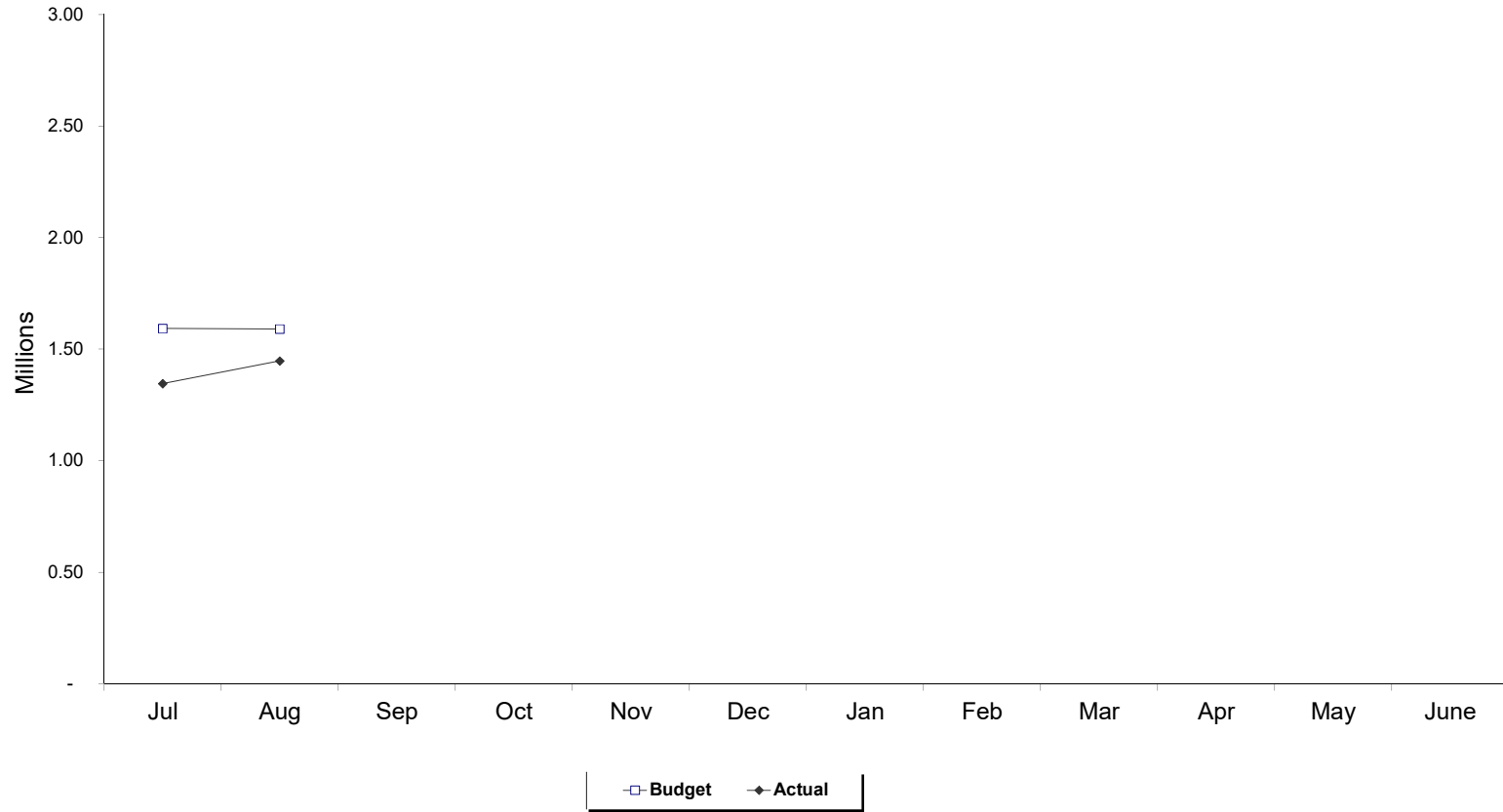
### FISCAL YEAR 2019



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	15,262,726	10,388,766											
Actual	13,537,081	9,807,233											
<b>CUMULATIVE EXPENSES</b>													
Budget	15,262,726	25,651,492											
Actual	13,537,081	23,344,314											
Variance - F(U)	1,725,645	2,307,178											
Variance %	11.31%	8.99%											



**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2019**

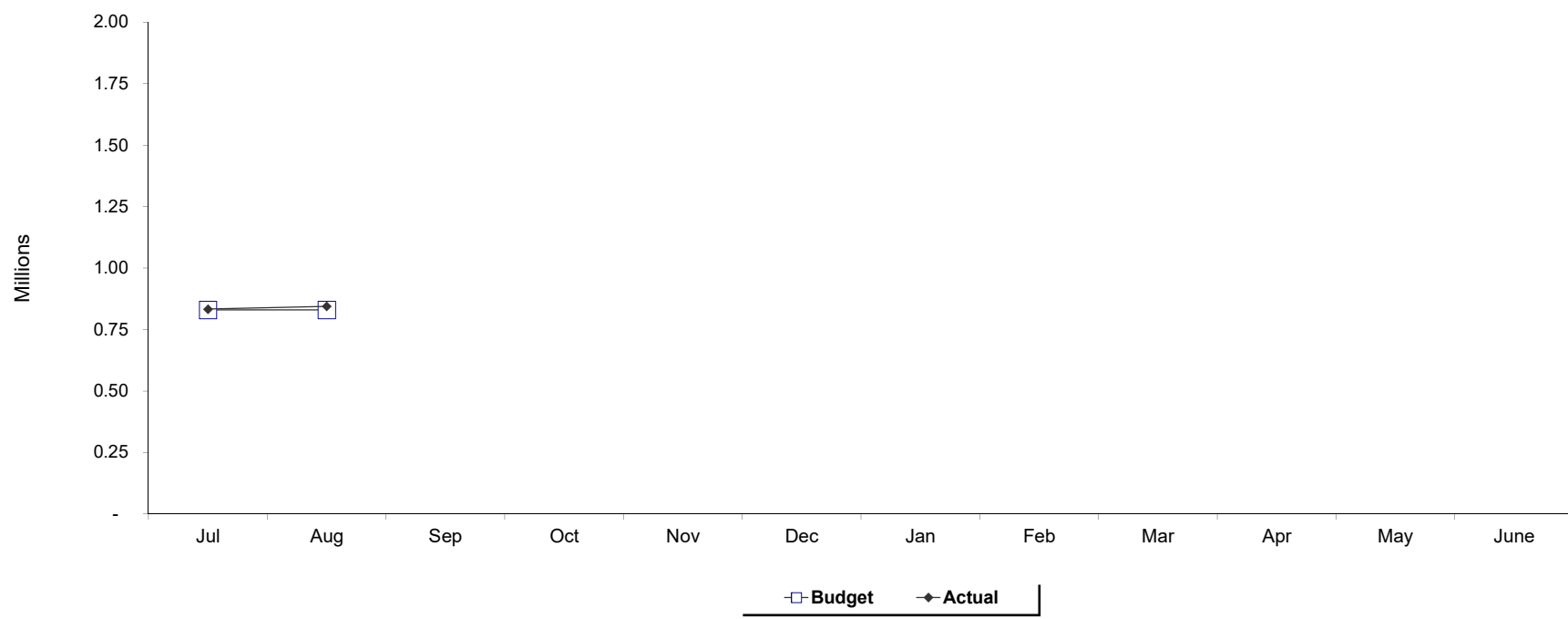


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	
<b>MONTHLY EXPENSES</b>													
Budget	1,592,580	1,590,330											
Actual	1,345,590	1,447,129											
<b>CUMULATIVE EXPENSES</b>													
Budget	1,592,580	3,182,910											
Actual	1,345,590	2,792,719											
Variance - F(U)	246,990	390,191											
Variance %	15.51%	12.26%											

## SAN MATEO COUNTY TRANSIT DISTRICT

### MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2019



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	830,318	830,318										
Actual	833,082	844,739										
<b>CUMULATIVE EXPENSES</b>												
Budget	830,318	1,660,635										
Actual	833,082	1,677,820										
Variance - F(U)	(2,764)	(17,185)										
Variance %	-0.33%	-1.03%										

**SAN MATEO COUNTY TRANSIT DISTRICT**

**INTEREST ON INVESTMENTS**

**August 31, 2018**

DESCRIPTION	TOTAL INVESTMENT 8-31-18	INTEREST RECEIVABLE 7-31-18	PREPAID INT RECEIVABLE 8-31-18	INTEREST EARNED 8-31-18	INTEREST RECEIVED 8-31-18	ADJ.	INTEREST RECEIVABLE 8-31-18
RESERVE FOR CAPITAL PROJ	0.00	(0.00)	0.00	0.00	0.00	0.00	(0.00)
LAIF -- CAPITAL PROJ	78,745.41	129.83	0.00	133.63	0.00	0.00	263.46
REIMB SECURITIES FUNDS	89,928,317.50	339,773.55	3,141.30	148,397.75	162,697.52	(251.98)	328,363.11
LAIF -- REIMB FUNDS L76R	39,225,079.31	76,070.94	0.00	70,831.97	0.00	0.00	146,902.91
PARATRANSIT FUNDS	24,942,854.87	96,444.72	883.49	48,686.76	52,651.46	(89.54)	93,273.97
LAIF -- PARATRANSIT	1,054,859.97	1,739.12	0.00	1,790.03	0.00	0.00	3,529.15
BANK OF AMERICA	30,501,388.36	0.00	0.00	13,282.22	13,282.22	0.00	0.00
WELLS FARGO	0.00	0.00	0.00	0.00	0.00	0.00	0.00
US Bank - Custodian account	9,117,886.28	10,741.45	0.00	10,943.33	10,741.45	0.00	10,943.33
Debt Service Reserves							
Held by Trustee:	5,413,853.60	0.00	0.00	0.00	0.00	0.00	0.00
	<u>200,262,985.30</u>	<u>524,899.61</u>	<u>4,024.79</u>	<u>294,065.69</u>	<u>239,372.65</u>	<u>(341.52)</u>	<u>583,275.92</u>

**AUGUST 2018 -- SUMMARY OF INTEREST & CAPITAL GAIN**

Interest Earned 8/31/18	293,724.17
<b>Add:</b>	
CEO Interest	0.00
<b>Less:</b>	
Trust Fees	(658.61)
Capital Gain(Loss)	(27,198.27)
Amortized Premium/Discount	<u>32,144.56</u>
Total Interest & Capital Gain(Loss)	<u>298,011.85</u>

**YEAR TO DATE -- SUMMARY**

Interest Earned	612,719.52
<b>Add:</b>	
CEO Interest	
<b>Less:</b>	
Trust Fees	(1,324.34)
Capital Gain(Loss)	(39,273.64)
Amortized Premium/Discount	<u>32,144.56</u>
Total Interest & Capital Gain(Loss)	<u>604,266.10</u>
 <b>Balance Per Ledger as of 8/31/18</b>	
Deferred Int Acct. 210852/3	17,627.76
Interest Acct. 409101	595,091.76
Less Trust Fees 530045	(1,324.34)
Gain(Loss) Acct. 405210	(39,273.64)
Amortized Premium/Discount	<u>32,144.56</u>
	<u>604,266.10</u>

Note: Total may not foot due to rounding.



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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 8-31-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST REC'BLE 7-31-18	PREPAID INT REC'BLE 8-31-18	INTEREST EARNED 8-31-18	INTEREST RECEIVED 8-31-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'BLE 8-31-18	INT REC'BLE LESS PREPAID 8-31-18	PAR VALUE
ING (US) FUNDING LLC COMM P. 4497W1Q82		07-02-18	2,063,542.25	2,072,107.80	03-08-19	0.000%		0.00		0.00				0.00	0.00	2,100,000.00
MUFG BANK LTD/NY COMM PAF 62479MOB2		06--15-18	833,613.42	838,770.65	03-11-19	0.000%		0.00		0.00				0.00	0.00	850,000.00
DEXIA CREDIT LOCAL SA NY CON 25214PJ80		06-26-18	1,766,875.00	1,775,800.80	03-11-19	0.000%		0.00		0.00				0.00	0.00	1,800,000.00
MUFG BANK LTD/NY COMM PAF 62479MRG0		07-20-18	980,725.00	983,983.00	04-16-19	0.000%		0.00		0.00				0.00	0.00	1,000,000.00
9.16%																
<b>CERTIFICATION OF DEPOSIT</b>																
CANADIAN IMPERIAL BANK NY C 13606A5Z7		12-05-16	1,199,064.00	1,198,552.80	11-30-18	1.760%	58.6667	3,696.00		1,760.00			58.67	5,514.67	5,514.67	1,200,000.00
SVENSKA HANDELSBANKENY LT 86958JH88		01-12-17	1,800,000.00	1,795,656.60	01-10-19	1.890%	94.5000	2,079.00		2,835.00			94.50	5,008.50	5,008.50	1,800,000.00
BANK OF NOVA SCOTIA HOUSTC 06417GUE6		04-06-17	900,000.00	897,045.30	04-05-19	1.910%	47.7500	5,634.50		1,432.50			47.75	7,114.75	7,114.75	900,000.00
SUMITOMO MITSUI BANK NY CC 86563YVNO		05-04-17	1,500,000.00	1,496,826.00	05-03-19	2.050%	85.4167	7,516.67		2,562.50				10,079.17	10,079.17	1,500,000.00
BANK OF NOVA SCOTIA HOUSTC 06417GU22		06-07-18	899,658.00	905,616.90	06-05-20	3.080%	77.0000	4,158.00		2,310.00				6,468.00	6,468.00	900,000.00
SWEDBANK (NEW YORK) CERT C 87019U6D6		11-17-17	1,800,000.00	1,766,421.00	11-16-20	2.270%	113.5000	8,739.50		3,405.00			113.50	12,258.00	12,258.00	1,800,000.00
ROYAL BANK OF CANADA NY CD 78012UEE1		06-08-18	1,500,000.00	1,511,127.00	06-07-21	3.240%	135.0000	7,155.00		4,050.00				11,205.00	11,205.00	1,500,000.00
10.53%																
<b>ASSET-BACKED SECURITY/COLLATERALIZED MORTGAGE OBLIGATION</b>																
CITIBANK CREDIT CARD 2017-A2 17305EGA7		01-26-17	1,549,703.18	1,545,928.00	01-17-21	1.740%	74.9167	1,048.83		2,247.50				3,296.33	3,296.33	1,550,000.00
TOYOTA ABS 2017-A A3	89238MAD0	03-15-17	449,947.04	446,508.63	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	402,134.10	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	1,188,900.96	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	1,779,237.54	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	1,434,105.86	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
HONDA AUTO 2017-2 A3	43814PAC4	09-29-17	329,964.26	325,488.37	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	591,910.98	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	675,655.82	12-15-21	1.640%	30.9778	495.64		929.33	929.33			495.64	495.64	680,000.00
CITIBANK ABS 2017-A3 A3	17305EG85	05-22-17	902,403.00	886,469.40	04-07-22	1.920%	48.0000	5,472.00		1,440.00				6,912.00	6,912.00	900,000.00
JOHN DEERE OWNER	47788CAC6	02-28-18	284,979.51	283,487.79	04-15-22	2.660%	21.0583	336.93		631.75	631.75			336.93	336.93	285,000.00
TAOT 2018-A A-3	89238BAD4	01-31-18	449,994.83	445,590.27	05-16-22	2.350%	29.3750	470.00		881.25	881.25			470.00	470.00	450,000.00
AMXCA 2018-1 A	02582JHQ6	03-31-18	1,509,824.69	1,506,776.45	10-17-22	2.670%	111.9917	1,791.87		3,359.75	3,359.75			1,791.87	1,791.87	1,510,000.00
ALLYA 2018-2 A3	02004VAC7	04-30-18	649,881.96	649,633.34	11-15-22	2.920%	52.7222	843.56		1,581.67	1,581.67			843.56	843.56	650,000.00
CCIT 2018-A1 A1	17305EGK5	01-31-18	899,875.44	890,172.27	01-20-23	2.490%	62.2500	684.75		1,867.50				2,552.25	2,552.25	900,000.00
GMCAR 2018-3 A3	36255IAD6	07-18-18	399,906.72	400,045.04	05-16-23	3.020%	33.5556	436.22		1,006.67	939.56			503.33	503.33	400,000.00
CARMAX AUTO OWNER TRUST	14313FAD1	07-25-18	419,942.75	420,885.78	06-15-23	3.350%	39.0833	234.50		1,172.50	730.33		(51.34)	625.33	625.33	420,000.00
15.33%																
<b>FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION</b>																
FANNIE MEA	3136AQDQ0	10-30-15	180,726.92	178,167.33	09-01-19	1.646%	8.1813	360.62		245.44	360.62			245.44	245.44	178,935.07
FANNIE MEA	3136AQDQ0	10-30-15	84,814.47	83,973.56	08-25-18	1.646%	3.8395	0.00		0.00				0.00	0.00	83,973.56
FNA 2014-M6 A2	3136AJ7G5	12-15-16	1,794,283.15	1,741,969.88	05-25-21	2.679%	130.8764	3,930.92		3,926.29	3,930.92		(0.72)	3,925.57	3,925.57	1,758,697.02
FNA 2014-M6 A2	3136AJ7G5	12-15-16	2,444.26	96,977.72	08-25-18	2.679%	0.1783	0.00		0.00				0.00	-	2,395.78
FNA 2018-MS A2	3136B1XP4	04-30-18	594,450.04	590,869.73	09-25-21	3.560%	57.6380	1,780.00		1,729.14	1,840.70		60.70	1,729.14	1,729.14	582,856.44
FNA 2018-MS A2	3136B1XP4	04-30-18	17,484.56	17,143.56	08-25-18	3.560%	1.6953	0.00		0.00	0.00			0.00	-	17,143.56
FHLMC MULTIFAMILY STRUCTUFI	3137BM6P6	04-09-18	453,832.03	450,537.57	08-25-22	3.090%	38.6250	1,158.75		1,158.75	1,158.75			1,158.75	1,158.75	450,000.00
3.26%																
<b>CASH AND CASH EQUIVALENTS</b>																
MONEY MARKET FUND	31846V534		315,709.13	315,709.13				363.98		200.07	363.98			200.07	200.07	0
LAIF			39,225,079.31	39,225,079.31				76,070.94		70,831.97	0.00		-	146,902.91	146,902.91	39,225,079.31
<b>MATURED/CALLED</b>																
FHLB GLOBAL NOTE	3130A9EP2	09-08-16	(1,248,912.50)	(1,228,337.50)	08-03-18											(1,250,000.00)
FANNIE MEA	3136AQDQ0	10-30-15	(84,814.47)	(83,973.56)	08-25-18											(83,973.56)
FNA 2014-M6 A2	3136AJ7G5	12-15-16	(2,444.26)	(96,977.72)	08-25-18											(2,395.78)
FNA 2018-MS A2	3136B1XP4	04-30-18	(17,484.56)	(17,143.56)	08-25-18											(17,143.56)
TOTAL LAIF			<u>39,225,079.31</u>	<u>39,225,079.31</u>												
TOTAL A/C 121100 & 112010			91,146,478.61	89,928,317.50												91,135,488.53
<b>TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)</b>			<u>91,146,478.61</u>	<u>89,928,317.50</u>				<u>339,773.55</u>	<u>3,141.30</u>	<u>148,397.75</u>	<u>162,697.52</u>		<u>(251.98)</u>	<u>328,363.10</u>	<u>325,221.80</u>	<u>91,135,488.53</u>

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 8-31-18	MATURITY/CALL DATE	INT RATE	RATE/ DAY	APPL. DAYS	INTEREST REC'VBLE 7-31-18	PREPAID INT REC'VBLE 8-31-18	INTEREST EARNED 8-31-18	INTEREST RECEIVED 8-31-18	ADJ.	INTEREST REC'VBLE 8-31-18	INT REC'VBLE LESS PREPAID 8-31-18	PAR VALUE
<b><u>CASH AND CASH EQUIVALENTS</u></b>																
FIRST AMER US TREASURY MM	31846V534		8,217,198.13	8,217,198.13					10,260.30		10,608.37	10,260.30		10,608.37	10,608.37	
LAIF			78,745.41	78,745.41					129.83		133.63			263.46	263.46	78,745
<b><u>MATURED/CALLED</u></b>																
TOTAL LAIF			78,745.41	78,745.41												
TOTAL A/C 121100 & 112010			0.00	0.00												
<b>TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)</b>			<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
August 31, 2018

Table with columns: TYPE OF SECURITY, CUSIP #, SETTLE DATE, ORIGINAL PURCHASE PRICE, MARKET VALUE, MATURITY/CALL DATE, INT RATE, RATE/DAY, INTEREST REC'VBLE, PP INTEREST REC'VBLE, INTEREST EARNED, INTEREST RECEIVED, PP INTEREST RECEIVED, ADJ., INTEREST REC'VBLE, INT REC'VBLE LESS PREPAID, PAR VALUE. Includes sections for U.S. TREASURY NOTES AND BONDS, FEDERAL AGENCY COLLEATERIALIZED MORTGAGE OBLIGATION, and CORPORATE NOTE.

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

TYPE OF SECURITY	CUSIP #	SETTLE DATE	ORIGINAL PURCHASE PRICE	MARKET VALUE 8-31-18	MATURITY/CALL DATE	INT RATE	RATE/DAY	INTEREST REC'VBLE 7-31-18	PP INTEREST REC'VBLE 8-31-18	INTEREST EARNED 8-31-18	INTEREST RECEIVED 8-31-18	PP INTEREST RECEIVED DATE	ADJ.	INTEREST REC'VBLE 8-31-18	INT REC'VBLE LESS PREPAID 8-31-18	PAR VALUE
<b>COMMERCIAL PAPER</b>																
BNP PARIBAS NY BRANCH COMM PAP	09659CHU5	12-01-17	493,475.00	500,000.00	08-28-18	0.000%		0.00		6,525.00	6,525.00			0.00	0.00	500,000.00
BANK OF TOKYO MITSUI UFJ LTD COMM	06538CM40	03-19-18	343,778.75	347,901.40	12-04-18	0.000%		0.00		0.00				0.00	0.00	350,000.00
ING (US) FUNDING LLC COMM PAPER	4497W1082	03-19-18	589,583.50	592,030.80	03-08-19	0.000%		0.00		0.00				0.00	0.00	600,000.00
MUFG BANK LTD/NY COMM PAPER	62479MQB2	06-15-18	392,288.67	394,715.60	03-11-19	0.000%		0.00		0.00				0.00	0.00	400,000.00
DEXIA CREDIT LOCAL SA NY COMM PA	25214PJ80	06-26-18	490,798.61	493,278.00	03-18-19	0.000%		0.00		0.00				0.00	0.00	500,000.00
																7.32%
<b>CERTIFICATE OF DEPOSIT</b>																
CANADIAN IMPERIAL BANK NY CD	13606A5Z7	12-05-16	249,805.00	249,698.50	11-30-18	1.7600%	12.2222	770.00		366.67			12.22	1,148.89	1,148.89	250,000.00
SVENSKA HANDELSBANKEN NY LT CD	86958JH88	01-12-17	500,000.00	498,793.50	01-10-19	1.8900%	26.2500	577.50		787.50			26.25	1,391.25	1,391.25	500,000.00
BANK OF NOVA SCOTIA HOUSTON	06417GUE6	04-06-17	250,000.00	249,179.25	04-05-19	1.9100%	13.2639	1,565.14		397.92			13.26	1,976.32	1,976.32	250,000.00
SUMITOMO MITSUI BANK NY CD	86563YVNO	05-04-17	500,000.00	498,942.00	05-03-19	2.0500%	28.4722	2,505.56		854.17			(0.01)	3,359.72	3,359.72	500,000.00
BANK OF NOVA SCOTIA HOUSTON CD	06417GU22	06-07-18	249,905.00	251,560.25	06-05-20	3.0800%	21.3889	1,155.00		641.67				1,796.67	1,796.67	250,000.00
SWEDBANK (NEW YORK) CERT DEPOS	87019UGD6	11-17-17	500,000.00	490,672.50	11-16-20	2.2700%	31.5278	2,427.64		945.83			31.53	3,405.00	3,405.00	500,000.00
ROYAL BANK OF CANANDA NY CD	78012UEE1	06-08-18	425,000.00	428,152.65	06-07-21	3.2400%	38.2500	2,027.25		1,147.50				3,174.75	3,174.75	425,000.00
																10.58%
<b>FEDERAL AGENCY BOND/NOTE</b>																
FNMA NOTES	3130A9EP2	09-09-16	314,725.95	310,135.46	09-26-19	1.0000%	8.7500	1,093.75		262.50				1,356.25	1,356.25	315,000.00
FNMA NOTES	3130A9EP2	09-09-16	349,695.50	343,934.50	08-03-18	1.0000%	9.7222	1,215.28		19.44	1,234.72			0.00	0.00	350,000.00
FNMA NOTES	3135GOT29	02-28-17	214,862.40	211,527.54	02-28-20	1.5000%	8.9583	1,370.62		268.75	1,612.50			26.87	26.87	215,000.00
FHLMC AGENCY	3137EAEF2	04-20-17	348,803.00	343,057.40	04-20-20	1.3750%	13.3681	1,350.17		401.04			0.01	1,751.22	1,751.22	350,000.00
FNMA NOTES	3135GOT60	08-01-17	149,545.50	146,846.55	04-20-20	1.5000%	6.2500	6.25		187.50				193.75	193.75	150,000.00
FHLB NOTES	3130ACE26	09-08-17	84,727.15	82,799.27	09-28-20	1.5000%	3.5417	399.32		106.25			(8.85)	496.72	496.72	85,000.00
FHLMC NOTES	3137EAEJ4	09-29-17	164,701.35	161,633.01	09-29-20	1.5000%	6.8750	908.65		206.25			17.18	1,132.08	1,132.08	165,000.00
FHLB GLOBAL NOTE	3130A8Q55	7-15-16	516,837.88	497,747.12	07-14-21	1.1250%	16.2500	276.25		487.50				763.75	763.75	520,000.00
FNMA NOTES	3135GON82	8-19-16	597,658.06	575,112.00	08-17-21	1.2500%	20.8333	3,416.67		625.00	3,750.00			291.67	291.67	600,000.00
																9.50%
<b>ASSET BACKED SECURITY/COLLATERALIZED MORTGAGE OBLIGATION</b>																
CITIBANK ABS 2017-A2 A2	17305EGA7	01-26-17	449,913.83	448,817.81	01-17-21	1.7400%	21.7500	304.50		652.50				957.00	957.00	450,000.00
TOYOTA ABS 2017-A A3	89238MADO	03-15-17	124,985.29	124,030.18	02-15-21	1.7300%	6.0069	96.11		180.21	180.21			96.11	96.11	125,000.00
ALLY ABS 2017-1 A3	02007PAC7	01-31-17	114,989.95	114,186.23	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	346,762.78	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	494,232.65	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	02007HACS	03-29-17	399,952.84	396,984.32	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	98,632.84	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	167,708.11	10-15-21	1.8200%	8.5944	137.51		257.83	257.83			137.51	137.51	170,000.00
AMERICAN EXPRESS ABS 2017-4 A	02582JHG8	05-30-17	199,967.96	198,722.30	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	17305EGB5	05-22-17	250,667.50	246,241.50	04-07-22	1.9200%	13.3333	1,520.00		400.00				1,920.00	1,920.00	250,000.00
JOHN DEERE OWNER	47788CAC6	02-28-18	79,994.25	79,575.52	04-15-22	2.6600%	5.9111	94.58		177.33	177.33			94.58	94.58	80,000.00
TAOT 2018-A A-3	89238BAD4	01-31-18	124,998.56	123,775.08	05-16-22	2.350%	8.1597	130.56		244.79	244.79			130.56	130.56	125,000.00
AMXCA 2018-1 A	02582JHQ6	03-21-18	424,950.66	424,092.71	10-17-22	2.6700%	31.5208	504.33		945.62	945.63		0.01	504.33	504.33	425,000.00
ALLYA 2018-2 A3	02004VAC7	04-30-18	184,966.40	184,895.64	11-15-22	2.9200%	15.0056	240.09		450.17	450.17			240.09	240.09	185,000.00
CCCIT 2018-A1 A1	17305EGK5	01-31-18	249,965.40	247,270.08	01-20-23	2.490%	17.2917	190.21		518.75	518.75			708.96	708.96	250,000.00
GMCAR 2018-3 A3	36255JAD6	07-18-18	119,972.02	120,013.51	05-16-23	3.020%	10.0667	130.87		302.00	281.87			151.00	151.00	120,000.00
CARMAX AUTO OWNER TRUST	17305EGK5	07-25-18	109,985.01	110,231.99	06-15-23	3.350%	10.2361	61.42		307.08	191.28		(13.44)	163.78	163.78	110,000.00
																15.65%
<b>CASH AND CASH EQUIVALENTS</b>																
MONEY MARKET FUND	31846V534		584,979.02	584,979.02				117.17		134.89	117.17			134.89	134.89	0
LAIF			1,054,859.97	1,054,859.97				1,739.12		1,790.03				3,529.15	3,529.15	1,054,860
<b>MATURED/CALLED</b>																
FANIE MAE	3136AQDQ0	10-30-15	(19,384.17)	(24,142.40)												(24,142.40)
FNA 2014-M6 A2	3136AJ7G5	12-15-16	(672.17)	(658.84)												(658.84)
FN 2018-MS A2	3136B1XP4	04-30-18	(4,808.26)	(4,714.48)												(4,714.48)
BNP PARIBAS NY BRANCH COMM PAP	09659CHU5	12-01-17	(493,475.00)	(500,000.00)												(500,000.00)
FNMA NOTES	3130A9EP2	09-09-16	(349,695.50)	(343,934.50)												(350,000.00)
TOTAL LAIF			1,054,859.97	1,054,859.97												
TOTAL A/C 122010			25,299,003.13	24,942,854.87												25,275,371.03
<b>TOTAL (EXCLUDE LAIF AND CASH/CASH EQUIVALENTS)</b>			<u>25,299,003.13</u>	<u>24,942,854.87</u>				<u>96,444.75</u>	<u>883.49</u>	<u>48,686.76</u>	<u>52,651.46</u>	<u>0.00</u>	<u>(89.54)</u>	<u>93,274.00</u>	<u>92,390.51</u>	<u>25,275,371.03</u>



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

BUDGET AMENDMENTS

	Amount	Line Item		Description
Aug-18				No Budget Amendments in August 2018
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

BUDGET REVISIONS

	Amount	Line Item		Description
Aug-18				No Budget Revisions in August 2018
	<u>\$ -</u>	Total	<u>\$ -</u>	Total

SAN MATEO COUNTY TRANSIT DISTRICT  
 1/2 CENT SALES TAX RECEIPTS AND PROJECTIONS  
 FY2019  
 August 2018

9/25/18 8:10 AM

Approved Budget		Receipts		Over/(Under)	Current
Date	Amount	Date	Amount	Budget/Projection	Projection
<b>FY2018:</b>					
1st Quarter	21,495,463	1st Quarter	19,203,000	(2,292,463)	19,203,000
2nd Quarter	22,409,567	2nd Quarter	24,290,962	1,881,395	24,290,962
3rd Quarter	18,912,692	3rd Quarter	23,363,553	4,450,861	23,363,553
4th Quarter	21,842,278	4th Quarter	20,939,400	(902,878)	20,939,400
<b>FY2018 Total</b>	<b>84,660,000</b>	<b>FY2018 Total</b>	<b>87,796,915</b>	<b>3,136,915</b>	<b>87,796,915</b>
<b>FY2019:</b>					
Jul. 18	6,017,139	Sep. 18			6,017,139
Aug. 18	7,017,139	Oct. 18			7,017,139
Sep. 18	8,022,799	Nov. 18			8,022,799
3 Months Total	21,057,077		0	0	21,057,077
Oct. 18	6,408,256	Dec. 18			6,408,256
Nov. 18	6,408,256	Jan. 19			6,408,256
Dec. 18	8,648,652	Feb. 19			8,648,652
6 Months Total	42,522,241		0	0	42,522,241
Jan. 19	6,805,453	Mar. 19			6,805,453
Feb. 19	6,805,453	Apr. 19			6,805,453
Mar. 19	7,044,605	May 19			7,044,605
9 Months Total	63,177,752		0	0	63,177,752
Apr. 19	6,793,353	Jun. 19			6,793,353
May 19	6,793,353	Jul. 19			6,793,353
Jun. 19	9,588,742	Aug. 19			9,588,742
<b>FY2019 Total</b>	<b>86,353,200</b>	<b>FY2019 Total</b>	<b>0</b>	<b>0</b>	<b>86,353,200</b>
13,034,278		1st Quarter			
		2nd Quarter			
		3rd Quarter			
		4th Quarter			
<u><b>13,034,278</b></u>		YTD Actual Per Statement of Revenue & Expenses			

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager

FROM: Carter Mau  
Deputy General Manager

SUBJECT: **PUBLIC HEARING: PENINSULA CORRIDOR JOINT POWERS BOARD 2018  
FINANCING**

**ACTION**

Staff proposes that the Board adopt a resolution:

1. Declaring that the District Board, subsequent to a public hearing, has made a finding that the proposed financing to be undertaken by the Peninsula Corridor Joint Powers Board (JPB) will result in significant public benefits and serves a public purpose; and
2. Approving the proposed financing, including (a) the issuance by the JPB of up to \$62 million of farebox revenue bonds (Bonds), (b) a \$20 million increase in the maximum commitment (which will then be \$170 million) for the existing JPB revolving line of credit, and (c) a new revolving line of credit in an amount not-to-exceed \$30 million.

**SIGNIFICANCE**

The proposed debt would be incurred to refund all of the JPB's outstanding farebox revenue bonds, comprised of (i) \$22,960,000 aggregate principal amount of Peninsula Corridor Joint Powers Board Farebox Revenue Bonds, 2007 Series A (2007 Series A Bonds) and (ii) \$11,000,000 aggregate principal amount of Peninsula Corridor Joint Powers Board Farebox Revenue Bonds, 2015 Series A (2015 Series A Bonds), to finance the purchase of certain real property, to fund a portion of the costs of the positive train control system, and for working capital needs of the JPB.

Prior to authorizing bonds to construct, finance or acquire a public capital improvement, the JPB is required to comply with California Government Code Section 6586.5 (part of the Joint-Exercise of Powers Act) which stipulates that a joint powers agency may not authorize bonds, which for this purpose includes issuance of the farebox revenue bonds and the interim financing to be provided by the revolving lines of credit, for public capital improvement projects, unless the member agencies also approve such financing following a public hearing and a finding of significant public benefit and public purpose. To comply with these requirements, the JPB has requested that the District and each of the other member agencies hold public hearings and

adopt resolutions making the findings.

In order to proceed with the proposed financing, each of the JPB's member agencies (including the District) must separately make the findings and approvals described above. Lack of approval would prevent the JPB from refinancing or securing additional financing, and would prevent the JPB from realizing potential debt service and lease payment savings and would constrain its ability to meet certain cash flow requirements associated with the signal and train control system referred to as the positive train control (PTC) project.

### **BUDGET IMPACT**

There is no budget impact associated with the authorizations requested in these recommendations. Ultimate incurrence of the proposed debt by the JPB may result in a modest increase in debt service which would be addressed in the course of the JPB's normal operating budget process.

### **BACKGROUND**

Approval of this action only authorizes the JPB to implement the proposed refinancing and financing actions and will not increase any project budget. There will be relatively minor increases to interest expense and possibly principal amortization as detailed below. The financing plan and related background information are described in greater detail in the attached memorandum prepared by JPB staff describing the financing plan.

The JPB is proposing a three-part financing plan that is intended to (1) reduce interest cost by refunding \$33.9 million of farebox revenue bonds to achieve interest savings, (2) fund the acquisition of two facilities that are currently leased, resulting in anticipated savings, and (3) increase short-term borrowing capacity to ensure sufficient funding to provide local match monies necessary to receive and utilize a \$164.5 million Transit and Intercity Rail Capital Program (TIRCP) grant, to support completion of the positive train control project and possibly other capital projects, and to provide working capital.

The proposed financing plan supports the currently authorized portion of work for the Caltrain Modernization (CalMod) program. That work includes the Peninsula Corridor Electrification Project (PCEP), which is the electrification of the existing corridor between San Francisco and San Jose and the partial conversion of trains from diesel trains to electrical multiple unit (EMU) vehicles. The proposed financing plan also supports installation of PTC by authorizing a new \$30 million revolving credit facility to facilitate cash flow borrowings and local match funding for PTC expenses and possibly other projects, expected to be reimbursed by grants or local contributions, and to provide working capital.

There are three components to the proposed plan of finance.

- 1.) A long-term farebox revenue bond will be issued.
  - A. A portion of the long-term bond will refund \$33.9 million of outstanding long-term bonds to reduce interest cost to generate present value savings estimated at \$3.9 million, net of issuance costs.

- B. The remainder of the long-term bond will fund up to \$23 million for the acquisition of two important operating facilities that are currently being leased. Depending on the final acquisition cost, it is anticipated that the cost of the borrowing and ownership will be lower than the escalating costs for rent. Additionally, ownership will ensure continued access to the facilities.

In the event that the JPB is unable to acquire one or both of the leased properties, the JPB will apply a portion of the proceeds of the bonds to finance certain capacity and system improvement projects for Caltrain, including acquisition of EMUs in addition to the EMUs to be acquired as a part of the initial phase of the PCEP, modification of platforms to provide for an increase in the size of train sets operating on the electrified Caltrain rail corridor running between San Francisco and San Jose from 6 cars to 8 cars, installation of a broadband communication system and planning studies to support development of plans and agreements to meet goals and service levels in the draft 2018 State Rail Plan.

- 2.) The existing \$150 million revolving credit facility will be increased by \$20 million to a new maximum commitment of \$170 million. The increased maximum will help ensure there will be capacity to fund both local reimbursable and grant reimbursable portions of project costs prior to receipt of such funds. The increased capacity is important, given that JPB was awarded a \$164.5 million TIRCP grant from the state in April 2018. Receipts of the TIRCP grant will be added to the pledged revenues securing repayment of this credit facility, in addition to the subordinate pledge of fare box revenues and other grants currently pledged.
- 3.) A new revolving credit facility will be entered into to provide a maximum commitment of \$30 million to provide advances of local and grant reimbursable portions of project costs related to installation of PTC, possibly fund other capital projects, and provide working capital. The facility will be secured by a subordinate pledge of farebox revenues and grant revenues. A separate credit facility was required to be established to support PTC because of grant eligibility differences for PTC and PCEP. In particular, PTC costs are not eligible to be funded from the TIRCP grant.

Prepared By:	Derek Hansel, Chief Financial Officer	650.508.6466
	Connie Mobley-Ritter, Director-Treasury	650.508.7765

**NOTICE OF PUBLIC HEARING  
REGARDING FINANCING  
BY THE PENINSULA CORRIDOR JOINT POWERS BOARD**

NOTICE IS HEREBY GIVEN pursuant to Section 6586.5 of the California Government Code that at 2:00 p.m. on Wednesday, October 3, 2018, or as soon thereafter as such matters can be heard, a public hearing will be held by the Board of Directors of the San Mateo County Transit District in connection with a proposed financing to be undertaken by the Peninsula Corridor Joint Powers Board (the "JPB"), which operates the Caltrain commuter rail service ("Caltrain"). The public hearing will be held at 1250 San Carlos Avenue, San Carlos, California, 94070-1306, Edward J. Bacciocco Auditorium - Second Floor.

The proposed financing being undertaken by the JPB will be comprised of: (i) the issuance of farebox revenue bonds (the "Bonds") in an aggregate principal amount not to exceed \$62,000,000, a portion of the proceeds of which the JPB intends to apply to finance the acquisition of two leased facilities housing Caltrain operations and the remaining portion of which the JPB intends to apply to refinance outstanding JPB farebox revenue bonds; (ii) interim financing for electrification of the Caltrain rail corridor between San Francisco and San José (the "Peninsula Corridor") and to provide local match funds for a Transit and Intercity Rail Capital Program grant awarded in April 2018 to fund capacity and system improvements for the Caltrain system, including acquisition of electrical multiple unit vehicles ("EMUs") in addition to the EMUs being funded in connection with the initial phase of electrification of the Peninsula Corridor, platform modifications, wayside bicycle parking improvements, installation of a broadband communication system and planning funds to support development of plans and agreements to meet goals and service levels in the 2018 State Rail Plan, and interim financing for such capacity and system improvements, such interim financing to be provided pursuant to draws on an existing revolving line of credit which is being increased from an aggregate principal amount not to exceed \$150,000,000 outstanding at any one time to an aggregate principal amount not to exceed \$170,000,000 outstanding at any one time; and (iii) interim financing for installation of a signal and train control system, such interim financing to be provided pursuant to draws on an additional revolving line of credit in an aggregate principal amount not to exceed \$30,000,000 outstanding at any one time. In the event that the JPB is unable to acquire one or both of the leased facilities, the JPB intends to apply proceeds of the Bonds to finance a portion of the capacity and system improvements for the Caltrain system identified above.

Subsequent to holding the public hearing, the Board of Directors of the San Mateo County Transit District will consider adoption of a resolution approving the proposed financing by the JPB.

Members of the public are invited to attend the public hearing and to offer comment prior to consideration by the Board of Directors of the San Mateo County Transit District of the above-referenced resolution.

For additional information, please call or email the Acting District Secretary at (650) 508-6279 or [board@samtrans.com](mailto:board@samtrans.com).

Dated: September 26, 2018.

SAN MATEO COUNTY TRANSIT DISTRICT  
Cindy Mamaradlo-Gumpal, Acting District Secretary



## Memorandum

**To:** Carter Mau, San Mateo County Transit District  
**From:** Derek Hansel, Chief Financial Officer, Peninsula Corridor Joint Powers Board  
**Re:** Caltrain Funding Needs and Proposed Plan of Finance  
**Date:** September 17, 2018  
**CC:** Joan L. Cassman

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Peninsula Corridor Joint Powers Board ("JPB") has prepared this memo to provide an update on the Caltrain Modernization ("CalMod") program), the related funding requirements and an updated financing strategy. In this context we detail a plan of finance which has three basic components: (1) the issuance of fixed rate farebox revenue bonds (the "Bonds") to refinance outstanding farebox revenue bonds for savings and finance the acquisition of two leased facilities housing Caltrain operations; (2) an increase in the amount of interim financing available under the JPB's existing revolving line of credit (the "Existing Credit Facility") from an amount not to exceed \$150 million outstanding at any one time to \$170 million outstanding at any one time to serve as matching funds to enable the JPB to access \$164.5 million of grant funds (the "TIRCP Grant") awarded to the JPB for capacity and system improvements (the "TIRCP Projects"), including electrical multiple unit vehicles ("EMUs"), platform modifications, wayside bicycle parking improvements, installation of a broadband communication system and planning funds to support development of plans and agreements to meet goals and service levels in the draft 2018 State Rail Plan; and (3) additional interim financing under a revolving line of credit (the "New Credit Facility") to serve as matching funds and/or cash flow financing for installation of a signal and train control system (the "PTC project") and to provide working capital for Caltrain system needs. The JPB expects the fixed rate refunding to generate annual cash flow savings. Additionally, the real property acquisition is expected result in lower annual debt service payments compared to expected lease payments over time. These combined budgetary savings provide some capacity, should the JPB need to take out the interim financings with additional long-term debt in the future. In the event that the JPB is unable to acquire one or both of the leased facilities, the JPB intends to apply proceeds of the Bonds to provide local match funding to finance a portion of the TIRCP Projects.

### I. Program Overview:

Over the last decade, Caltrain has experienced a substantial increase in ridership and anticipates further increases in ridership demand as the San Francisco Bay Area's population grows and traffic congestion intensifies. The CalMod Program was developed to electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain's

commuter rail service. The CalMod Program includes three major projects:

- i) **Electrification** of the existing Caltrain rail corridor from San Francisco to San Jose;
- ii) Replacement of a portion of Caltrain's diesel trains with EMUs (which, together with electrification, is referred to as the Peninsula Corridor Electrification Project or "**PCEP**"); and
- iii) Installation of the **PTC project**, which includes federally mandated safety improvements.

#### **A. PCEP:**

The budgeted cost for the initial phase of PCEP, which is expected to be completed by 2022, is \$1.98 billion. As of July 2018, about a quarter of the budget has been expended and construction is on schedule. PCEP is fully funded from various federal, state and local grants without the need for long-term borrowing. However, grant funding is received on a reimbursement basis. In anticipation of cashflow mismatch, the JPB secured the Existing Credit Facility in an amount not to exceed \$150 million outstanding at any one time from an affiliate of JPMorgan Chase Bank, National Association ("J.P. Morgan"). Since then the JPB has utilized the Existing Credit Facility and repaid it with grant reimbursements several times.

*Electrification Expansion:* Programmed within the initial phase of the PCEP is replacement of a portion of Caltrain's diesel fleet with EMUs. The aim of the broader CalMod program is to attain a 100% electrified fleet in the future. In working towards that goal, the JPB applied for the TIRCP Grant which provides funding for additional EMUs and the other TIRCP Projects listed above. This is in addition to the \$1.98 billion budgeted for the initial phase of PCEP.

#### **B. PTC Implementation:**

The implementation of PTC project has been a time-sensitive and safety-critical project with rigid federal requirements. Both staff and the JPB Board have been tracking its progress very closely. After termination of the prior contract in 2017 with Parsons Infrastructure & Technology Group due to delays and non-performance, the JPB staff moved quickly to re-start and re-energize activities, focusing foremost on the work required to meet the federal requirements to obtain an extension beyond the original December 2018 implementation date. A new \$43.0 million contract was awarded to Wabtec Corporation in March 2018 for the completion of the PTC project. Thus far project activities have been on schedule and the project team is awaiting federal approval for testing and an amended implementation schedule.

The revised cost for the PTC project is \$89.4 million. As of July 2018, about \$7.1 million of the budget has been expended. The PTC project is partly funded from prior grants of \$59.8 million. The New Credit Facility is expected to provide interim financing while JPB staff investigates opportunities for future grant funding.

## **II. JPB Outstanding Debt:**

The JPB currently has a combination of long-term and short-term debt as summarized in the table below. The JPB has two series of long-term bonds currently outstanding with a combined total par of \$34.1 million. These are secured by a senior lien on farebox revenues.



Summary of Outstanding Debt							
LONG-TERM BONDS							
Series Name	Interest	Security	Issue Size	Delivery Date	Final Maturity	Call Date	Outstanding Par**
2007 Series A	Fixed	Farebox	\$23,140,000	10/31/2007	10/1/2037	10/1/2017	\$22,960,000
2015 Series A	Variable	Farebox	\$11,000,000	1/14/2015	10/1/2033	1/14/2019*	\$11,000,000
<b>Total</b>			<b>\$34,140,000</b>				<b>\$33,960,000</b>
*Mandatory Tender Date **Outstanding in November 2018 at the time of closing							
SHORT-TERM DEBT							
Series Name	Interest	Security	Borrowing Limit	Delivery Date	Termination Date	Call Date	Outstanding Par
Existing Credit Facility	Variable	Project Grants + Sub. Farebox	\$150,000,000	12/6/2016	12/31/2022	NA	NA

The 2015 Series A is currently callable and has a mandatory tender date coming up in January 2019 and the 2007 Series A is currently callable. In addition, the JPB entered into the Existing Credit Facility to provide interim financing for costs associated with PCEP. The Existing Credit Facility expires in December 2022. The Existing Credit Facility is payable from receipts of eligible PCEP project grants and is additionally secured by a subordinate lien on the farebox revenues.

### III. Funding Requirements:

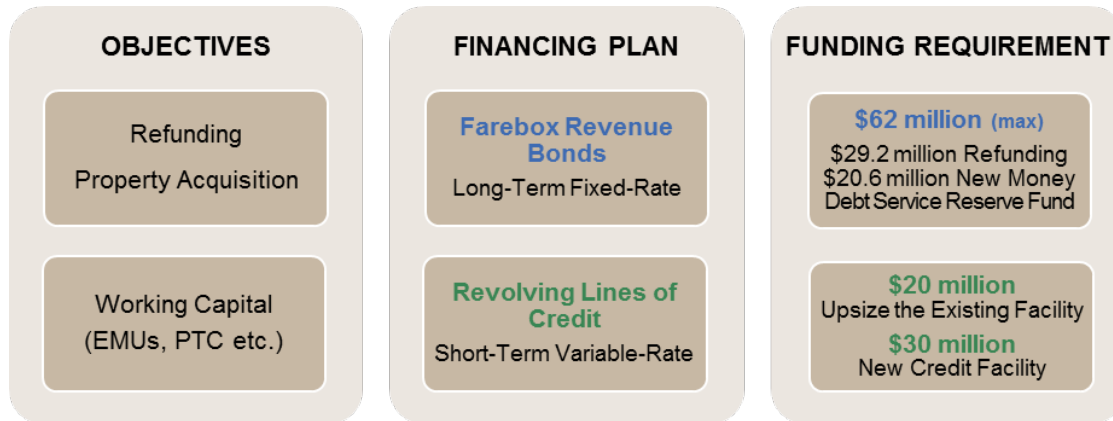
As described previously, the JPB has several projects underway at this time. They are each unique as to the funding sources and completion timeline. The staff has identified the following funding requirements to accomplish a number of objectives:

- 1) **Refunding:** With the mandatory tender date on the 2015 Series A Bonds approaching and the potential for debt service savings on the 2007 Series A Bonds, the JPB plans to issue the Bonds, a portion of the proceeds to be used to refund all of the **\$33.9 million** which will be outstanding as of the contemplated November 28 closing date.
- 2) **New Money:** Issuance of the Bonds also provides JPB the perfect opportunity to access the public markets to finance the acquisition of two core facilities along the Caltrain corridor that are currently being leased.
- 3) **Increased Interim Funding Needs:** The JPB staff has identified certain additional interim funding needs to facilitate the CalMod delivery schedule.
  - a) Estimated **\$20.0 million** to provide match and address cash flow mismatch for the TIRCP Grant awarded for the TIRCP Projects.
  - b) **\$30.0 million** for PTC project implementation and working capital needs for the Caltrain system.

### IV. Plan of Finance:

Working with its municipal advisors, bond counsel and investment bankers, the JPB staff developed a comprehensive financing plan to accomplish the above objectives. Various financing options were considered based on the nature and timing of the capital needs as well as availability of committed or potential repayment sources. A combination of additional short-term and long-term debt best suits the project needs and minimizes overall borrowing costs. Long-term fixed-rate farebox revenue bonds will be used to finance the refunding and the property acquisition. Short-term revolving lines of credit will be used for interim needs. In order

to issue new debt, the JPB requires consent from its funding partner J.P. Morgan, provider of the Existing Credit Facility. Member agency approval of the financing of public capital improvements and a finding of significant public benefit are required pursuant to Section 6586.5 and Section 6586 of the California Government Code. The following proposed plan ensures funding will be available when needed without causing any project delays.



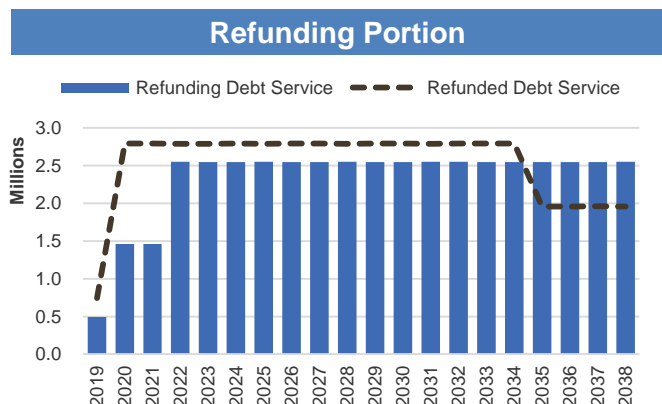
### A. 2018 Issuance of Fixed Rate Farebox Revenue Bonds

**Refunding:** The refunding needs are best met by a public sale of farebox revenue bonds secured by a senior lien pledge of farebox revenues.

**New Money:** For economy of scale, the fixed rate refunding will be combined with the issuance of new money bonds to finance the real property acquisition.

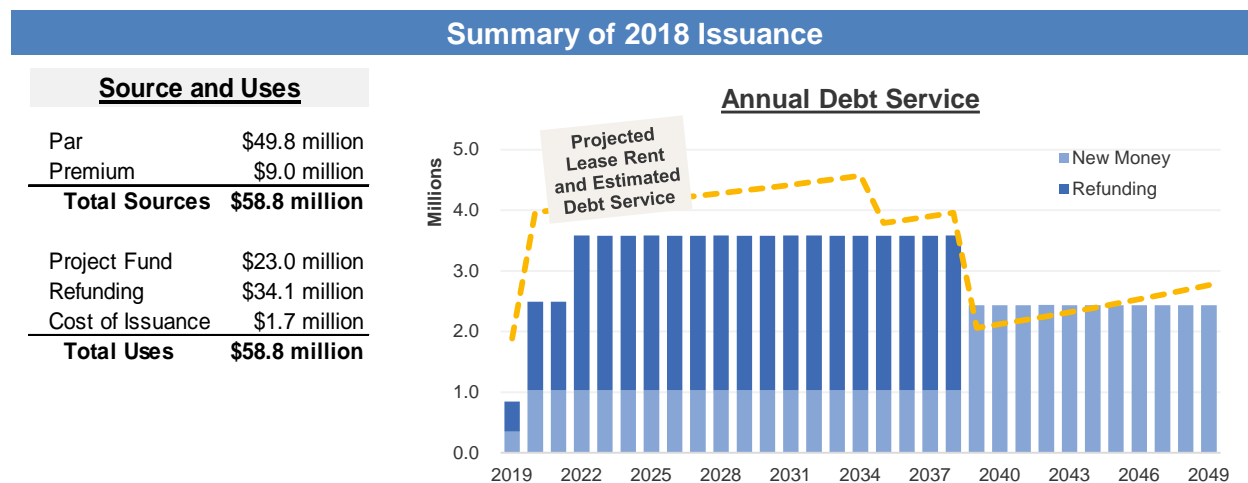
- **Combined Total Par Amount:** Estimated **\$49.8 million par** (based on current market rates, market preference for premium coupon bonds and use of a debt service reserve fund surety), maximum of \$62 million.
- **Security:** Senior lien on gross farebox revenues
- **Use of Funds:** About \$34.1 million to refund all existing farebox revenue bonds and \$23.0 million to acquire the facilities that are currently being leased.
- **Financing Cost and Budget Impact:**

**a) Refunding Portion:** On a standalone basis, the refunding portion of the financing is anticipated to generate annual cash flow savings for JPB, as seen in the chart on the right. At current market rates the estimated net present value savings is about \$3.9 million or 11.3% of refunded par.



**b) New Money Portion:** The proceeds from the new money portion are expected to be used to purchase two buildings for operations that are currently being leased by JPB. The lease rent and maintenance costs for the subject properties was \$1.14 million in FY2017. These lease payments are expected to increase over time and the proposed financing and associated debt service payments on the new money portion is expected to produce savings.

The 2018 issuance on the whole, including both the refunding portion and the new money portion, is expected to generate budgetary savings as seen in the chart below. The yellow dotted line in the chart below represents estimated future debt service on existing debt (2007 Series A and 2015 Series A) and future lease payments with reasonable escalation. Taking that into consideration, the annual debt service on the proposed issuance is expected to generate net annual cost savings while providing the JPB with ownership of properties it currently leases.



### B. Upsize Existing Credit Facility:

The JPB received the award for the TIRCP Grant in April 2018 in the amount of \$164.5 million, which will be utilized for the TIRCP Projects, including procurement of additional EMUs. In order to receive these TIRCP Grant funds, JPB must contribute \$39.1 million in local matching funds. It is proposed that J.P. Morgan upsize the Existing Credit Facility by \$20 million, increasing the amount which may be outstanding at any one time from \$150 million to \$170 million, to enable the JPB to provide a portion of the local matching funds and address cash flow mismatch. It is further proposed that receipts of the TIRCP Grant be added to the pledge supporting the Existing Credit Facility.

- Credit Requested: Additional \$20 million.
- Security: Grant fund receipts and a subordinate lien on farebox revenues. Essentially the same pledge as secures the Existing Credit Facility.
- Use of Funds: JPB match for TIRCP Grants and cash flow mismatch.
- Financing Cost and Budget Impact Expected additional interest cost and commitment fees owing to an upsized credit facility as well as revised terms reflecting a general increase in market rates for short-term borrowings as shown in the table below.

### C. Implement a New Credit Facility:

The implementation of positive train control systems has been complicated industry wide. The JPB has had to address several challenges along the way and the PTC project is on track now. The revised project budget has been established, a new contractor has been hired and a new timeline has been laid out. Although the JPB has just been awarded a federal grant in the amount of \$18.7 million and other additional funding sources are still being explored, an interim financing facility is needed to support the PTC project by providing the additional funding required and addressing cashflow mismatch; this facility will also provide working capital availability for Caltrain system needs. The staff has requested J.P. Morgan to provide the New

Credit Facility in an amount not to exceed \$30 million outstanding at any one time to provide interim financing for PTC project costs as described above and to provide general working capital.

- Credit Requested: \$30 million.
- Security: A subordinate lien on farebox revenues and receipts of certain grants.
- Use of Funds: PTC project implementation and working capital needs.
- Financing Cost and Budget Impact: Expected additional interest cost, to the extent the New Credit Facility is utilized, and commitment fees on the New Credit Facility are expected to be similar to the expected terms for the Existing Credit Facility as shown in the table below.

Summary of Interest Cost for Revolving Credit Facilities				
Cost Components	% Cost	\$ Cost		
		\$20 million Existing Facility	\$30 million New Facility	Total
Loan Commitment Fee <sup>1</sup>	0.6% on unused capacity	\$120,000	\$180,000	\$300,000
Loan Interest <sup>1</sup>	4.26% on amounts drawn (1M LIBOR + 2.20% spread)	\$852,960	\$1,279,440	\$2,132,400
<b>Est. Annual Interest Cost<sup>2</sup></b>	<b>4.26%</b>	<b>\$852,960</b>	<b>\$1,279,440</b>	<b>\$2,132,400</b>

(1) Expected commitment fee and spread on LIBOR based on 'A1/A+' ratings; LIBOR dated 8/24/2018; A commitment fee is payable on unused capacity of the facilities while the interest rate is applicable to the amounts drawn and outstanding

(2) Estimated annual cost on a fully drawn facility assuming current market rates; Cost may go up if LIBOR increases

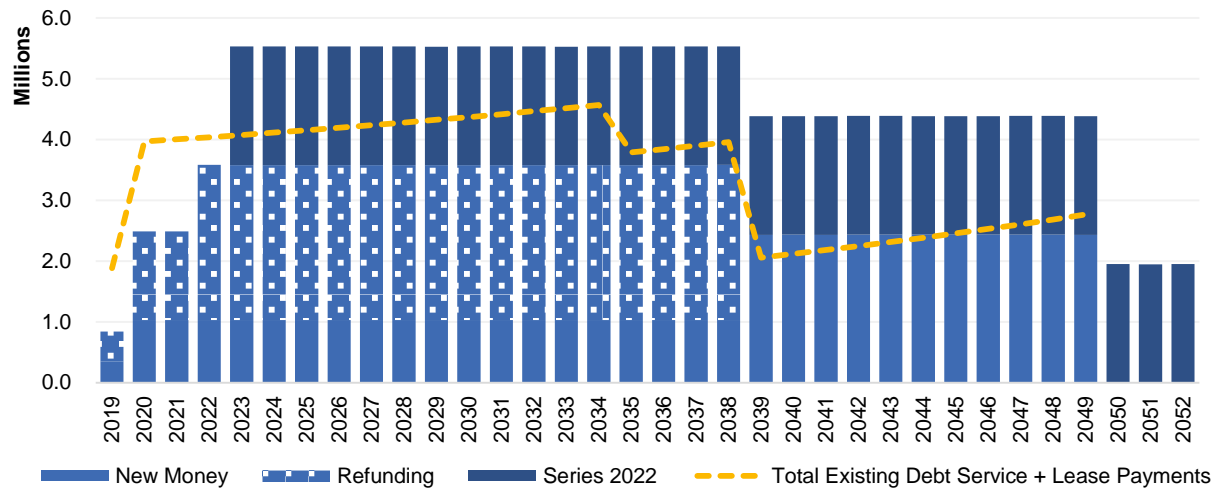
## V. Risk Analysis:

The issuance of the Bonds is projected to generate cash flow savings in the form of debt service savings with respect to bonds being refunded and lease savings. The JPB expects to save on average approximately \$450,000 annually over the next 30 years.

The additional total \$50 million short-term borrowing for interim funding needs may require the eventual issuance of long-term bonds to the extent grants funds do not materialize. The \$18.7 million grant discussed above is expected to reduce the amount of short-term borrowing needed, leaving a balance of about \$30 million. JPB staff will be working to re-program existing grants to further reduce its exposure and to secure additional grant funding.

However, if the JPB needed to issue long-term bonds to finance the \$30 million balance, the resulting incremental annual debt service would be approximately \$2 million per year (dark blue bars in the chart below) starting in FY2023, which would be about 1.5% of the FY2017 budget. A portion of this amount will be offset by annual savings from the proposed 2018 financing and the remaining portion is manageable and can be addressed without the need for additional member agency contributions. Importantly, the short-term borrowing enables JPB to receive the \$164.5 million TIRCP Grant, which will enable the JPB to increase train sets from 6 cars to 8 cars, which in turn allow for increased service and potentially higher revenues.

## Total Annual Debt Service Including Potential 2022 Long-Term Financing



## VI. Next Steps:

The JPB staff and the financing team have developed a schedule for the financing plan discussed above. A public sale of the bonds is targeted in November 2018, before the holiday season. Bond counsel has been engaged to develop the necessary documentation. By end of October we expect to have documents in the near final form and we also anticipate having new ratings by then.

In terms of immediate next steps, we propose the following schedule to attain all the necessary member agency approvals and conduct the public hearings before bringing the proposed financing to the JPB Board at the targeted November 1<sup>st</sup> meeting for final approval. Under California law, each of the member agencies must approve the financing plan after public hearing before the JPB Board can approve the financing and the associated financing documents.

Date	Activity
Sept. 20	VTA Administration and Finance Committee
Sept. 25	Introduce resolution to SF Board of Supervisors
Oct. 3	SamTrans Board Meeting – Public Hearing/Approval
Oct. 4	VTA Board Meeting - Public Hearing/Approval
Oct. 18	CCSF Budget & Finance Meeting - Public Hearing/Approval
Oct. 23	CCSF Board of Supervisors Meeting
October	Mayor signs Board of Supervisors resolution
Nov. 1	JPB Board Meeting – adoption of authorizing resolution
Nov. 2	Post POS
Nov. 13	Pricing
Nov. 28	Closing

We appreciate your consideration on the matter. If you have any questions please reach out to the JPB team.

**RESOLUTION NO. 2018 –**

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

\* \* \*

**APPROVING FINANCING BY THE PENINSULA CORRIDOR JOINT POWERS BOARD**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (the "JPB") is a public entity duly established and organized under the laws of the State of California, which was created pursuant to a joint exercise of powers agreement (the "Joint Powers Agreement") entered into by the Santa Clara Valley Transportation Authority ("VTA"), formerly known as the Santa Clara County Transit District, the City and County of San Francisco ("CCSF"), and the San Mateo County Transit District (the "District"); and

**WHEREAS**, pursuant to the Joint Powers Agreement, the JPB operates the Caltrain commuter rail service (hereinafter referred to as "Caltrain"); and

**WHEREAS**, Caltrain operates within the geographic boundaries of VTA, CCSF and the District (each, a "Member Agency," and, collectively, the "Member Agencies"); and

**WHEREAS**, pursuant to the Joint Powers Agreement, each Member Agency is required to contribute to the operating costs of Caltrain and provide for the costs of capital projects in the manner set forth in the Joint Powers Agreement; and

**WHEREAS**, to facilitate operations and completion of capital projects, the JPB intends to proceed with a comprehensive financing plan (the "Financing Plan"), which includes the issuance of farebox revenue bonds and utilization of revolving lines of credit; and

**WHEREAS**, the JPB intends to issue certain farebox revenue bonds (hereinafter referred to as the "Bonds") in an aggregate principal amount not to exceed

\$62,000,000, a portion of the proceeds of which the JPB intends to apply to finance the purchase of two leased facilities housing Caltrain operations; and

WHEREAS, in the event that the JPB is unable to acquire one or both of the leased facilities, the JPB intends to apply proceeds of the Bonds to finance certain capacity and system improvements, including electrical multiple unit vehicles ("EMUs") in addition to the EMUs to be funded as a part of the current phase of the Peninsula Corridor Electrification Project described below, platform modifications, wayside bicycle parking improvements, installation of a broadband communication system and planning funds to support development of plans and agreements to meet goals and service levels in the 2018 State Rail Plan (such projects being hereinafter referred to as the "TIRCP Projects"); and

**WHEREAS**, the JPB also intends to apply a portion of the proceeds of the Bonds to refund all of its outstanding farebox revenue bonds, comprised of \$22,960,000 aggregate principal amount of Peninsula Corridor Joint Powers Board Farebox Revenue Bonds, 2007 Series A, and \$11,000,000 aggregate principal amount of the Peninsula Corridor Joint Powers Board Farebox Revenue Bonds, 2015 Series A; and

**WHEREAS**, the Bonds which the JPB proposes to issue will be secured by and payable from farebox revenues and certain other revenues collected from the operation of Caltrain; and

**WHEREAS**, in order to electrify the Caltrain rail corridor running between San Francisco and the Tamien Station in San José (the "Peninsula Corridor") and convert the Caltrain diesel fleet to EMUs, the JPB has undertaken the Peninsula Corridor Electrification Project (the "PCEP"); and

**WHEREAS**, the JPB has advised that the costs of the current phase of the PCEP are being provided from federal, state, regional and local sources, including, but not limited to, (i) grants from the federal government, (ii) funding made available pursuant to The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, commonly referred to as Proposition 1A ("Proposition 1A"), The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, commonly referred to as Proposition 1B ("Proposition 1B"), the Transit and Intercity Rail Capital Program ("TIRCP") and the Caltrain Low Carbon Transit Operations Program, (iii) funding allocated by the Metropolitan Transportation Commission and the Bay Area Air Quality Management District, and (iv) funding allocated by the Member Agencies; and

**WHEREAS**, to pay costs of the current phase of the PCEP expected to be due and payable in advance of receipt of funds identified to pay such costs, in December 2016, the JPB secured a revolving line of credit (the "Existing Credit Facility") from an affiliate of JPMorgan Chase Bank, National Association in an amount not to exceed \$150,000,000 outstanding at any one time; and

**WHEREAS**, in April 2018, the JPB secured an additional grant from the TIRCP (such grant being hereinafter referred to as the "2018 TIRCP Grant"), receipts of such 2018 TIRCP Grant to be applied to fund a portion of the TIRCP Projects; and

**WHEREAS**, in order to provide local match funds to enable the JPB to access the TIRCP Grant, the JPB and the provider of the Existing Credit Facility intend to increase the amount available to be drawn under the Existing Credit Facility by \$20,000,000 to an amount not to exceed \$170,000,000 outstanding at any one time; and

**WHEREAS**, the indebtedness incurred and to be incurred by the JPB under the Existing Credit Facility is secured by and payable from receipts of the funds identified



above, including receipts of the 2018 TIRCP Grant, passenger fares, parking, shuttle and pass revenues and other revenues collected from the operation of Caltrain; and

**WHEREAS**, in order to enhance safety and prepare for the shared use of the Peninsula Corridor with the state high speed rail system currently under construction, the JPB is installing an advanced signal and train control system that includes federally mandated safety improvements (such system being hereinafter referred to as the "PTC Project"); and

**WHEREAS**, the JPB has advised that the JPB currently expects that costs of the PTC Project will be funded from federal, state and local sources, including, but not limited to (i) grants from the federal government, (ii) funding made available pursuant to Proposition 1A and Proposition 1B, and (iii) funding allocated by the Member Agencies; and

**WHEREAS**, in order (i) to provide necessary funding with respect to the PTC Project, including payment of costs of the PTC Project expected to be due and payable in advance of receipt of funds identified to pay such costs, and possibly other projects and (ii) to provide working capital for Caltrain system needs, the JPB also intends to secure an additional revolving credit facility in an amount not to exceed \$30,000,000 outstanding at any one time, such revolving credit facility (the "Additional Credit Facility") to be provided by the provider of the Existing Credit Facility; and

**WHEREAS**, the indebtedness to be incurred by the JPB under the Additional Credit Facility is expected to be secured by and payable from receipts of the funds identified above to pay costs of the PTC Project and from passenger fares, parking, shuttle and pass revenues and other revenues collected from the operation of Caltrain; and

**WHEREAS**, the JPB anticipates that the financing of the purchase of the leased facilities and completion of the PCEP and the PTC Project will enable the JPB to (i) meet current and future transportation demand between San José and San Francisco, (ii) offset existing and future worsening roadway congestion, (iii) address continuing regional air quality issues, (iv) reduce greenhouse gas emissions, (v) provide electrical infrastructure compatible with contemplated future high-speed rail service and (vi) enhance safety throughout the Caltrain system; and

**WHEREAS**, pursuant to Section 6586.5 of the Government Code of the State of California (the "Government Code"), each Member Agency within whose boundaries a public capital improvement to be financed is located is required: (i) to approve the financing; and (ii) to make a finding of significant public benefit in accordance with the criteria specified in Section 6586 of the Government Code after holding a public hearing; and

**WHEREAS**, in order to satisfy the requirements set forth in Section 6586.5 of the Government Code, the JPB has requested that the Board of Directors of the District (the "Board") hold the required public hearing and approve the proposed financing described herein, comprised of (i) the issuance of Bonds in an amount not to exceed \$62,000,000, (ii) the increase in the amount available to be drawn under the Existing Credit Facility from an amount not to exceed \$150,000,000 outstanding at any one time to an amount not to exceed \$170,000,000 outstanding at any one time, funds drawn under the Existing Credit Facility to be applied for the purposes described herein, and (iii) execution and delivery of the Additional Credit Facility in an amount not to exceed \$30,000,000 outstanding at any one time, funds drawn under the Additional Credit Facility to be applied for the purposes described herein; and

**WHEREAS**, pursuant to Section 6586.5 of the Government Code, the Board caused a public hearing to be held regarding the proposed financing described herein, notice of which public hearing was published in a newspaper of general circulation in the County of San Mateo at least five (5) days prior to such public hearing; and

**WHEREAS**, the Board now desires to approve the proposed financing described herein (the "Financing") in order to satisfy the requirements of Section 6586.5 of the Government Code;

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the San Mateo County Transit District as follows:

**Section 1. Findings.** The Board hereby finds and determines that the foregoing recitals are true and correct and the Board hereby so finds and determines.

**Section 2. Approval of Financing.** This Board hereby approves the Financing and hereby finds that: (i) the Financing will result in significant public benefits by making it possible to provide more frequent and/or faster Caltrain service to residential and commercial development within the geographic boundaries of the Member Agencies, including within the geographic boundaries of the District, and (ii) such enhanced service serves a public purpose. It is the purpose and intent of the Board that this Resolution constitute such approval of the Financing as is required for the purposes of Section 6586.5 of the Government Code.

**Section 3. Additional Actions.** The officers, employees and agents of the District are hereby authorized and directed, jointly and severally, to do any and all things and to execute and deliver any and all documents which they deem necessary

or advisable in order to carry out, give effect to and comply with the terms and intent of this Resolution and the Financing approved hereby.

**Section 4. Effective Date.** This Resolution shall take effect immediately upon its passage.

Regularly passed and adopted this 3rd day of October, 2018 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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Acting District Secretary



# Caltrain 2018 Financing Discussion

Derek Hansel, Chief Financial Officer

October 3, 2018

BOD Item #5 (a)



# The JPB's Outstanding Debt



- The JPB currently has \$34.14 million in farebox revenue bonds outstanding
  - Series 2007A: \$23.14 million
  - Series 2015A: \$11 million
- The JPB also has a \$150 million credit facility to fund the PCEP, repayable by various state and federal grant funds with a subordinate lien on farebox revenues

# Objectives of Financing

samTrans

- Issue series 2018 fixed rate farebox revenue bonds in order to:
  - Refund all existing farebox revenue bonds (for debt service savings)
  - Fund real property acquisition
- Increase existing credit facility from \$150 million to \$170 million through 2022, providing additional flexibility to match TIRCP grant funds
- Establish new \$30 million credit facility with JP Morgan to support JPB's working capital requirements, including those associated with PTC implementation

# Next Steps

samTrans

- August:** Develop legal documents
- September:** Coordinate with member agencies
- October:** Meet with rating agencies  
Seek approval from VTA, CCSF, SamTrans
- November:** Seek approval from JPB Board  
Post offering document and sell bonds
- December:** Close transaction(s) and access proceeds





## 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

### BOD ITEM #7 October 3, 2018

**Date:** September 26, 2018  
**To:** SamTrans Board of Directors  
**From:** Jim Hartnett, General Manager/CEO  
**Subject:** General Manager/CEO Report

### AUGUST 2018 Summary

SamTrans Bus Operations extended July's "Accident Awareness & Reduction" campaign through August 2018. Fixed object collisions were the primary cause of preventable accidents during FY2018. The campaign raises awareness of right-side fixed object collisions, and promotes safe driving practices such as keeping a four-foot curbside clearance for car doors, pedestrians, and right-hand turns.

#### Human Capital Investment

<u>Activity</u>	<u>August 2017</u>	<u>August 2018</u>
New Bus Operator Trainees	0	1,440
Part to Full-time Bus Operator	472	40
DMV mandated training	192	212
Bus Operator retraining	76	96
Maintenance training	696	361
First Aid, CPR/AED	0	104
Professional Development	8	0
Total Hours	1,444	2,253

- Class 154 graduated six new Bus Operators on September 14, 2018 through an accelerated six-week, versus nine-week, training program. It was the first time the District took advantage of bus operator trainees that were fully licensed with a Class B-P license and who had previously driven large vehicles and buses. The Class B license is required for operating large vehicles and the "P" is for a passenger endorsement required for vehicles carrying 15 or more passengers.
- Class 155 started on August 24, 2018, ten trainees will continue with the traditional nine-week program.

#### Fixed-route Bus Service/Ridership

	<u>August 2017</u>	<u>August 2018</u>
• Trips that did not operate (DNO)	8	48
• Complaints per million trips	154	223
➤ The higher number of complaints in August 2018 is attributed to the increased in DNOs. The		

driver shortage has caused complaints related to “No Show” and “Late Bus” to increase nearly 30 percent, and the complaints attributed to the Bus Operator themselves accounted for 30 percent.

- On-time Performance, goal is 85%:
 

➤ Directly operated service	80.4%	82.2%
➤ Contracted bus service	76.1%	68.4%
➤ Coastside service	77.9%	77.7%
➤ Combined service	79.3%	78.9%
- Ridership
 

➤ AWR	36,370	35,780
➤ Total Trips	980,170	946,110

**Bus Transportation:**

- Bus transportation merged routes KX and 398 during the August runbook. This action provides a simple way to use service between Redwood City and San Francisco every hour, seven days a week.
- The SFO Connector ridership increased 14.2% from July to August, from 3,627 total trips to 4,143 total trips.
- ECR-Rapid ridership increased 21.4% from July to August, from 12,742 total trips to 15,475 total trips. The Rapid ridership is attributed to mode shift from the ECR service. The effects of ECR and ECR-Rapid combined services continue to be evaluated for their effectiveness since the new service was launched in late June 2018.

**Special Service Requests:**

- American Heart Association Heart Walk took place on September 20, 2018; nine buses were provided for the event to transport participants from various locations inclusive of Redwood City.
- Bus Bridge: SamTrans will provide bus bridge services in support of Caltrain’s weekend closure for the tunnel work between Bayshore and 4<sup>th</sup> & King Stations. Caltrain’s tunnel work commences on Oct 6, 2018 and will be ongoing through March 2019.
- “Seniors on the Move Conference” will take place on November 2, 2018; interested seniors are encouraged to register for transportation with the office of Congresswoman Jackie Speier.

**Paratransit Service/Ridership**

- |   | <u>August 2017</u> | <u>August 2018</u> |
|---|--------------------|--------------------|
| • On-time Performance, goal is 90.0%  |                    |                    |
| ➤ Redi-Wheels   | 90.8%              | 91.1%              |
| ➤ RediCoast   | 97.1%              | 97.1%              |
| • Ridership   |                    |                    |
| ➤ Paratransit AWR   | 1,230              | 1,210              |
| ➤ Paratransit Total Trips   | 32,060             | 31,240             |
| ➤ Free trips on fixed-route buses   | 45,551             | 46,370             |
| ➤ Lifeline Fare assistance trips account for approximately 40 percent of the total Paratransit trips. |                    |                    |

**Maintenance Department**

The goal of **25,000** average Miles Between Service Calls (MBSC) was achieved for both motor bus and paratransit fleets (District maintained vehicles).

	<b>August 2017</b>			<b>August 2018</b>		
	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>
Motor Bus	505,428	21	24,068	530,651	19	27,929
Paratransit	152,059	3	50,686	134,191	3	44,730

**SamTrans Social Media**

	<b>August 2017</b>	<b>August 2018</b>
Monthly Impressions:	768,206	692,082 (Facebook, Twitter, Instagram, LinkedIn)
Monthly Interactions:	8,840	8,721
Monthly New Followers:	223	208

- SamTrans continued to promote Routes ECR Rapid and SFO Connect, and the resumption of school service.
- SamTrans promoted its job openings; it also promoted Facebook Festivals, the Coastside Transit Study, Board Opposition to Proposition 6, SamTrans Youth Ambassador Program, and the new SamTrans Mobile app.

**Customer Service Week**

Customer Service Week is a nationally recognized event that allows SamTrans the opportunity to celebrate the importance of customer service and the front line people who serve its customers. The 2018 theme is **Excellence Happens Here** and will be celebrated during the first week of October.

Here are a few examples of how the Customer Service Department has been working as an interactive customer experience center:

- The Customer Service team translated flyers into other languages, attended town hall and outreach meetings for the Get Us Moving San Mateo County campaign. Customer Service also took thousands of response card details and entered the information into a database, and followed-up on hundreds of questions from the community.
- The Customer Service team worked remotely at the Millbrae Station to support the new ECR Rapid and SFO Connection, travelled with customers on route 280 to obtain feedback through surveys, attended the Coastside Youth Summit, the Cultural and Resource Fair in Daly City and participated in the 25<sup>th</sup> Avenue Grade Separation Project.
- Customer Service focuses on new technologies by providing training and support to customers who use the SamTrans and Caltrain Mobile applications, and for customers that prefer to communicate through social media such as Facebook and Twitter.



## AGENDA

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

**San Mateo County Transit District Administrative Building  
Bacciocco Auditorium – 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos, CA**

**WEDNESDAY, OCTOBER 3, 2018 – 2:30 pm**

or immediately following Board meeting recess

1. Call to Order

### **MOTION**

2. Proclamation Designating October as Disabilities Awareness Month
3. Approval of Minutes of Community Relations Committee Meeting of September 5, 2018

### **INFORMATIONAL**

4. Accessibility Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Multimodal Ridership Report – August 2018
8. Adjourn

Committee Members: Peter Ratto (Chair), 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  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **DESIGNATION OF OCTOBER AS DISABILITIES AWARENESS MONTH**

**ACTION**

Staff proposes that the Committee recommend the Board proclaim October as "Disabilities Awareness Month."

**SIGNIFICANCE**

"Disabilities Awareness Month" is an opportunity to focus special attention on the daily challenges faced persons with mobility impairments throughout the SamTrans service area; to reflect on measures that are being extended to assist them; to increase public awareness of new opportunities to meet their special needs; and to draw specific attention to our efforts to serve this community.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

During the current fiscal year, SamTrans has budgeted \$18,998,000 for paratransit services, and will expend additional operating funds to accommodate customers with disabilities on the District's fixed-route services.

Over the past year, accomplishments of the District's accessibility program include:

- Provided more than 357,000 paratransit trips to Redi-Wheels and RediCoast riders.
- Providing safe, reliable paratransit service for county residents
- Continuing the consumer-friendly paratransit eligibility process (More than 3,100 people were evaluated in the last fiscal year.)
- Maintaining a "zero trip denials" policy on Redi-Wheels and RediCoast
- Travel training to teach people with disabilities to use SamTrans bus service and Caltrain.

# Proclamation

## IN HONOR OF DISABILITIES AWARENESS MONTH

**WHEREAS**, throughout the United States, the month of October has been designated as a time to recognize the courage of more than 56 million Americans with disabilities; and

**WHEREAS**, over 141,000 San Mateo County residents with disabilities are seeking to avail themselves of the area's many opportunities to enhance their quality of life; and

**WHEREAS**, many of these citizens with disabilities are making substantial contributions to their communities throughout the County, and many more are eager to provide their energies and talents; and

**WHEREAS**, reliable transportation remains one of the most important resources to assist these citizens with trips for work, business, and for medical and recreation services; and

**WHEREAS**, the San Mateo County Transit District since 1977 has provided Countywide paratransit services to tens of thousands of mobility-impaired residents through Redi-Wheels and RediCoast and access to fixed-route buses; and

**WHEREAS**, on the 27th anniversary since the landmark civil rights legislation, the Americans with Disabilities Act of 1990, was signed into law, SamTrans is enhancing its paratransit program to provide services to more local patrons.

**NOW THEREFORE BE IT RESOLVED**, that the Board of Directors of the San Mateo County Transit District hereby proclaims October as Disabilities Awareness Month and reaffirms its dedication to serving the mobility-impaired community.

Regularly passed and adopted this 3<sup>rd</sup> day of October, 2018



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Chair, San Mateo County Transit District

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /  
COMMITTEE OF THE WHOLE  
SEPTEMBER 5, 2018**

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

Committee Members Absent: None

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

Staff Present: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, C. Fromson, T. Dubost, M. Tolleson, J. Taylor, C. Kwok, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, D. Esse, J. Epstein, A. O'Campo, S. Murphy, C. Gumpal, J. Brook

## **CALL TO ORDER**

Committee Chair Peter Ratto called the meeting to order at 2:29 pm.

## **APPROVAL OF MINUTES OF COMMITTEE MEETING OF AUGUST 1, 2018**

Motion/Second: Stone/Gee

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

Absent: Pine

Committee Chair Ratto announced that there were three SamTrans CAC vacancies: one for a community rider and two for bus riders. He said the applications were due by October 3 and the new members would be announced at the November 7 Board meeting.

## **ACCESSIBILITY UPDATE**

Tina Dubost, Manager, Accessible Transit Services, said they would discuss new services and the new mobility app at the upcoming Coastside Transportation Committee meeting and a SamTrans Accessibility Advisory Committee meeting. She announced that Lighthouse for the Blind is offering tours of the new Transbay Terminal for people who are blind or low-vision.

## **PARATRANSIT COORDINATING COUNCIL (PCC) UPDATE**

Ben McMullen, PCC Chair, said there would be a review of SB 1376 addressing accessibility around transportation network companies at the next PCC Advocacy and Legislative Committee (PAL) meeting preceding the PCC meeting on September 11. He said they planned to discuss which advocacy tactics they can engage in regarding ballot measures, etc. at the PCC meeting.

Director Kersteen-Tucker requested that the Board have a briefing of the PCC/PAL meetings.

Director Matsumoto noted that in the PCC meeting minutes there were 23 compliments and 19 valid complaints with Redi-Wheels. Ms. Dubost said the levels of compliments/complaints fluctuates, with on-time performance being the most frequent complaint.

#### **CITIZENS ADVISORY COMMITTEE UPDATE**

Committee Chair Ratto referenced the written report of the SamTrans CAC August 29 meeting that was provided in the reading file.

Director Kersteen-Tucker requested that the Board receive a draft of the agenda for the upcoming CAC retreat.

#### **QUARTERLY DASHBOARD REPORT – APRIL-JUNE 2018**

David Olmeda, Chief Operating Officer, Bus, noted that staff has analyzed accident data and responded by launching training and safety campaigns. He also noted statistics which reflect a reduction in DNOs (Did Not Operate) and complaints. He said he anticipated that the mobile app would encourage more customer communication to address problems more efficiently.

#### **MULTIMODAL RIDERSHIP REPORT – JULY 2018**

Mr. Olmeda noted that weekend service has improved, primarily with Caltrain.

#### **ADJOURN**

The meeting adjourned at 2:43 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://www.samtrans.com). Questions may be referred to the District Secretary's office by phone at 650-508-6279 or by email to [board@samtrans.com](mailto:board@samtrans.com).



**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 July 10 PCC and PAL meetings are attached to this report.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

No Additional Information.

Prepared By: Jim Rusconi, Acting Accessibility Coordinator 650-508-6335  
Project Manager: Tina Dubost, Manager, Accessible Transit Services 650-508-6247

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

**MEETING MINUTES  
11:30 a.m. - 12:30 p.m.  
July 10, 2018**

**ATTENDANCE:** Members Present: Mike Levinson, Chair; Sammi (Wilhelmina) Riley, Consumer; Tina Dubost, SamTrans; Sandra Lang, Commission on Aging (COA); Benjamin McMullan, Center for Independence of Individuals with Disabilities (CID), Alex Madrid, (CID).

**GUESTS:** David Koffman, Nelson/Nygaard; Lorna Rodriguez-Wong, PCC Staff; Lynn Spicer, First Transit; Jim Rusconi, SamTrans; Jamie Lewis, Consumer.

**ABSENT:** Dinae Cruise, Vice-Chair; Aki Eejima, Consumer; Richard Weiner, Nelson/Nygaard.

**WELCOME:**

Mike called the meeting to order at 11:40 a.m. and welcomed all to the PAL meeting.

**JUNE PAL MINUTES:**

Ben motioned to approve the June Meeting Minutes and Alex seconded the motion. The minutes were approved without changes.

**LEGISLATIVE UPDATE:**

Tina provided an update about the Get Us Moving project. After extensive outreach and input, from the Stakeholders (SAG) and Technical (TAG) Advisory Groups, a draft expenditure plan was developed. Tina thanked Mike and Sandra for their participation in the Stakeholders Advisory Group (SAG) group. The final expenditure plan will go to the SamTrans Board of Directors tomorrow. If approved and with consent of the San Mateo County Board of Supervisors, a ballot measure for the sales tax will be placed on the November ballot.

Tina followed up on a previous question posed last month. Can the Board of Supervisors make any changes to the proposed expenditure plan? Tina said that the Board of Supervisors has a choice to concur or not concur with the expenditure plan as it stands. The Board cannot make any changes.

Tina provided the current percentage proposal for the expenditure plan: Public Transit 50%, Regional Connections 10%, highways and Interchanges 22.5%, local safety and pothole repairs 12.5%, and bicycle and pedestrian 5%.

Sandra commented on how the process was well facilitated, very straight-forward and transparent. Sandra was able to keep up on the social equity issues in relation to people who are physically challenged. Mike commented that they were provided statistical information on individual cities and their transportation needs. Discussions covered whether some of these communities had adequately prepared for transportation requirements. Some of the SAG members might have disagreed with

adding 0.5% on some of the allocations considering that amount would be about \$12 million dollars of lost transportation funding to other uses. This sales tax ballot will need 2/3 of the vote in order to pass. Mike added that funding is projected at \$2.4 billion dollars over a 30 year timeframe. The most important issue was to get the public to get out and vote for this measure.

Jamie Lewis, Consumer, asked if she could get flyers to bring to senior centers to inform them of the importance of this ballot measure. The seniors are a good part of the vote. Tina made it clear that SamTrans, as a government agency, would not be involved. Sandra mentioned that the Commission on Aging would get involved for their interest in the senior community. David mentioned once the Board of Supervisors approves the plan, an organization will be developed to support the passing of the ballot measure. Alex asked if the ballot measure was anticipated to pass. Tina thought that the latest test polling projected 67% approval. Mike thought in order for a ballot to pass with an increase in taxes, the test polling should be in the seventies or eighties to pass in the real polling. Sandra said the League of Women Voters was represented at the SAG meeting. The League can be instrumental in providing information to the voters. Lorna mentioned that organizations such as unions provide ballot suggestions to their members especially on a ballot with many measures. Jim mentioned that it was important to get people to register and actually vote.

#### **LOCAL ADVOCACY ISSUES—OPEN DISCUSSION:**

Jamie Lewis, Consumer, lives at the Oceanview Apartments in Pacifica where Redi-Wheels drivers and Serra Cab drivers have two locations for pick-up. Jamie stated that she had been marked a "no-shows" because of conflict on the pick-up location. A meeting was held with Jim Rusconi at the apartments. Operations deemed that both locations were safe. She brought up a second issue. She said that on her last cab trip with her care attendant, the attendant was refused access to the Serra cab as a "plus one". Jaime said the problem appears to be communications between dispatch and the RediWheels or Serra drivers on pick-up information. Tina and Lynn said that they would get the information in order to follow-up on these issues with Jamie. Jamie stated that she was frustrated since she regularly relies on the transit service due to her disabilities and does not feel that the complaint system works anymore.

Ben gave a brief update on the TNC accessibility bill from Senator Hill. This bill would regulate the TNCs and encourage TNCs to provide more accessible vehicles. Mike asked if Senator Hill's office could come in and speak at one of the future PCC meetings.

#### **OTHER BUSINESS:**

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

The next PAL meeting is scheduled for Tuesday, September 11, 2018 from 11:30 a.m. to 12:30 p.m.

The meeting adjourned at 12:35 p.m.

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

**MEETING MINUTES**  
1:30 p.m. - 3:30 p.m.  
July 10, 2018

**ATTENDANCE:** Members Present: Mike Levinson, Chair; Sammi (Wilhelmina) Riley, Consumer; Tina Dubost, SamTrans; Sandra Lang, COA; Benjamin McMullan, Center for Independence of Individuals with Disabilities (CID); Aki Eejima, Consumer; Marie Violet, Dignity Health; Barbara Kalt, Rosener House; Susan Capeloto, Department of Rehabilitation; Nancy Keegan, Sutter Health Senior Focus; Alex Madrid, CID; Monica Colondres; Community Resident; Judy Garcia, Consumer.

**GUESTS:** David Koffman, Nelson-Nygaard; Lorna Rodriguez-Wong, PCC Staff; Mark Weinstein, First Transit; Henry Silva, SamTrans; Talib Salamin, Serra Taxi Cab; Patty Smith, Consumer; Margo Ross, SamTrans; Jamie Lewis, Consumer; Patti Smith, Consumer; Larry Riegler, San Mateo County Commission on Disabilities; Eve Ragland, Consumer.

**ABSENTEES:** Dinae Cruise, Vice-Chair; Carmen Santoni, Catholic Charities; Valerie Campos, Vista Center for the Blind and Visually Impaired; Richard Weiner, Nelson-Nygaard; (Member Attendance-13 , Quorum-Yes)

**WELCOME/INTRODUCTION:**

Mike called the meeting to order at 1:45 p.m. and welcomed all to the PCC Meeting. Mike wanted to let people know that a separate letter from the SAG meeting was provided last night. Copies are provided and will be discussed and voted on later in the meeting. Mike provided an update on the current Vice Chair, Dinae Cruise, who has been in the hospital lately. She is doing better and is still interested in the Vice Chair position.

**APPROVAL OF THE MAY MINUTES:**

Mike moved to approve the May Meeting Minutes and Sandra seconded the motion. Mike provided changes to the May Meeting minutes. Ben requested that the date for the October event be changed to October 20<sup>th</sup>. All voted to accept the meeting minutes with changes.

**APPROVAL OF THE JUNE MINUTES:**

Ben moved to approve the June Meeting Minutes and Sandra seconded the motion. The minutes were approved without changes. Nancy Keegan abstained from the vote.

**COMMITTEE REPORTS**

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

Tina provided an update on the Get Us Moving project. After extensive outreach, public comment, and input from the Stakeholders and Technical Advisory Groups (SAG and TAG) an expenditure plan was developed. Tina thanked Mike and Sandra for their participation in the SAG group. The final expenditure plan will go to the SamTrans Board

of Directors tomorrow. If approved and with consent of the San Mateo County Board of Supervisors, a ballot measure for the sales tax will be placed on the November ballot. Tina followed up on a previous question posed last month – “Can the Board of Supervisors make any changes to the proposed expenditure plan?” Tina said that the Board of Supervisors has a choice to concur or not concur with the expenditure plan as it stands. The Board cannot make any changes.

Tina provided the current percentage proposal for the expenditure plan packet: Public Transit 50%, Regional Connections 10%, highways and Interchanges 22.5%, local safety and pothole repairs 12.5%, and bicycle and pedestrian 5%.

Sandra commented on how the process was well facilitated, very straight-forward and transparent. Sandra was able to keep up on the social equity issues in relation to people who are physically challenged. Mike commented that they were provided statistical information on individual cities and their transportation needs. Discussions covered whether some of these communities had adequately prepared for transportation requirements. Some of the SAG members might have disagreed with adding 0.5% on some of the decided allocations; that amount would be about \$12 million dollars of lost transportation funding. This sales tax ballot will need 2/3 of the vote in order to pass. Mike added that funding is projected at \$2.4 billion dollars over a 30 year timeframe.

Jamie Lewis, Consumer, asked if she could get flyers to bring to senior centers to inform them of the importance of this ballot measure. The seniors are a good part of the vote. Tina made it clear that SamTrans, a government agency, would not be involved. Sandra mentioned that the Commission on Aging would get involved for their interest in the senior community. David mentioned once the Board of Supervisors approves the plan, an organization will be developed to support the passing of the ballot measure. Alex asked if the ballot measure was anticipated to pass. Tina thought that the latest test polling projected 67% approval. Mike thought in order for a ballot to pass with an increase in taxes, the test polling should be in the seventies or eighties to pass in November. Sandra said the League of Women Voters were represented at the SAG meeting. The League can be instrumental in providing information to the voters. Lorna mentioned that organizations such as unions provide ballot suggestions to their members, especially a ballot with many measures. Jim mentioned that it was important to get people to register and actually vote.

#### **LOCAL ADVOCACY ISSUES—OPEN DISCUSSION:**

Ben gave a brief update on the TNC accessibility bill from Senator Hill. This would be to regulate and encourage TNCs to provide more accessible vehicles. Mike asked if Senator Hill's office could send someone to speak at one of the future PCC meetings.

#### **B. GRANT/BUDGET REVIEW**

No Updates.

With the fiscal year ending, Barbara would like to see the budget review in September from SamTrans and Nelson/Nygaard. Tina said that the SamTrans budget is approved and on the website.

### **C. EDUCATION COMMITTEE**

Sammi reported that she, Mike and Lorna represented the PCC at the CID's Emergency Preparedness event on June 18th at the Little House Activity Center in Menlo Park.

Sammi and Lorna attended a meeting with residents from the Oceanview Apartments on June 20<sup>th</sup> in Pacifica to address concerns with Redi-Wheels. Jim Rusconi from SamTrans also attended to listen to the residents' issues. The main points taken from the meeting were the pick-up and drop off point, timeliness and the driver's behavior. Eve, resident of the Oceanview Apartment, spoke first. She stated that she was over an hour late due to a driver's previous ride. Jamie stated that this is not an isolated issue. She said if she is dropped off late, she may be late for her return pick up, which could result in a no-show or late cancel. Tina assured Eve that if she was running late for any reason, she should call the Redi-Wheels Dispatcher to explain. When she is ready to depart, she can call to request a "go-back". Redi-Wheels will then schedule another trip on the next available vehicle. Aki asked if Eve called dispatch for a current ETA when it appeared her ride was running late. Eve said she called but always seems to receive a "canned" response such as "The driver will be there in 15 minutes." Aki asked if Eve has filled out a yellow comments card or called the 800 number to complain about the ride. Eve said until the June 20<sup>th</sup> meeting, she did not know there were those options to report her ride issues.

Jamie Lewis states that she does not get accurate ETA's from the dispatcher. Tina promised to respond to Jamie regarding her complaints.

Judy had an issue with a ride regarding her pick-up in Menlo Park Senior Center after the Emergency Preparedness event.

The next Education Committee meeting via conference call will be on Friday, August 3<sup>rd</sup> from 1:00-1:30pm

### **D. EXECUTIVE COMMITTEE**

Barbara presented the slate of nominees: for Chair, Ben McMullin and for Vice-Chair, Dinae Cruise. All voted unanimously for Ben and Dinae. These people will take over for the September meeting.

Mike and Sandra then presented the current letter from the TEAMC to the Stakeholders Advisory Group (SAG). The letter reviews the core principles discussed and addresses accountability and the oversight committee group. The letter makes recommendations for the percentages for each category. TEAMC wanted make sure that this plan is equitable, sustainable, and addresses transportation congestion. TEAMC asked the PCC to support the letter to the SamTrans Board. Mike wanted to know if the PCC, as an advocacy group, wanted to endorse this letter, bring up their own independent letter, or take no action. Monica thought that this letter would address the disabled community specifically, but the PCC should still support the letter. Barbara submitted a motion to support the letter at the SamTrans Board meeting. Monica seconded the motion. The PCC members voted to support the letter. Tina abstained. Monica

suggested that Mike state that if the ballot is passed, the PCC might be part an oversight committee.

Nancy brought up the issue regarding items that may or may not be included, due to confidentiality or any other problems, in the meeting minutes. Mike announced that there will be a meeting with Tina, Ben, Mike, Lorna and Richard prior to the September 11<sup>th</sup> PAL meeting to discuss this matter.

### **CONSUMER CORPS REPORT**

Through attrition, we lost one member but gained 4 new members during the second quarter. The consumers' reports were turned in too late for a quarterly report to be provided. The report will be ready in September.

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

#### **A. Operational Report**

The Coastside Transportation Committee (CTC) meeting was held June 14<sup>th</sup> during which the Coastside Transit Study was reviewed. More consumers than usual attended this meeting.

Tina said that Caltrain is preparing for their Annual Emergency Exercise. They would like people with disabilities to attend. Tina had limited event information at this time. The Emergency Exercise event is scheduled for Thursday, July 19<sup>th</sup>, during the mid-morning in northern San Mateo County. Tina said that those who are interested will need to sign up ahead of time. More specific information will be forwarded at a later date. Tina thanked Ben and Sammi for offering to attend this exercise.

#### **B. Performance Summary**

Tina compared data from May 2017 to May 2018. Ridership is down. The Total Trips Served is down 4.5%. Average weekly ridership is down 5%. Taxi ridership is 32% of the total trips provided. Van trips and agency trips account for the decline. The number of individuals riding in May 2018 is about the same, indicating people are taking fewer trips. The On-Time Performance is 90% which meets the standard.

Alex asked if there had been any updates on retraining of the customer service staff, specifically dispatch and reservationist. Mark said that the management is using approximately 5 customer service videos for training. It takes a half hour for each module with follow-up questions. They are fitting it into their schedule between their regularly scheduled duties. Alex thanked Mark for the update.

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

Redi-Wheels received 23 compliments in April and 19 valid complaints. Mike wanted to know how many total comments were received. The top complaints were on-time performance and driver conduct. Service related complaints were 0.62 per thousand trips. The SamTrans standard is no more than 2.5 per thousand trips.

Comment Cards are available on the buses. There is no logical place to put the comment cards on mini vans. Riders must ask for the cards on the mini vans and Serra

taxi. They can also make comments by calling 800-660-4287 and email: [rediwheels@samtrans.com](mailto:rediwheels@samtrans.com). The 800 number is posted in and outside of the vehicles. Monica made a recommendation on better ways to keep the vehicles stocked with comment cards. Tina or Mark will follow-up on this point.

Mike asked how SamTrans determines valid and invalid complaints for the comment report. SamTrans staff reviews the complaint and tries to substantiate the information. If staff cannot, the comment is viewed as invalid. Mike's point was to see if a consumer's complaint was listed as invalid when it was just not confirmed.

#### **D. Safety Report**

Mark Weinstein said that there were 7 noted incidents: 3 preventable (2 Redi-Wheel and 1 Taxi) and 4 non-preventable.

#### **LIAISON REPORTS:**

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

The next CTC meeting is scheduled for September 13<sup>th</sup> from 9:30-11:00 a.m. at 925 Main Street in Half Moon Bay.

##### **B. AGENCY**

Agencies have not met since the last PCC meeting.

##### **C. ERC**

No meeting scheduled.

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

Sandra reported that the COA met on July 9<sup>th</sup>. The topic was addressing the digital divide for seniors. Tina will be addressing the COA Transportation Committee at the next meeting on July 18<sup>th</sup>. The Middle Income Senior Committee encourages San Mateo County to relook at the resources available to address middle income seniors.

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

Ben reported on the COD general meeting with a presentation on "Person to Person Language." The COD had a Transportation Committee where Mike gave an overview of the PCC. The COD is working on organizing the In-Home Support Services (IHSS) focus groups in the fall. They hope to develop into a town hall and further legislation.

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

Ben said an emergency preparedness event was held on June 18<sup>th</sup> at the Little House Activity Center in Menlo Park with attendance of 45-50 people. The next Emergency Preparedness Event will be held on November 9<sup>th</sup> in San Bruno. The details will be distributed at a later date. The next movie event, as part of the Series to Create Community Conversation is on July 27<sup>th</sup>.

#### **OTHER BUSINESS**

Susan Capeloto, from Department of Rehabilitation, introduced a new program to provide services for students. This program addresses job exploration for young adults



from the age of 16-21 years old. This program provides adults with counseling in preparation for the job experience, work readiness and self-advocacy. It is time limited. Information can be found online at the website. This focus is directed toward young people with disabilities and employment. Susan also added that her San Mateo office is hiring a number of positions.

The next PAL and PCC meetings will be held on Tuesday, September 11, 2018. The PAL Committee will meet from 11:30 a.m. to 12:30 p.m. and the PCC will meet from 1:30 p.m. to 3:30 p.m.

**MEETING ADJOURNED** at 3:30 p.m.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – AUGUST 2018**

**ACTION**

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

**SIGNIFICANCE**

Average weekday ridership across all modes experienced a decrease of 1.0 percent. Average weekday ridership for Bus (-1.6%), Paratransit (-1.6%), Shuttles (-3.6%), and BART (-3.9%) experienced ridership losses; however, Caltrain (+2.3%) grew its average weekday ridership. Overall, the system monthly ridership decreased by 1.0 percent in August 2018 compared to August 2017. Service changes occurred in June 2018 with the introduction of the Route ECR-Rapid and Route SFO. Further service adjustments were implemented in August 2018 with service improvements to schools and other scheduling enhancements such as the Routes KX/398 merger.

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) 2017, FY2018, and FY2019.

Table "B" summarizes the total monthly ridership figures for all SamTrans transportation modes. Chart "B" features total ridership year-to-date for FY2017, FY2018, and FY2019. 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 – AUGUST 2018 COMPARED TO AUGUST 2017**

**Grand Total** – 159,250 a decrease of 1.0 percent

**Bus** – 35,780, a decrease of 1.6 percent

**Paratransit** – 1,210, a decrease of 1.6 percent

**Shuttles** – 11,440, a decrease of 3.6 percent

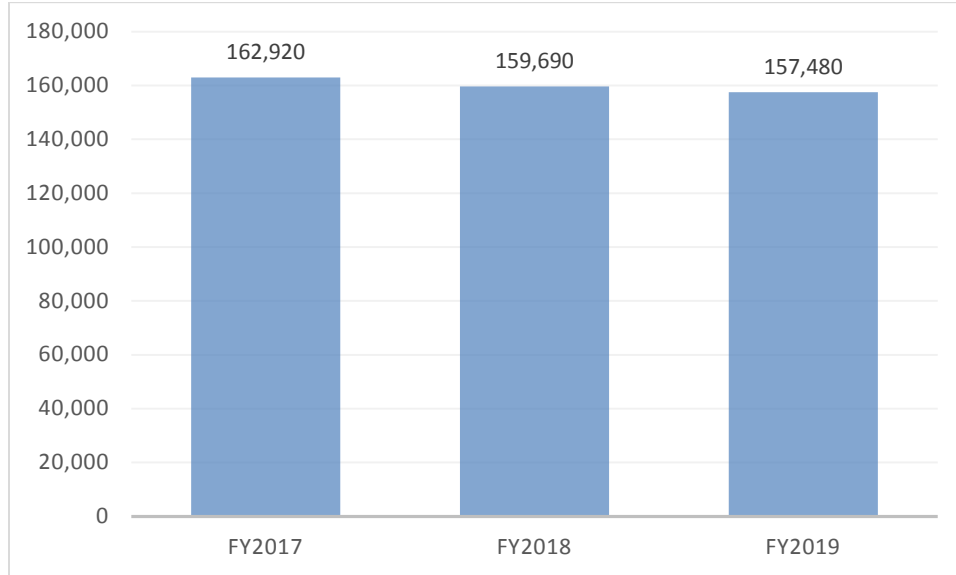
**Caltrain** – 63,340, an increase of 2.3 percent

**Table A  
Average Weekday Ridership**

August 2018 Average Weekday Ridership				Percent Change FY2018/2019
Mode	FY2017	FY2018	FY2019	
Bus	38,540	36,370	35,780	-1.6%
Paratransit	1,240	1,230	1,210	-1.6%
Shuttles	12,120	11,870	11,440	-3.6%
Caltrain	61,160	61,900	63,340	2.3%
<b>Total</b>	113,050	111,360	111,770	0.4%
BART Extension (No Daly City)	50,880	49,420	47,480	-3.9%
<b>Grand Total</b>	163,930	160,780	159,250	-1.0%
<b>Weekdays</b>	23	23	23	

August 2018 Year-to-date				Percent Change FY2018/2019
Mode	FY2017	FY2018	FY2019	
Bus	36,610	34,420	33,220	-3.5%
Paratransit	1,230	1,230	1,210	-1.6%
Shuttles	12,190	11,950	11,460	-4.1%
Caltrain	61,730	62,490	63,890	2.2%
<b>Total</b>	111,770	110,090	109,770	-0.3%
BART Extension (No Daly City)	51,150	49,600	47,710	-3.8%
<b>Grand Total</b>	162,920	159,690	157,480	-1.4%

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



**MONTHLY TOTAL RIDERSHIP – AUGUST 2018 COMPARED TO AUGUST 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 August for the past three fiscal years.

**Grand Total** – 4,187,990, a decrease of 2.1 percent

**Bus** – 946,110, a decrease of 3.5 percent

**Paratransit** – 21,240, a decrease of 2.6 percent

**Shuttles** – 254,600, a decrease of 5.9 percent

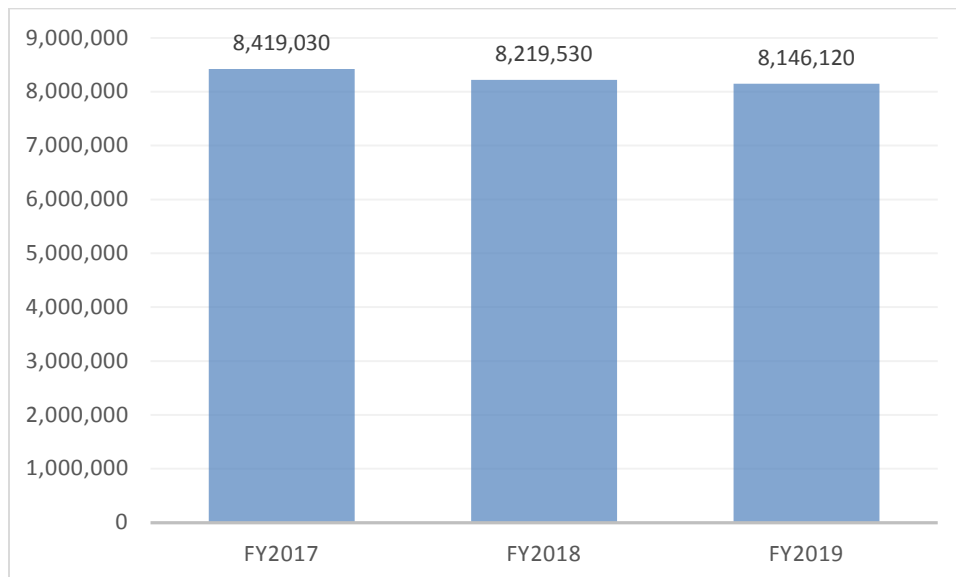
**Caltrain** – 1,712,360, an increase of 1.7 percent

**Table B  
Total Monthly Ridership**

August 2018 Total Monthly Ridership				Percent Change
Mode	FY2017	FY2018	FY2019	FY2018/2019
Bus	1,040,580	980,170	946,110	-3.5%
Paratransit	31,800	32,060	31,240	-2.6%
Shuttles	274,380	270,510	254,600	-5.9%
Caltrain	1,684,920	1,684,460	1,712,360	1.7%
<b>Total</b>	<b>3,031,670</b>	<b>2,967,200</b>	<b>2,944,320</b>	<b>-0.8%</b>
BART Extension (No Daly City)	1,313,290	1,311,390	1,243,670	-5.2%
<b>Grand Total</b>	<b>4,344,960</b>	<b>4,278,590</b>	<b>4,187,990</b>	<b>-2.1%</b>
<b>Weekdays</b>	<b>23</b>	<b>23</b>	<b>23</b>	

August 2018 Year-to-date				Percent Change
Mode	FY2017	FY2018	FY2019	FY2018/2019
Bus	1,941,050	1,820,760	1,755,580	-3.6%
Paratransit	60,840	61,440	59,690	-2.8%
Shuttles	527,750	511,100	493,580	-3.4%
Caltrain	3,317,000	3,300,030	3,388,400	2.7%
<b>Total</b>	<b>5,846,630</b>	<b>5,693,330</b>	<b>5,697,240</b>	<b>0.1%</b>
BART Extension (No Daly City)	2,572,400	2,526,200	2,448,880	-3.1%
<b>Grand Total</b>	<b>8,419,030</b>	<b>8,219,530</b>	<b>8,146,120</b>	<b>-0.9%</b>

**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 August 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	122,222	14,656	11,586	-	148,463
Adult Pass	407,654	38,882	30,965	-	477,501
Youth Cash	118,557	6,680	4,881	-	130,117
Youth Pass	29,797	1,790	1,366	-	32,953
Eligible Discount	126,142	15,017	12,137	-	153,296
<b>Total</b>	<b>804,371</b>	<b>77,025</b>	<b>60,934</b>	<b>-</b>	<b>942,331</b>

	August 2016	August 2017	August 2018	2018 Calendar Year-to-Date
Adult Cash	201,017	173,113	148,463	1,126,869
Adult Pass	502,382	467,798	477,501	3,645,693
Youth Cash	139,832	142,110	130,117	922,973
Youth Pass	39,877	40,494	32,953	306,343
Eligible Discount	153,292	153,574	153,296	1,138,902
<b>Total</b>	<b>1,036,400</b>	<b>977,089</b>	<b>942,331</b>	<b>7,140,778</b>

**Table D  
SamTrans Bus Ridership Summary**

August 2018 SamTrans Ridership Summary		
By day type:	Total Riders	Average Daily Riders
Weekdays	804,371	35,620
Saturdays	77,024	19,256
Sundays	60,934	15,234
Holiday(s)	-	-
<b>Total</b>	<b>942,330</b>	<b>30,398</b>

**Table E  
Bus Performance Standards\***

		AWR	OTP	Tokens	
				Adult	Youth
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
April	2018	35,513	80.57%	27,234	20,230
May	2018	37,829	78.47%	23,583	34,316
June	2018	33,156	78.58%	15,537	14,986
July	2018	30,493	80.80%	16,025	5,780
August	2018	35,620	78.94%	18,942	16,057

\*Does not include Dumbarton service

**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 – AUGUST 2018

### SamTrans “Get 2 School”

Every year, SamTrans staff works with school administrators and parents to educate and coordinate bus service as SamTrans is a great transportation option for over 50 schools in San Mateo County. This year, the Marketing Outreach Coordinator has been diligently getting out to schools and engaging in face-to-face exchanges with students, parents and administrators. This has been a critical effort in alleviating some of the issues between schools and bus operations. As SamTrans staff respects the demands of some of the schools, we all have to keep in mind that we are a public bus agency for everyone.

The “Get 2 School” campaign targeted college students ages 17 to 21 living in San Mateo County and San Mateo County parents with students age 13 and up. The campaign included geo-targeted and retargeted digital display ads; including cross platform desktop/mobile/tablet, geo-fenced display ads around all San Mateo County colleges, sponsored Facebook (click to web) post, e-mail blast, print ads, and targeted Story Studio promoting the Youth Ambassador Program on the SFGate.com website. Internal communications included news releases and Peninsula Moves blog posts. Organic social media on Twitter, Facebook and Instagram were also used as part of the campaign. The “Get 2 School” campaign launched August 6, 2018 and runs until the end of April 2019.

### Youth Marketing Outreach Highlights

Opportunity to provide parents and students with information about SamTrans fare and services, Clipper card, Caltrain Info, and promote Get2School & Youth Ambassador Program.

**8-07-18** Alta Loma Middle School Registration ~**150 attendees, 76 interactions**

**8-08-18** Alta Loma Middle School Registration ~**200 attendees, 82 interactions**

**8-09-18** Menlo-Atherton High School Arena Check-in ~**350 attendees, 65 interactions**

**8-10-18** Borel Middle School Registration Day ~**250 attendees, 120 interactions**

**8-11-18** Woodside High School Arena Check-in ~**350 attendees, 214 interactions**

**8-11-18** Facebook Festivals Summer Jam ~**15,000 attendees, ~4,000 interactions** – Caltrain and SamTrans have been invited to participate at Facebook Festivals. This is the third of a total of five community festivals which will be hosted on the Facebook campus (parking lot) to showcase quality farmers, artisans, locally-sourced food & beverages, music, educational expos, family-friendly entertainment and much more. Each event will help fundraise & support a variety of nonprofits who service the neighborhoods surrounding Facebook Menlo Park campus. The target audience is families in East Palo Alto, Belle Haven, Redwood City and surrounding areas.

**Resource Table** – We provided a resource table along with volunteers, were available to answer any service related questions. We provided both Caltrain and SamTrans route info, system maps and clipper take ones.

**Social Media Engagement** – Checked in at event, posted photos, and handed out prizes to those following us on social media.

**8-14-18** Menlo-Atherton High School Arena Check-in ~**350 attendees, 180 interactions**



- 8-22-18 Tierra Linda School Back 2 School Night ~125 attendees, 24 interactions
- 8-23-18 Send out Youth Mobility Newsletter #4 36% open rate, 11% click rate
- 8-29-18 Mariposa Back to School Night ~85 attendees, 36 interactions
- 8-30-18 Safe Routes 2 School Meeting Presentation to ~65 attendees, 18 interactions

**SamTrans August 2018 Social Media Analytics**

In August, SamTrans promoted Routes ECR Rapid and SFO, school service and runbook 127. We also promoted our job openings, Facebook Festivals, Coastside Transit Study, Board Opposed Prop 6, SamTrans youth Ambassador Program and the new SamTrans Mobile app.

**SamTrans Digital Metrics - AUG 2018**



***New Followers***

**+118**  
 Aug 18 - 9569  
 July 18 - 9451

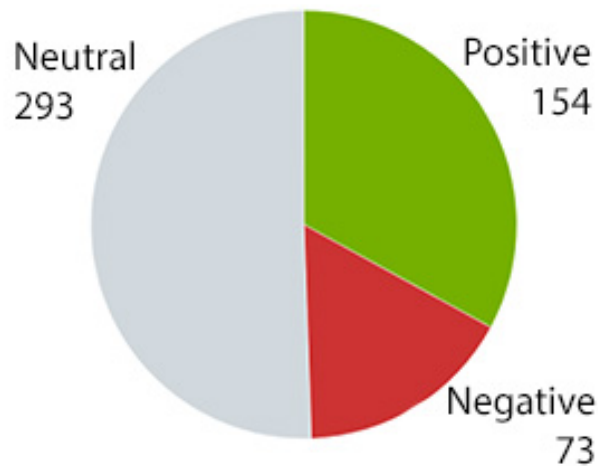
***Top Tagged Issues***

- 1. Complaint**
- 2. Route ECR**
- 3. Route SFO**

***SamTrans.com Sessions***

Aug 18 - 198,981  
 July 18 - 162,598  
 Aug 17 - 189,267

***Social Sentiment***



***Yelp & FB Rating***



*(1 August reviews)*

We also continued our monthly social content with contests and SamTrans Portraits.

Prepared by:	Alex Lam, Senior Planner	650-508-6227
	Christina Contreras, Marketing Outreach Coordinator	650-508-7763
	James Namba, Marketing Specialist	650-508-7924
	Jeremy Lipps, Social Media Officer	650-508-7845



**AGENDA**

**FINANCE COMMITTEE  
COMMITTEE OF THE WHOLE**

**San Mateo County Transit District Administrative Building  
Bacciocco Auditorium – 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos, CA**

**WEDNESDAY, OCTOBER 3, 2018 – 2:45 pm**

or immediately following Community Relations Committee meeting

1. Call to Order

**MOTION**

2. Approval of Minutes of Finance Committee Meeting of September 5, 2018
3. Authorize Renewal of Contract with Vision Service Plan for Continued Vision Insurance Coverage
4. Delegate Authority to the General Manager/CEO to Implement Bus Bridge Arrangements
5. Adjourn

Committee Members: Karyl Matsumoto (Chair), 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  
SEPTEMBER 5, 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, Z. Kersteen-Tucker, J. Powell, P. Ratto, C. Groom, C. Stone

Staff Present: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, C. Fromson, T. Dubost, M. Tolleson, J. Taylor, C. Kwok, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, D. Esse, J. Epstein, A. O'Campo, S. Murphy, C. Gumpal, J. Brook

## **CALL TO ORDER**

Committee Chair Matsumoto called the meeting to order at 2:43 pm.

## **APPROVAL OF MINUTES OF COMMITTEE MEETING OF AUGUST 1, 2018**

Motion/Second: Ratto/Stone

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

Absent: Pine

## **REAUTHORIZE INVESTMENT OF MONIES WITH THE LOCAL AGENCY INVESTMENT FUND**

Derek Hansel, Chief Financial Officer/Treasurer, referred to his staff report.

Motion/Second: Gee/Guilbault

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

Absent: Pine

## **AUTHORIZE REJECTION OF BID FROM BRIDGESTONE AMERICAS TIRE OPERATIONS AND AWARD OF CONTRACT TO MICHELIN NORTH AMERICA FOR FURNISHING MILEAGE RENTAL AND SERVICE OF RADIAL BUS TIRES AND WHEELS**

Julie Taylor, Director, Contracts and Procurement, reviewed the terms of the proposed contract with Michelin North America.

Director Kersteen-Tucker asked why leasing would achieve a \$9 million savings. David Olmeda, Chief Operating Officer, Bus, explained that leasing allows the District to have a more favorable price for the rubber it actually uses. Director Kersteen-Tucker noted that the proposed contract would be environmentally preferable in addition to providing a financial savings.

Motion/Second: Kersteen-Tucker/Guilbault

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

Absent: Pine

**AUTHORIZE REJECTION OF BID FROM FRONTIER BUILDING PRODUCTS PACIFIC AND NEGOTIATION OF CONTRACT FOR OVERHEAD AND MECHANICAL DOOR MAINTENANCE AND REPAIR SERVICES ON THE OPEN MARKET**

Ms. Taylor said the single bid had an irregularity that could not be waived and was deemed to be nonresponsive. She said the District would obtain maintenance services through negotiations on the open market and re-bid repair services separately under the California Uniform Public Construction Cost Accounting Act (CUPCCAA).

Motion/Second: Gee/Ratto

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

Absent: Pine

**AUTHORIZE AWARD OF CONTRACT TO PROVIDE HEAVY-DUTY TOWING SERVICES**

Ms. Taylor provided a history of the bidding process, which resulted in the District selecting Action Towing in Redwood City.

Motion/Second: Groom/Stone

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

Absent: Pine

**ADJOURN**

The meeting adjourned at 2:52 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://www.samtrans.com). Questions may be referred to the District Secretary's office by phone at 650-508-6279 or by email to [board@samtrans.com](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Carter Mau  
Deputy GM/CEO

SUBJECT: **AUTHORIZE RENEWAL OF CONTRACT WITH VISION SERVICE PLAN FOR  
CONTINUED VISION INSURANCE COVERAGE**

**ACTION**

Staff proposes the Finance Committee recommend the Board authorize the General Manager/CEO, or his designee, to renew the contract with Vision Service Plan (VSP) for continued provision of vision insurance coverage for four years beginning November 1, 2018 at a cost to the San Mateo County Transit District (District) estimated to be \$424,000 for the full contract term, or \$106,000 per year.

**SIGNIFICANCE**

VSP will provide comprehensive vision insurance coverage for employees, dependents, domestic partners, and members of the Board of Directors. The vision insurance coverage will provide a vision exam every 12 months, standard lenses every 12 months, and frames every 12 months. The patient co-payment will remain at \$20. The District's premium for an individual will be \$6.36 per month, and the premium for family coverage will be \$15.00 per month.

**BUDGET IMPACT**

Funding for VSP vision insurance coverage is included in the approved Fiscal Year 2019 Operating Budget.

**BACKGROUND**

In November 2015, the District entered into a four-year contract with VSP for the provision of vision insurance coverage, which expires in October 2019. VSP has proposed a new four-year contract, effective November 1, 2018, at the same rates as the current contract, and with zero increase in rates over the life of the contract. The new contract will supersede the District's current contract with VSP and will be effective until October 2022. The actual costs to the District will vary based on the number of enrolled participants.

As part of this new contract, VSP will provide the optional Easy Options Buy-Up Plan under which participants and their dependents have the flexibility to individually choose a covered upgrade at the time of service. Participants and their dependents will have the option to enhance their frames allowance from \$125 to \$250, enhance contacts allowance from \$125 to \$200, cover anti-reflective coating in full, or cover progressive lenses in full. Should a participant choose to exercise the optional buy-up

plan, the participants will pay the difference between the District's cost of the basic vision coverage and the buy-up rate.

The cost to participants for the buy-up plan will be \$5.69 per month for an individual and \$13.42 per month for a family and can be deducted from employees' pay on a pre-tax basis. Participants and dependents can choose from among the covered upgrade to select the one that gives them the most value based on their unique needs.

Prepared by: Juliet Nogales-DeGuzman  
Manager, Employee Services

650-508-6236

RESOLUTION NO. 2018 –

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

\* \* \*

**AUTHORIZING THE RENEWAL OF A CONTRACT FOR  
VISION INSURANCE COVERAGE WITH VISION SERVICE PLAN  
FOR A FOUR-YEAR TERM AT AN ESTIMATED COST OF \$424,000**

**WHEREAS**, the San Mateo County Transit District (District) provides vision coverage for employees and their eligible dependents, spouses and domestic partners, and for members of the Board of Directors (Board); and

**WHEREAS**, the District's current vision insurance coverage plan through Vision Service Plan (VSP) provides a comprehensive vision examination and standard lenses every twelve months, and purchase of frames every twenty four months and a \$20 patient co-payment; and

**WHEREAS**, the District's current contract with VSP expires in October 2019; and

**WHEREAS**, VSP has offered the District a new four year contract for a vision insurance coverage plan effective November 1, 2018 that maintains the same benefit level with no rate increase and will supersede the District's current contract; and

**WHEREAS**, the new proposed contract with VSP will provide the VSP EasyOptions Buy-Up Plan to provide four options, at employee cost, to enhance their vision benefits: 1) increase frames allowance from \$125 to \$250; 2) increase contact lens allowance from \$125 to \$200; 3) cover anti-reflective lens coating in full; or 4) cover progressive lenses in full; and

**WHEREAS**, staff recommends awarding a contract to VSP for a four-year period beginning November 1, 2018, at a total cost estimated at \$424,000 which is based on an estimated annual premium of \$106,000; and

**WHEREAS**, the total estimated cost is included in the Fiscal Year 2019 budget and no adjustment to the budget is required; and

**WHEREAS**, the Finance Committee recommends the General Manager/CEO, or his designee, be authorized to execute the contract renewal.

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO, or his designee, to execute a contract for vision insurance coverage with VSP for a four-year term effective November 1, 2018, at an estimated cost per year of \$106,000 or \$424,000 for the full contract term.

Regularly passed and adopted this 3rd day of October, 2018, by the following votes:

AYES:

NOES:

ABSENT:

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Chair, Board of Directors

ATTEST:

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Acting District Secretary



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: David Olmeda  
Chief Operating Officer, Bus

Derek Hansel  
Chief Financial Officer

SUBJECT: **DELEGATION OF AUTHORITY TO THE GENERAL MANAGER/CEO TO  
IMPLEMENT BUS BRIDGE ARRANGEMENTS AND EXECUTE COST-NEUTRAL  
CONTRACTS TO PROVIDE BUS BRIDGE SERVICES**

**ACTION**

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

1. Execute cost-neutral agreements, and related amendments, for the San Mateo County Transit District (District) to implement bus bridge services to assist neighboring and other nearby public transit operators during service disruptions due to construction projects and emergencies, and to assist public agencies in response to mutual aid requests during emergencies; and
2. Execute contracts and contract amendments with third parties that provide services or equipment needed by the District to implement the required bus bridge service.

This delegation would apply to transactions to support public transit services including, but not limited to, Caltrain and BART.

**SIGNIFICANCE**

The Board of Directors has granted the General Manger/CEO a delegation of authority for execution of relatively small-value procurement contracts; contracts to secure grant funds, intergovernmental cooperation, community partnerships and the like; and certain real estate transactions. Staff recommends expanding the District's existing delegation of authority to allow the General Manger/CEO, or his designee, to execute agreements required for implementation of bus bridge services to help neighboring and other nearby public transit operators during service interruptions due to construction or emergencies, and to assist public agencies in response to mutual aid requests during emergencies.

Staff proposes no monetary threshold for this delegation of authority as long as the bus bridge services are cost-neutral for the District. The delegation of authority would apply to bus bridge agreements between the District and nearby public transit operators or other public agencies, as well as contracts with third parties that enable the District to

provide the required assistance. For example, the District's agreement with our contracted urban bus service provider includes procedures and rates for obtaining special services required by the District; at times the District may need to exercise this sort of contract allowance to enable performance of a requested bus bridge.

To ensure transparency and inform the Board of new agreements and amendments executed pursuant to the new delegation, a summary will be provided on a quarterly basis as part of the Board reading file. In some cases, staff also may provide information to the Board of Directors as part of the General Manager/CEO's report during a Board meeting.

### **BUDGET IMPACT**

There is no budget impact associated with this action. The resulting authorized transactions will be budget-neutral.

### **BACKGROUND**

The District enters into bus bridge agreements infrequently, typically no more than a few times each year. However, when the need arises, there may be little warning, or the details of what the requesting agency needs are still developing until right before the service is required, such that flexibility is required. Examples of recent services that would fall under the proposed delegation of authority include when BART service was suspended unexpectedly for what became multiple days, when Caltrain stations have been closed for construction projects, and when wildfires have necessitated evacuations beyond what the local public transit provider could accommodate.

Public transit agencies around the Bay Area provide for board-level approval of bus bridge agreements in various ways, including: seeking authority or ratification for each bus bridge agreement, applying an existing procurement or intergovernmental delegation of authority within specified monetary thresholds, or adopting a pre-approved "fee" for bus bridge services.

In all instances, bus bridges are intended to be cost-neutral for the agency providing assistance. In the District's case, the cost of operating bus bridges is determined based on the District's hourly service cost developed and audited through National Transit Database reporting. Currently, the District's required reimbursement rate is \$177 per hour. The rate is subject to change as District costs rise and fall. The rate takes into account all District costs so that the rate does not need to be altered if or when the District requires assistance from a third party to provide bus bridge services.

If the District is ever requested to provide bus bridge services that will not allow for a cost-neutral engagement, staff would seek engagement-specific Board approval or ratification, as time allows.

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

**RESOLUTION NO. 2018 -**

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

**\* \* \***

**DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO IMPLEMENT BUS BRIDGE  
ARRANGEMENTS AND EXECUTE COST-NEUTRAL CONTRACTS TO PROVIDE BUS BRIDGE  
SERVICES FOR OTHER PUBLIC AGENCIES**

**WHEREAS**, by the San Mateo County Transit District (District) Board of Directors (Board) has adopted resolutions and ordinances under which the General Manager/CEO is authorized to execute procurement contracts up to specified amounts; funding agreements, grant agreements, cooperative agreements, and other interagency agreements; and certain types of real estate contracts; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that the General Manager/CEO, or his designee, be authorized to enter into contracts and contract amendments to implement bus bridge arrangements to assist neighboring and other nearby public agencies during service disruptions during construction projects and emergencies, as well as in response to mutual aid requests during emergencies; and

**WHEREAS**, this delegation of authority applies only to arrangements that will be cost-neutral to the District, and applies to both (1) contracts and contract amendments with nearby public agencies needing assistance and (2) contracts and contract amendments with third parties that provide services or equipment needed by the District to implement the required bus bridge service; and

**WHEREAS**, the Board shall be informed of any and all agreements and amendments entered into under this authority on a quarterly basis as part of the Board reading file.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors (Board) of the San Mateo County Transit District hereby delegates authority to the General Manger/CEO, or his designee, to execute all cost-neutral contracts and related amendments to implement bus bridge services (1) to assist neighboring and other nearby public transit operators during service disruptions related to construction projects and emergencies, and (2) to assist public agencies in response to mutual aid requests during emergencies; and

**BE IT FURTHER RESOLVED** that the Board delegates authority to the General Manger/CEO, or his designee, to execute contracts and contract amendments with third parties that provide services or equipment needed by the District to implement the required bus bridge services, so long as the costs will be covered under the arrangement with the nearby agency requiring District assistance; and

**BE IT FURTHER RESOLVED** that the Board directs the General Manger/CEO, or his designee, to report to the Board on any and all contracts entered into under the authority granted by this Resolution on a quarterly basis as part of the Board reading file.

Regularly passed and adopted this 3rd day of October, 2018 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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Acting District Secretary



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 Administrative Building  
Bacciocco Auditorium – 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos, CA

WEDNESDAY, OCTOBER 3, 2018 – 3:00 pm

or immediately following the Finance Committee meeting

1. Call to Order

#### MOTION

2. Approval of Minutes of Strategic Planning, Development and Sustainability Committee Meeting of September 5, 2018
3. Approval of Mobility Plan for Older Adults and People with Disabilities

#### INFORMATIONAL

4. SamTrans Microtransit Pilot
5. Adjourn

Committee Members: Josh Powell (Chair), 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 /  
COMMITTEE OF THE WHOLE  
SEPTEMBER 5, 2018**

Committee Members Present: J. Powell (Committee Chair), Z. Kersteen-Tucker

Committee Members Absent: D. Pine

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

Staff Present: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, C. Fromson, T. Dubost, M. Tolleson, J. Taylor, C. Kwok, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, D. Esse, J. Epstein, A. O'Campo, S. Murphy, C. Gumpal, J. Brook

## **CALL TO ORDER**

Committee Chair Powell called the meeting to order at 2:52 pm.

## **APPROVAL OF MINUTES OF COMMITTEE MEETING OF AUGUST 1, 2018**

Motion/Second: Gee/Guilbault

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

Absent: Pine

## **APPROVAL OF SAMTRANS BUSINESS PLAN**

Christy Wegener, Planning Director, said that Planning Department planned to report to the Board semiannually on updates to each of the plan's initiatives. She thanked staff for their contributions in developing the Plan.

Motion/Second: Kersteen-Tucker/Stone

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

Absent: Pine

## **ACCEPTANCE OF CAPITAL PROJECTS QUARTERLY REPORT – 4<sup>TH</sup> QUARTER FISCAL YEAR 2018**

David Olmeda, Chief Operating Officer, Bus, noted that the report was in the packet and added that the LED lighting project was completed and that the District was receiving a \$75,000 incentive.

Director Matsumoto asked about the San Carlos Transit Center project. Mr. Olmeda said that the project had required and received additional funding, and has been completed.

Director Gee noted that the report indicates that Caltrans has been the source of numerous delays in construction projects where relocating utilities was involved and they failed to process permits and applications in a timely manner.

Jim Hartnett, General Manager/CEO, said that the District has planned a facilitated partnering session to be held with Caltrans and SamTrans, Caltrain, and the TA.

Motion/Second: Ratto/Guilbault

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

Absent: Pine

**ADJOURN**

The meeting adjourned at 2:59 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://www.samtrans.com). Questions may be referred to the District Secretary's office by phone at 650-508-6279 or by email to [board@samtrans.com](mailto:board@samtrans.com).

**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: **AUTHORIZE ADOPTION OF THE MOBILITY PLAN FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES**

**ACTION**

Staff proposes that the Committee recommend the Board of Directors (Board) adopt the 2018 SamTrans Mobility Plan for Older Adults and People with Disabilities (Plan) as an update to the 2006 Senior Mobility Action Plan.

**SIGNIFICANCE**

San Mateo County's senior population is expected to grow more than 70 percent over the next 20 years with more adults living in areas of the County that are difficult to serve with traditional fixed route transit. Additionally, the San Mateo County Transit District (District) is currently experiencing increasing costs for providing paratransit services, a trend that is not sustainable in the long term. In response to these trends, staff has completed an update to the District's 2006 Senior Mobility Action Plan.

At the May 2, 2018 Board meeting, staff presented a draft set of seven mobility strategies and ten programs recommended for inclusion in the draft Plan. At the October 3, 2018 Board meeting, staff will present the draft final Plan, which incorporates comments received from the Board at its May meeting and during the 30 day online public review period. The draft final Plan includes a final set mobility strategies and programs that can be implemented in the short and medium terms.

The draft Plan is available for download on the Plan webpage:

[http://www.samtrans.com/Planning/Planning\\_and\\_Research/Mobility\\_Plan\\_for\\_Older\\_Adults\\_and\\_People\\_with\\_Disabilities.html](http://www.samtrans.com/Planning/Planning_and_Research/Mobility_Plan_for_Older_Adults_and_People_with_Disabilities.html)

In addition, staff will present the Mobility Management Center – Phone and Website program that is currently under development. SamTrans is currently developing a new mobility management function that will provide transportation information and assistance through a call center and website. The call center and website is expected to launch in Fall of 2018.



## **BUDGET IMPACT**

There is no budget impact associated with the adoption of the Plan.

## **BACKGROUND**

In 2006 the District developed a mobility plan known as the Senior Mobility Action Plan. This plan identified seven mobility strategies to support seniors and people with disabilities. The plan was used to secure grant funding to develop and implement various projects and programs such as the Senior Mobility Guide, Mobility Ambassadors, and Veterans Mobility Corps. Collectively these projects and programs are known as the San Mateo County Senior Mobility Initiative.

The Plan update process began in September 2016 with the primary objective to identify strategies to improve the mobility of older adults, people with disabilities. The Plan update process included public outreach, stakeholder outreach, and telephone interviews with Redi-Wheels clients. The Plan identifies a set of strategies and programs to improve the mobility of older adults and people with disabilities and to provide viable alternatives to traditional costly paratransit service. These strategies include a mix of traditional and innovative transportation services and programs that are both sustainable and replicable.

The Plan update has been funded through Federal Transit Administration (FTA) Section 5310 grant funds.

Prepared By: David Pape, Senior Planner

650-508-6210

RESOLUTION NO. 2018-

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

\* \* \*

**ADOPTING THE SAMTRANS MOBILITY PLAN FOR OLDER ADULTS AND PEOPLE WITH  
DISABILITIES**

**WHEREAS**, in response to a projected increase in the number of older adults in San Mateo County, and particularly those living in areas of the County that are difficult to serve with traditional fixed route transit, and increasing costs of providing paratransit services, the San Mateo County Transit District (District) undertook a planning and outreach process to update its 2006 Senior Mobility Action Plan (2006 Action Plan) to identify local needs and opportunities to improve the mobility of older of adults, people with disabilities, and veterans with disabilities (Target Populations); and

**WHEREAS**, the SamTrans Mobility Plan for Older Adults and People with Disabilities (Plan) builds on the 2006 Action Plan strategies and includes a set of short and medium term programs with the potential to improve the mobility of Target Populations and to provide alternatives to paratransit; and

**WHEREAS**, the Plan also identifies potential lead agencies for the programs, partnerships with nonprofit and for-profit organizations, and potential funding sources; and

**WHEREAS**, staff presented and received input on the strategies and programs in the draft Plan at the May 2, 2018 meeting of the Board of Directors (Board); and

**WHEREAS**, staff has incorporated the comments from the Board and comments received during the 30 day online public review period; and

**WHEREAS**, the General Manager/CEO recommends, and the Planning, Development, and Sustainability Committee concurs, that the Board adopt the final SamTrans Mobility Plan for Older Adults and People with Disabilities, attached hereto.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District adopts the final SamTrans Mobility Plan for Older Adults and People with Disabilities as an update to the 2006 Senior Mobility Action Plan, attached hereto and incorporated herein by this reference.

Regularly passed and adopted this 3<sup>rd</sup> day of October, 2018 by the following  
vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transit District

ATTEST:

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Acting District Secretary



# SamTrans Mobility Plan for Older Adults and People with Disabilities

Draft Final

Board of Directors  
October 3, 2018

San Mateo



# Project Overview

samTrans

## Purpose:

- Update the 2006 Senior Mobility Action Plan
- Develop effective mobility programs for older adults and people with disabilities in San Mateo County

## Goals:

- Plan innovative transportation services for older adults and people with disabilities, which could 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

# Strategies and Programs

samTrans

**This mobility plan updates the seven overarching strategies from 2006 and recommends 11 potential programs related to them.**

## **Mobility Strategies:**

1. County Wide Mobility Management
2. Leverage Private On-demand Transportation Services
3. Community Transit
4. Community Based Transportation Services
5. Encourage the Use of Transit
6. Promote Safe Driving
7. Active Transportation & Access to Bus Stops

# Strategies and Programs



Programs	Implementation Time Frame	Potential program leads
Mobility Management Center – Phone and Website	Scheduled Launch Fall 2018	SamTrans
Taxi Fare Subsidy Pilot Program & Strategies for Increasing Wheelchair-Accessible Taxis	Under Development	SamTrans
Improve Coordination and Information Sharing	Short Term (0-1 years)	SamTrans
Subsidized Ridesourcing Program with Telephone Booking	Short Term	SamTrans / Nonprofits
Improve and Increase Awareness of Mobility Ambassador and Veteran's Mobility Corps Programs	Short Term	SamTrans

# Strategies and Programs



Programs	Implementation Time Frame	Potential program leads
Older Adult Walking Groups	Short Term	Nonprofits/Human Services Agencies/ Community Groups
Safe Routes to Transit for Older Adults & People with Disabilities	Short/Medium (0-2 years)	Cities/Nonprofits/Community Groups
Improve Coordination with Local Driver Safety Instruction and Continue to Provide Safe Driver Information	Short/Medium	SamTrans/Nonprofits
Mobile Accessible Travel Training (MATT) Bus	Medium (1-3 years)	SamTrans
Expand community-based transportation services	Medium	Nonprofits
Flexible-route Community Transit Service	Medium	SamTrans/Cities/Nonprofits



# **Mobility Management Center**

## **- Scheduled Launch Fall 2018 -**

- New mobility management function that will provide transportation information and assistance through a call center and a website.
- Currently, no organization that provides countywide mobility management and no centralized source of information about transportation options for older adults and people with disabilities that can be accessed via phone.

# Mobility Management Center

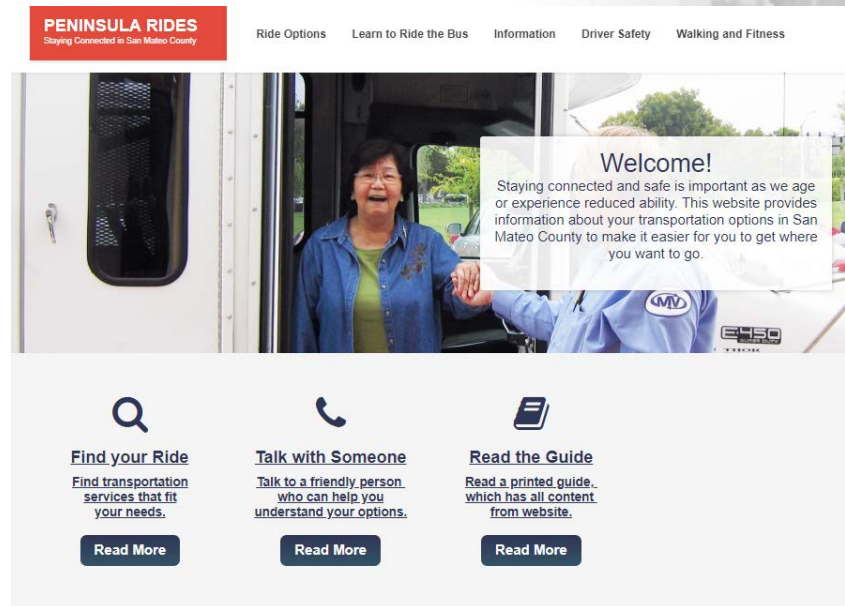
samTrans

The call center will be operated by the SamTrans customer service department with specially trained staff and will serve three main functions:

- 1. Mobility Assessment** – Staff will perform a mobility assessment to assess a callers mobility and eligibility for various programs and recommend the best and most appropriate transportation services.
- 2. Information and Assistance** – Call center staff will be able to provide detailed information about all transportation services that are available in the County and assist callers with planning trips on a variety of modes.
- 3. Registration for taxi discount fare program** – Call Center staff will register eligible participants for the taxi fare discount program.

## Peninsula Rides Website

- Contains information about all the transportation services available to older adults and people with disabilities in the county (including all in the Senior Mobility guide).
- Site includes “Find Your Ride” tool that enables users to find transportation services suited to their needs.



- **Adoption of the Mobility Plan for Older Adults and People with Disabilities.**

## Next Steps

- Implementation of projects funded and under development, including Mobility Management Center and Taxi Fare Subsidy Pilot Program
- Pursue funding opportunities and partnerships for short and short/medium term programs

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Strategic Planning, Development and Sustainability Committee

THROUGH: Jim Hartnett  
General Manager/CEO

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

SUBJECT: **SAMTRANS MICROTRANSIT PILOT**

**ACTION**

No action is required at this time; this is presented to the Board for information only.

**SIGNIFICANCE**

Staff has developed a one-year microtransit pilot that will allow the District to test on-demand, dynamically routed microtransit service as an alternative service-delivery model on the Coast. The pilot will allow the District to determine the feasibility of microtransit as a way to provide a more cost-effective, customer-friendly transportation service, especially in lower-density communities within the service area.

**BUDGET IMPACT**

The cost of the technology platform and associated marketing efforts have been included in the approved FY2019 budget.

**BACKGROUND**

The SamTrans microtransit pilot proposes to convert the existing FLX Pacifica service to an on-demand microtransit platform for a one-year pilot. Currently, the FLX Pacifica operates Monday-Friday between 6:15am-6:50pm with an ADA-accessible 22-foot cutaway vehicle. The service operates as a 6.1-mile one-way loop. Off route deviations up to ½ mile on either side of the route are accommodated within the existing schedule; however, the trip deviation request must be made 24-hours in advance, and only one deviation per trip can be accommodated with the current schedule. Deviations are requested by phone and on average, 2-3 deviations per day are requested. The FLX Pacifica carries an average of 80-90 passenger trips per day (6-7 passengers per hour).

When launched, the microtransit-enabled FLX Pacifica will shift to a dynamically routed shuttle operating within an approximate four square-mile geo-fenced zone. Current passengers will no longer board the bus at a scheduled time at a designated bus stop; instead, all trips will be requested using an application or call-center line. Riders may be transported door-to-door or be asked to walk up to 5

minutes on either end of their trip. Riders will be given an estimated time of arrival, can pre-schedule their trip, can arrange for subscription trips, and will be able to check the vehicle location on an app (as well as through the call center line). Payments can be made via credit card through the app, or via all traditional fare media, since it is an existing service and the vehicle is equipped with a farebox and can accept existing fare media.

Staff is currently working to bring a microtransit technology vendor onboard for the one-year pilot. An internal working group has been formed to develop an implementation plan, as well as to determine performance measures and a pilot evaluation framework. Staff will return to the Board with an update and action to enter into an agreement with the technology vendor in Winter 2018; the launch is being targeted for Spring 2019.

Converting FLX Pacifica to microtransit offers the District a unique opportunity to demonstrate the technology with relatively little upfront capital cost. The service will continue to be operated with the existing vehicles. The service will offer a use case to test before-and-after rider response to the technology. It is expected that this type of service will be an improvement from the existing FLX Pacifica in-terms of customer experience and could induce new ridership. It also has the potential to offset paratransit trips currently occurring within the Pacifica community.

#### BUSINESS PLAN INITIATIVE

**Priority:** Expand and Innovate Transportation Services

**Initiative:** Microtransit Pilot

#### STRATEGIC INITIATIVE

The Microtransit pilot is aligned with the vision and goals as set forth by the Strategic Plan.

**Priority 1:** Expand Mobility Options

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

Prepared By: Christy Wegener, Director, Planning

650-508-6278



# SamTrans Microtransit Pilot

SamTrans Planning and Development  
Committee  
October 3, 2018  
Agenda Item 4





# Today's Discussion

samTrans

- Overview of Microtransit
- Pilot Concept
- Cost
- Goals/Metrics
- Next steps
- Questions



# What is Microtransit?

- A form of demand-responsive technology-enabled transit service that offers on-demand ride booking and flexible routing/scheduling.
- Typically operated with smaller mini-buses (vans, cutaways) in a geo-fenced area.
- Flexible routing used to minimize wait time, maximize directness of travel to reduce travel time.
- Shared rides.

# Why a Microtransit Pilot?

samTrans

- **Goal: Determine feasibility of microtransit in San Mateo County; use pilot project to test proof of concept.**
- **Long term potential to modify the bus network to use microtransit for coverage and first/last mile connectivity.**
- **Further study would be required.**

## Convert the FLX Pacifica to microtransit technology platform for a one-year pilot

- Offer service within the Pacifica zone; utilize current operators and vehicles
- Modify operations: all trip requests shift to on-demand; vehicle routed dynamically throughout the day
- Utilize app and call center for real time trip booking
- Book rides in advance or on-demand (passenger given an ETA)

# FLX Pacifica Pilot Area

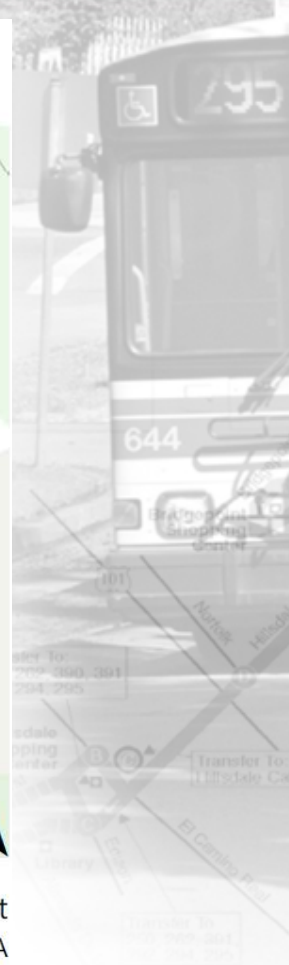


- Microtransit Service Area
- Senior Service Facilities
- Existing SamTrans Route
- Existing FLX-Pacifica Route

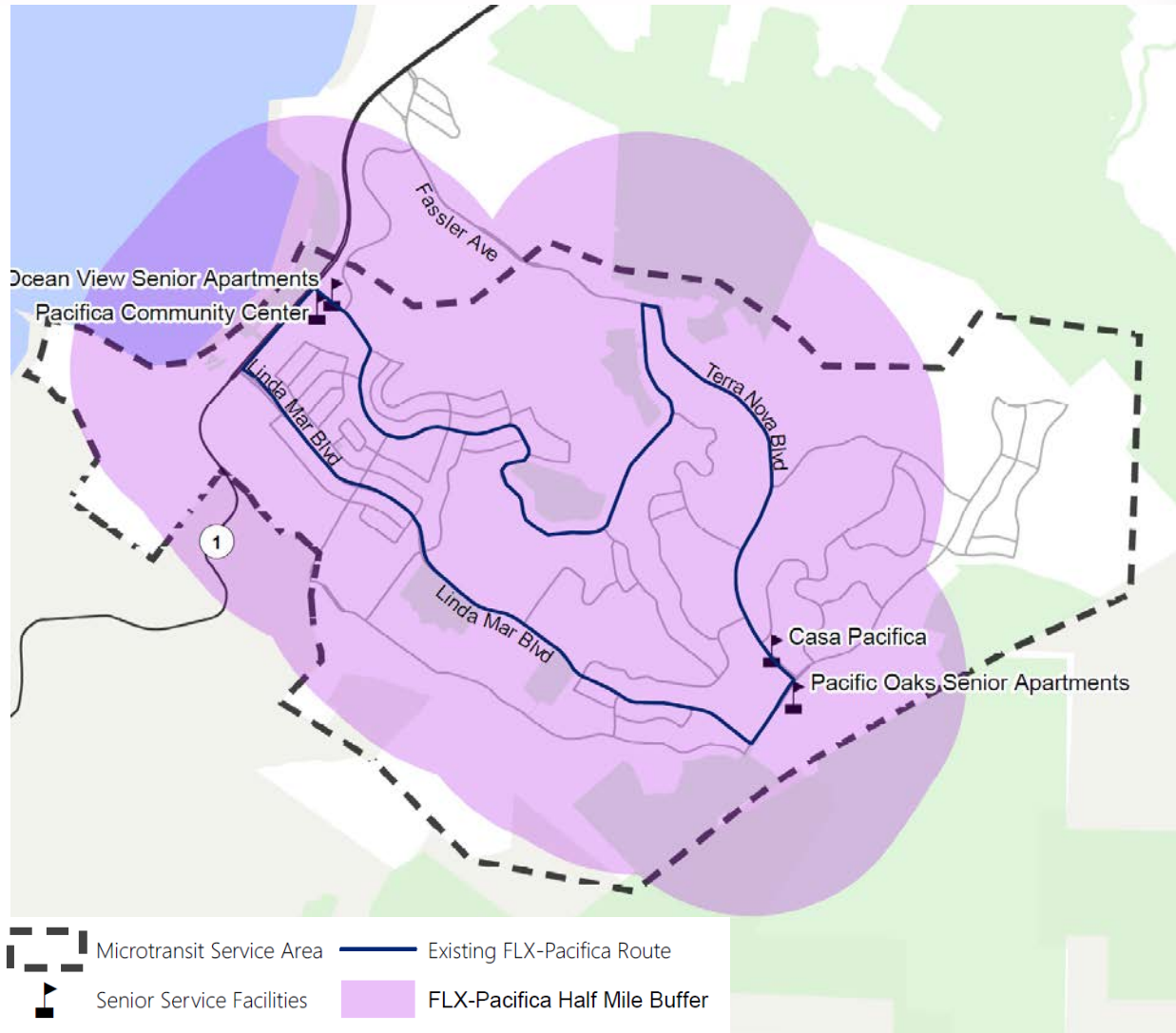
SamTrans Microtransit Service Pilot  
Pacifica, CA



SamTrans 2018



# FLX Pacifica Pilot Area





# Why FLX Pacifica?

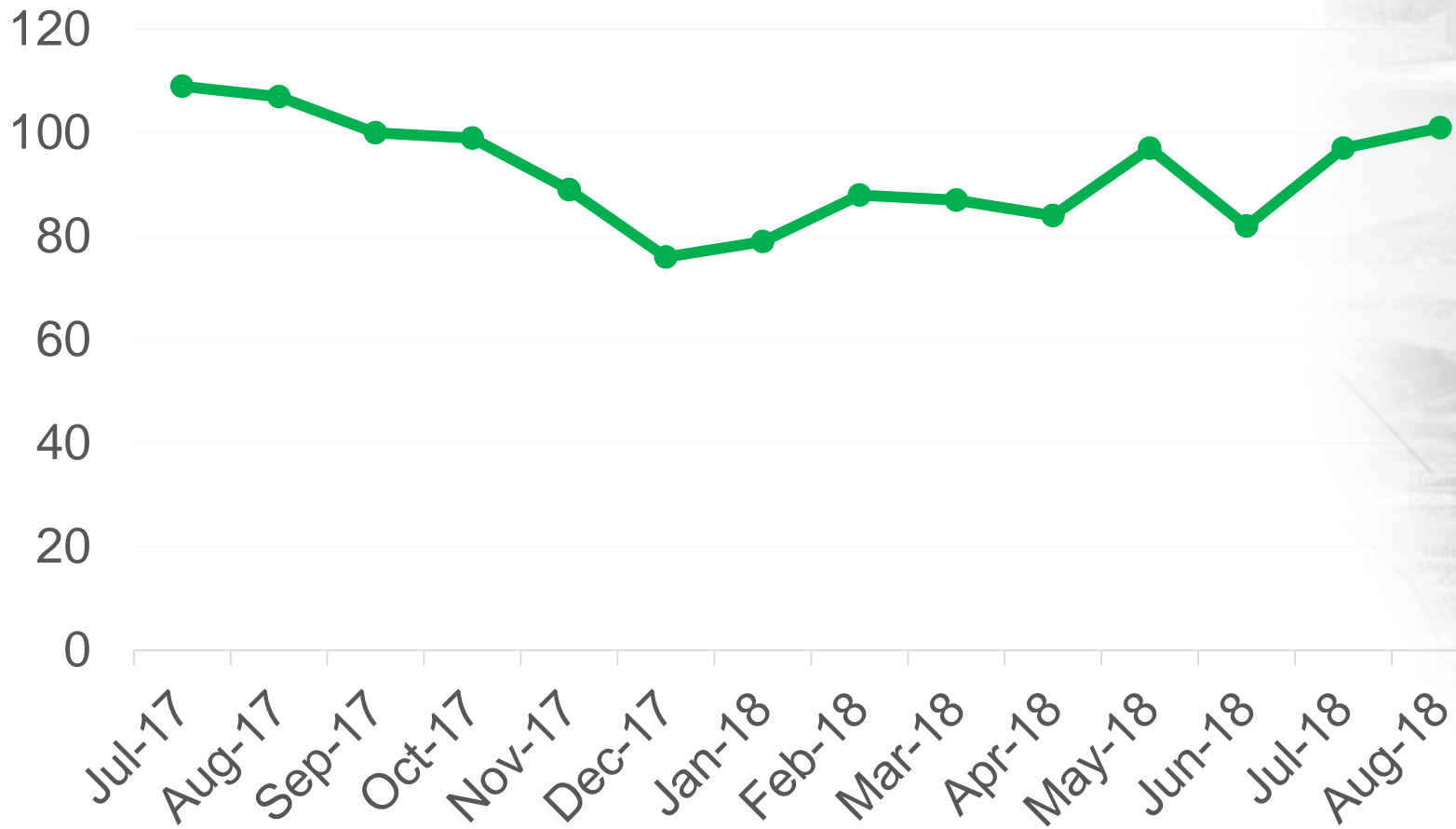


- **Allows for a true before-and-after comparison of rider behavior**
  - **Impact of on-demand technology**
- **Currently operated with smaller vehicle – no new capital equipment needed**
- **Contracted operation – flexible start date**
- **Scalable**
- **Potential new service model for low-density communities**
- **Addresses requests from Coastside**

# Ridership



## FLX Pacifica Average Weekday Ridership





# Pilot Cost

- Annual technology license, training, for up to 10 vehicles
- Tablets for vehicles
- Marketing and communications
  - Outreach plan to inform existing and new customers
- Operations contract modifications

**Total - \$100,000**

# Microtransit Simulation

- **Technology vendor will simulate several operational scenarios**
- **Using existing ridership and operational parameters, the following will be simulated prior to launch:**
  - **Average wait time**
  - **Average distance/time on vehicle**
  - **Average walk distance**

- **Simulation Data**
- **Increased ridership**
- **Improved customer satisfaction**
- **Improved access to destinations**
- **Improved connectivity to mainline routes**
- **Increased service efficiency (pax per hour/mile)**
- **Shift in paratransit trips**

# Next Steps

- **Finalize the contracts process**
  - Technology procurement
  - MV contract amendment
- **Finalize implementation plan and pilot evaluation criteria**
- **Develop outreach/marketing plan**
- **Target New Service Rollout – March 2019**

Questions?





## AGENDA

### LEGISLATIVE COMMITTEE COMMITTEE OF THE WHOLE

San Mateo County Transit District Administrative Building  
Bacciocco Auditorium – 2<sup>nd</sup> Floor  
1250 San Carlos Avenue, San Carlos, CA

WEDNESDAY, OCTOBER 3, 2018 – 3:15 pm

or immediately following the Strategic Planning, Development, and Sustainability  
Committee meeting

1. Call to Order

#### MOTION

2. Approval of Minutes of Legislative Committee Meeting of September 5, 2018

#### INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

Committee Members: Zoe Kersteen-Tucker (Chair), 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 /  
COMMITTEE OF THE WHOLE  
SEPTEMBER 5, 2018**

Committee Members Present: Z. Kersteen-Tucker (Committee Chair), J. Gee, J. Powell

Committee Members Absent: None

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

Staff Present: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, C. Fromson, T. Dubost, M. Tolleson, J. Taylor, C. Kwok, M. Ross, D. Lieberman, T. Bartholomew, C. Wegener, D. Esse, J. Epstein, A. O'Campo, S. Murphy, C. Gumpal, J. Brook

## **CALL TO ORDER**

Committee Chair Kersteen-Tucker called the meeting to order at 3:00 pm.

## **APPROVAL OF MINUTES OF COMMITTEE MEETING OF AUGUST 1, 2018**

Motion/Second: Stone/Ratto

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

Absent: Pine

## **STATE AND FEDERAL LEGISLATIVE UPDATE**

Casey Fromson, Director, Government and Community Affairs, briefly summarized highlights of recent federal and state legislation. She noted that a federal grant of \$18.7 million was awarded to Caltrain for the positive train control project. Regarding the State, she said that SB 1376 had the support of the Board and the disabled community. She said that Senator Bell and Assemblymember Frazier have asked the California Transit Association (CTA) to convene a task force to review Transportation Development Act funding policy.

Committee Chair Kersteen-Tucker requested an update on efforts to repeal SB 1, which Ms. Fromson provided. She also inquired about the progress of Measure W since it was put on the November ballot. Joan Cassman, Legal Counsel, stated that County Counsel has prepared an impartial analysis of Measure W per the legal requirement for measures placed on a ballot by a special district. Chair Stone said the District no longer has a role in promoting a measure that has been put on the ballot.

## **ADJOURN**

The meeting adjourned at 3:06 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://www.samtrans.com). Questions may be referred to the District Secretary's office by phone at 650-508-6279 or by email to [board@samtrans.com](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Transit District

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

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.

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Community Affairs Director

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## **SamTrans Federal Update August – September 2018**

### **APPROPRIATIONS**

2019 Appropriations Update: Fiscal year (FY) 2018 is quickly coming to a close on September 30, and the new fiscal year will begin on October 1. With only seven legislative days remaining before members recess for the midterm election, Congress is expected to pass a short-term spending bill—known as a continuing resolution (CR)—extending current spending levels for the federal agencies until December 7 for the majority of the FY 2019 appropriations bills. The CR will also include the FY 2018 Defense and Labor-HHS-Education Appropriations conference report.

The Senate passed H.R. 5895, the Energy and Water (provides funding for the Department of Energy and the Army Corps of Engineers), Legislative Branch (provides funding for Congress), and Military Construction-Veterans Affairs Appropriations Conference Report on September 12 by a vote of 92-5. The House passed the conference report on September 13 by a vote of 377-20. The President is expected to sign the legislation into law.

The House and Senate are currently conferencing a minibus that includes Transportation-HUD (THUD), Interior-Environment, Financial Services, and Agriculture-FDA Appropriations bills. The conferees met for the first time on September 13, and were unable to finalize the conference report due to disagreement over a number of policy provisions. Therefore, the Department of Transportation (DOT) will be funded at current funding levels thorough the CR.

The members' statements during the meeting indicate several details on the conference report:

- Funding in the THUD conference report will include \$71.1 billion, which is less than both the House (\$71.8 billion) and Senate (\$71.4 billion) THUD Appropriations bills.
- The additional highway and bridge funding (on top of the FAST Act authorized funding) is \$3.25 billion, less than the House's \$4.2 billion and the Senate's \$3.3 billion.
- The conference report contains nearly \$300 million for a new port infrastructure grant program that was not in either the House or Senate bills.
- The conference report includes language that "holds DOT accountable" in its implementation of the BUILD grant program and the Capital Investment Grant (New Starts/Small Starts/Core Capacity) program.

## CONGRESS

FAA Bill Outlook: The current authorization for the Federal Aviation Administration (FAA) will lapse on September 30, in the absence of congressional action. Senate Commerce Committee Chairman John Thune (R-SD) has stated that floor consideration of the Federal Aviation Administration (FAA) authorization bill is riding on lawmakers are dealing with a controversial provision regarding the state rest and meal break rules for truck drivers. Thune noted that he's not optimistic that the committee can get through the amendments in the manager's package until Democrats feel the truck driving rules are addressed. Congress will likely have to enact a short-term extension to give the Senate time to pass its multi-year FAA reauthorization bill ([S. 1405](#)).

Senate Commerce Committee Approves Nominees and DOT Reporting Bill: On September 5, the Senate Commerce Committee approved two transportation-related nominees and a bill to streamline Department of Transportation (DOT) reporting requirements. The committee approved, by voice vote, the nomination of Joel Szabat to be Assistant Secretary of Transportation for Aviation and International Affairs. Szabat is already leading the office as Deputy Assistant Secretary for Aviation and International Affairs. The committee also approved Rick Dearborn to the Amtrak Board of Directors in the only roll call vote of the executive session, in a 14-13 party line vote. The committee also reported out a bill that would streamline the reports DOT is required to produce, so that, according to Committee Chairman John Thune (R-SD), the department can focus resources on the most important issues. The [Department of Transportation Reports Harmonization Act \(S. 3367\)](#) eliminates or reduces the frequency of several reports that DOT is required to submit to Congress. The bill also includes provisions related to transportation safety:

- The Secretary must respond publicly, within 90 days, to any recommendation about transportation safety from National Transportation Safety Board (NTSB), including whether the Secretary intends to adopt the complete recommendation, part of the recommendation, or refuse, including a timetable for implementation or justification for refusal;
- The Comptroller General of the United States must review DOT's highway safety programs, report to Congress on the progress states have made towards their safety targets and their utilization of grants to do so, and provide recommendations for improving those programs;
- The Secretary must make publicly available a list of each statutory mandate regarding pipeline safety or hazardous materials safety that has not yet been implemented;
- The DOT Inspector General must make public a list of each open safety recommendation made by the IG regarding pipeline safety or hazardous materials safety; and
- The Secretary must make publicly available biennially a statistical compilation of accidents and casualties related to the transportation of hazardous materials.

PTC Hearing: On September 13, the House Transportation & Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing on the status of implementing positive train control (PTC) on the freight and passenger rail network. The witnesses were:

- Ronald L. Batory, Administrator, Federal Railroad Administration (FRA)

- Robert Sumwalt, Chairman, National Transportation Safety Board (NTSB)
- Susan A. Fleming, Director, Physical Infrastructure Team, Government Accountability Office (GAO)
- Scot Naparstek, Executive Vice President and Chief Operating Officer, Amtrak
- Edward Hamberger, President and Chief Executive Officer, Association of American Railroads
- Jeffrey D. Knueppel, General Manager, Southeastern Pennsylvania Transportation Authority; on behalf of American Public Transportation Association (APTA)
- Stacey Mortensen, Executive Director, Altamont Corridor Express (ACE)

The GAO witness, Susan Fleming, testified that [32 of the 40 railroads](#) with PTC requirements report that they will request an alternative schedule (AS), which will grant those railroads an extension until as late as December 31, 2020 to be full compliance.

All the witnesses agreed that the biggest challenge after 2018 will be ensuring the different railroads' PTC systems interoperability.

Stacey Mortensen, with ACE, discussed their challenges from meeting the PTC deadline which include that since Caltrain is filing for an AS, ACE will not be able to complete work on the four miles in the San Jose area on the Caltrain rail without Caltrain cooperation and that since ACE is one of the smallest railroads, they have delays in receiving hardware.

## **ADMINISTRATION**

FRA Awards Grant Funding for PTC Implementation: The Federal Railroad Administration (FRA) [awarded over \\$200 million in grant funding](#) for 28 projects in 15 states, to assist with deployment of positive train control (PTC) systems. FRA will make awards to 28 projects for a total of \$203 million of the \$250 million specifically appropriated under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program. Caltrain was awarded a grant “up to \$18,693,386: for PTC Infrastructure Implementation and Safety Certification.

FTA Announces Pilot Program for Expedited Project Delivery: The Federal Transit Administration (FTA) announced a Notice of Funding Opportunity (NOFO) for the [Expedited Project Delivery Pilot Program \(Pilot Program\)](#), authorized by the FAST Act. The Pilot Program is aimed at expediting delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects that utilize public-private partnerships, are planned to be operated and maintained by employees of an existing public transportation provider, and have a Federal share not exceeding 25 percent of the project cost. Expressions of interest to become one of the participants in the Pilot Program for Expedited Project Delivery must be submitted to FTA by November 13, 2018.

September 14, 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 – October 2018**

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### ***Legislative Update***

The Legislature concluded the 2017-18 Legislative Session on August 31. This marks the end of the two-year session. **The Governor has until September 30 to act on bills sent to him in the final two weeks of the session.** Election day is November 6 and the 2019-2020 Legislative Session will officially begin December 3, with members returning full-time in early January.

### ***ARB's Innovative Clean Transit Regulation***

On September 27-28, the California Air Resources Board (ARB) will hold the first of two public meetings to consider the proposed draft Innovative Clean Transit regulation. This public meeting follows the end of the 45-day comment period for the proposed draft regulation on September 24, which will see various stakeholder groups submitting comment letters that will influence the final regulation. The final regulation is expected to be adopted by the ARB this December.

We are now working with SamTrans staff to fashion and submit on behalf of the agency your official comments regarding the proposed draft regulation.

### ***SB 1 Repeal Update***

The *No on Prop 6: Stop the Attack on Bridge & Road Safety* campaign committee is sponsored by business, labor, local governments and transportation advocates. The committee's major funding so far comes from the California Alliance for Jobs, Southern California Partnership for Jobs and the State Building and Construction Trades Council of California. The campaign continues to work to defeat the ballot measure, with television ads beginning to air in targeted regions around California. The Coalition is also putting on a series of events throughout the state. The broad coalition of organizations opposed to Proposition 6 – numbering over 400 so far – is comprised of organizations representing business, environmental, transportation, local government, senior citizen, labor, public safety, public interest, social justice, and taxpayer interests. The coalition's leadership includes the California Transit Association and many local public transit agencies.

In the meantime, the proponents of Proposition 6 are stepping up their activities and have been involved in a series of debates with opponents in recent weeks. Also, the proponents continue to host rallies and fundraising events, mainly in Southern California.

According to a poll released on August 17 conducted by Probolsky Research, "Proposition 6 is on track to fail in November." The poll showed that, when presented with just the title of the ballot measure, 48

percent of voters oppose the measure, with 36 percent in support and 15 percent unsure (1 percent refused to answer). Of those surveyed, less than 60% of Republican voters support the repeal.

The bottom line, as summarized in a recent report by the Legislative Analyst's Office, is this: if SB 1 is repealed, \$5 billion in transportation revenue is wiped off the books and voters will have to approve any future increases on fees and taxes involving a motor vehicle (e.g. fuel taxes, vehicle registration fees, license fees, a vehicle miles travelled fee, and, possibly, Cap and Trade auction allowances).

**SamTrans has committed its formal opposition to Proposition 6.**

**San Mateo County Transit District  
State Legislative Matrix 9/21/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 87</a> <a href="#">Ting D</a></p> <p>Vehicles: removal: autonomous vehicles.</p>	<p>Signed by the Governor</p>	<p>Existing law authorizes a peace officer, or a public employee who is engaged in directing traffic or enforcing parking laws, to remove a vehicle under specified circumstances, including when the vehicle is found or is operating on the highway with a registration expiration date in excess of 6 months before the date it is found or operated on the highway, or displaying a license plate or registration sticker that was not issued for that vehicle. This bill would additionally authorize a peace officer or specified public employee, as specified, to remove a vehicle that uses autonomous technology without a valid permit that is required to operate the vehicle on public roads. The bill would authorize the release of the vehicle after the registered owner of, or person in control of, the autonomous vehicle furnishes the storing law enforcement agency with proof of current registration and a valid driver's license, and either a valid permit that is required to operate the autonomous vehicle using autonomous technology on public roads or a declaration or sworn statement to the Department of Motor Vehicles that states that the autonomous vehicle will not be operated using autonomous technology, as specified. The bill would make additional technical, non-substantive changes.</p>	<p>Watch</p>
<p><a href="#">AB 1041</a> <a href="#">Levine D</a></p> <p>Bay Area Toll Authority and oversight committee: conflict of interest.</p>	<p>Signed by the Governor</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. 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. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1160</a> <a href="#">Bonta D</a></p> <p>Autonomous vehicles.</p>	<p>Dead</p>	<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 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.</p>	<p>Watch</p>
<p><a href="#">AB 1405</a> <a href="#">Mullin D</a></p> <p>Digital sign demonstration pilot program.</p>	<p>Dead</p>	<p>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 require the department to establish a digital sign demonstration program. As part of the program, the bill would authorize the department, subject to federal approval, to enter into specified comprehensive development lease agreements until January 1, 2024, pursuant to a best value competitive procurement process for pilot projects with public or private entities or a consortia of those entities, to install and operate up to 25 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 digital signs 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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1756</a> <a href="#">Brough</a> R</p> <p>Transportation funding.</p>	<p>Dead</p>	<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>	<p>Opposed April 2018</p>



**San Mateo County Transit District  
State Legislative Matrix 9/21/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1804</a> <a href="#">Berman D</a></p> <p>California Environmental Quality Act: categorical exemption: infill development.</p>	<p>Signed by the Governor</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that are required to be exempt from CEQA (categorical exemption). Existing guidelines for the implementation of CEQA exempts from the requirements of CEQA infill development meeting certain requirements, including the requirement that the proposed development occurs within city limits. This bill would revise the above-described categorical exemption to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. The bill also would require the office to recommend proposed regulatory amendments for the implementation of these provisions and would require the secretary to certify and adopt the changes on or before January 1, 2020. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 9/21/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1866</a> <a href="#">Fong R</a></p> <p>Transportation funding.</p>	<p>Dead</p>	<p>Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the 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.</p>	<p>Opposed April 2018</p>
<p><a href="#">AB 1905</a> <a href="#">Grayson D</a></p> <p>Environmental quality: judicial review: transportation projects.</p>	<p>Dead</p>	<p>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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1969</a> <a href="#">Salas D</a></p> <p>Transportation funds: transportation planning agencies: transit operators: fare revenue ratios: exemptions.</p>	<p>Dead</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 a transportation planning agency to grant an exemption, for up to 5 years, to an operator that fails to maintain the applicable fare-revenue-to-cost ratio if, based on that agency's determination, an exemption is appropriate, as specified. The bill would require the agency to consider specified factors in determining whether to grant the exemption. The bill would authorize an operator granted an exemption to be allocated the revenues it would have qualified for had it maintained the applicable ratio.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2034</a> <a href="#">Kalra D</a></p> <p>Human trafficking: notice.</p>	<p>On the Governor's Desk</p>	<p>Existing law requires specified businesses and other establishments, including, among others, airports, intercity passenger rail or light rail stations, bus stations, and truck stops, to post a notice, as developed by the Department of Justice, that contains information relating to slavery and human trafficking, including information regarding specified nonprofit organizations that a person can call for services or support in the elimination of slavery and human trafficking. Existing law makes a business or establishment that fails to comply with the requirements of these provisions liable for a civil penalty of \$500 for a first offense, and \$1,000 for each subsequent offense. This bill would require specified businesses or other establishments that operate an intercity passenger rail, light rail, or bus station, on or before January 1, 2021, to train new and existing employees who may interact with, or come into contact with, a victim of human trafficking or who are likely to receive, in the course of their employment, a report from another employee about suspected human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency, as specified. Because the bill would require local government agencies to perform additional duties, it would impose a state-mandated local program. The bill would require the Department of Justice, on or before July 1, 2020, in consultation with community-based anti-human trafficking organizations, mass transit employee representatives, and representatives of mass transit system organizations, to develop guidelines to assist employers in providing the employee training. The bill would also require the department to make the guidelines publicly available on its Internet Web site and to distribute copies of the guidelines to the employers described above upon request. This bill contains other existing laws.</p>	<p>Supported June 2018</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2065</a> <a href="#">Ting D</a></p> <p>Local agencies: surplus land.</p>	<p>Dead</p>	<p>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>
<p><a href="#">AB 2127</a> <a href="#">Ting D</a></p> <p>Electric vehicle charging infrastructure: assessment.</p>	<p>Signed by the Governor</p>	<p>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, working with the State Air Resources Board and the PUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. The bill would require the Energy Commission to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/21/18

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2249</a> <a href="#">Cooley D</a></p> <p>Public contracts: local agencies: alternative procedure.</p>	<p>Signed by the Governor</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. The act permits the governing body of a public agency, in the event all bids received for the performance of that public project are in excess of \$175,000, to award the contract at \$187,500 or less to the lowest responsible bidder if it determines the cost estimate of the public agency was reasonable. 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. The bill would permit the governing body of a public agency, in the event all bids received for the performance of that public project are in excess of \$200,000, to award the contract at \$212,500 or less to the lowest responsible bidder if it determines the cost estimate of the public agency was reasonable. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2018</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2418</a> <a href="#">Mullin</a> D</p> <p>Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program.</p>	<p>Dead</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>Supported May 2018</p>
<p><a href="#">AB 2650</a> <a href="#">Lackey</a> R</p> <p>Public transit buses: illuminated signs.</p>	<p>Dead</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>

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2923</a> <a href="#">Chiu D</a></p> <p>San Francisco Bay Area Rapid Transit District: transit-oriented development.</p>	<p>On the Governor's Desk</p>	<p>Existing law establishes the San Francisco Bay Area Rapid Transit District (BART) with various powers and duties and establishes a board of directors as the legislative body of the district. Existing law requires the board to determine all questions of district policy and what transit facilities should be acquired or constructed, and authorizes the board to establish zones within the district to undertake the acquisition or construction of any transit facilities. This bill would require the board to adopt by ordinance new transit-oriented development (TOD) zoning standards for each station that establish minimum local zoning requirements for height, density, parking, and floor area ratio only, that apply to an eligible TOD project, as defined. The bill would require that the adoption of, or amendments to, the TOD zoning standards comply with specified requirements and would require affected local jurisdictions to adopt a local zoning ordinance that conforms to the TOD zoning standards and is operative within 2 years of the date that the TOD zoning standards are adopted by the board for a station, or by July 1, 2022, if the board has not adopted TOD zoning standards for the station. The bill would provide that BART's approval of TOD zoning standards is subject to California Environmental Quality Act (CEQA) review and would designate BART as the lead agency for CEQA review, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>



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State Legislative Matrix 9/21/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3059</a> <a href="#">Bloom D</a></p> <p>Go Zone demonstration programs.</p>	<p>Dead</p>	<p>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 Go Zone demonstration programs in northern California and 2 in southern California. The bill would define "Go Zone demonstration program" to mean a transportation program that reduces vehicle congestion by targeting highly congested areas with additional transportation choices and decongestion fees that encourage people to take transit, carpool, bike, walk, or adjust trip times at congested times of day. The bill would require the governing body of an eligible participating jurisdiction, as defined, to adopt an ordinance containing various elements, including a decongestion fee element, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to specified findings, including a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by such an 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>

**San Mateo County Transit District  
State Legislative Matrix 9/21/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3124</a> <a href="#">Bloom D</a></p> <p>Vehicles: length limitations: buses: bicycle transportation devices.</p>	<p>Signed by the Governor</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>

**San Mateo County Transit District  
State Legislative Matrix 9/21/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 3201</u></a> <a href="#"><u>Daly D</u></a></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	Dead	<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, delete the reference to the annual framework and plan for the program and instead just refer to a 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>	Supported May 2018
<p><a href="#"><u>ACA 4</u></a> <a href="#"><u>Aguiar-Curry D</u></a></p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	Dead	<p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	Watch
<p><a href="#"><u>SB 119</u></a> Committee on Budget and Fiscal Review</p> <p>Budget Act of 2017.</p>	Dead	<p>The Budget Act of 2017 made appropriations for the support of state government for the 2017–18 fiscal year. This bill would amend the Budget Act of 2017 by amending and adding items of appropriation. This bill would declare that it is to take effect immediately as a Budget Bill.</p>	Watch

**San Mateo County Transit District  
State Legislative Matrix 9/21/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 328</a> <a href="#">Portantino D</a></p> <p>Pupil attendance: school start time.</p>	<p>Vetoed by the Governor</p>	<p>Existing law requires the governing board of each school district to fix the length of the schoolday for the several grades and classes of the schools maintained by the school district in accordance with specified provisions of law. This bill would require the schoolday for middle schools and high schools, including those operated as charter schools, to begin no earlier than 8:30 a.m. by July 1, 2021, or the date on which a school district's collective bargaining agreement that is operative on January 1, 2019, expires, whichever is later, except for rural school districts. To the extent the bill imposes new duties on school districts and charter schools, the bill would impose a state-mandated local program. The bill would encourage the State Department of Education to post specified information on its Internet Web site, including research on the impact of sleep deprivation on adolescents and the benefits of a later school start time, and to advise school districts of this posting. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 9/21/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 961</a> <a href="#">Allen D</a></p> <p>Enhanced infrastructure financing districts.</p>	<p>Signed by the Governor</p>	<p>Existing law establishes procedures for the formation of infrastructure financing districts, enhanced infrastructure financing districts, infrastructure and revitalization financing districts, and community revitalization and investment authorities, as specified, to undertake various economic development projects, including financing public facilities and infrastructure, affordable housing, and economic revitalization. Existing law authorizes the issuance of bonds for the funding of these purposes, and, in the case of an enhanced infrastructure financing district, requires voter approval, as specified, for the issuance of those bonds. Existing law, the Neighborhood Infill Finance and Transit Improvements Act, authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate, under specified circumstances, tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law. This bill would enact the Second Neighborhood Infill Finance and Transit Improvements Act, which would similarly authorize a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if the area to be financed is within one-half mile of a major transit stop, as specified, and, among other things, certain conditions relating to housing and the infrastructure financing plan are or will be met. The bill would authorize bonds to be issued for the purposes of the Second Neighborhood Infill Finance and Transit Improvements Act without voter approval. The bill would require an enhanced infrastructure financing district utilizing these provisions to follow specific notice, protest, and election proceedings for the adoption of the infrastructure financing plan. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/21/18

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1000</a> <a href="#">Lara</a> D</p> <p>Transportation electrification: electric vehicle charging infrastructure.</p>	Signed by the Governor	Existing law, the Planning and Zoning Law, among other things, requires the legislative body of each county and city to adopt a general plan for the physical development of the county or city and authorizes the adoption and administration of zoning laws, ordinances, rules, and regulations by counties and cities. This bill would prohibit a city, county, or city and county from restricting which types of electric vehicles may access an electric vehicle charging station approved for passenger vehicles that both is publicly accessible and the construction of which was funded, at least in part, by the state or through moneys collected from ratepayers. This bill contains other related provisions and other existing laws.	Watch
<p><a href="#">SB 1014</a> <a href="#">Skinner</a> D</p> <p>California Clean Miles Standard and Incentive Program: zero-emission vehicles.</p>	Signed by the Governor	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 establish the California Clean Miles Standard and Incentive Program, which would require, by January 1, 2020, that the state board establish a baseline for emissions of greenhouse gases for vehicles used on the online-enabled applications or platforms by transportation network companies on a per-passenger-mile basis. The bill would require, by January 1, 2021, that the state board establish, and the commission implement, annual targets and goals starting in 2023 for the reduction under that baseline for emissions of greenhouse gases per passenger-mile driven on behalf of a transportation network company. The bill would require that the targets and goals meet specified requirements. The bill would require, by January 1, 2022, and every 2 years thereafter, that each transportation network company develop a greenhouse gas emissions reduction plan that includes proposals on how to meet the targets and goals for reducing emissions of greenhouse gases that would be established pursuant to the bill. 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.	Watch

**San Mateo County Transit District  
State Legislative Matrix 9/21/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1119</a> <a href="#">Beall</a> D</p> <p>Low Carbon Transit Operations Program.</p>	<p>Signed by the Governor</p>	<p>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 waive the above requirement if the recipient transit agencies expend the funding provided on certain transit activities. This bill contains other existing laws.</p>	<p>Supported April 2018</p>
<p><a href="#">SB 1328</a> <a href="#">Beall</a> D</p> <p>Mileage-based road usage fee.</p>	<p>Signed by the Governor</p>	<p>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, gather public comment on issues and concerns related to the pilot program, 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 continue to assess the potential for mechanisms, including, but not limited to, a mileage-based revenue collection system, to use as alternative methods to the existing gas tax system for generating the revenue necessary to maintain and operate the state's transportation system. The bill would, instead, require the committee to gather public comment related to the assessment of those mechanisms.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 9/21/18

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1376</a> <a href="#">Hill D</a></p> <p>Transportation network companies: accessibility for persons with disabilities.</p>	<p>Signed by the Governor</p>	<p>This bill would require the Public Utilities Commission, as part of its regulation of transportation network companies (TNCs), to establish a program in a new or existing proceeding relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV). As part of the program, the bill would require the commission, by January 1, 2019, to begin conducting workshops with stakeholders in order to determine community WAV demand and WAV supply and to develop and provide recommendations regarding specified topics for programs for on-demand services and partnerships.</p>	<p>Supported June 2018</p>
<p><a href="#">SB 1403</a> <a href="#">Lara D</a></p> <p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>Signed by the Governor</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, commencing with the funding plan for the 2019–20 fiscal year of the Air Quality Improvement Program, would require the state board to include a 3-year investment strategy for zero- and near-zero-emission heavy-duty vehicles and equipment commensurate with meeting certain goals. The bill would require the funding plan to include information related to milestones achieved by the state’s schoolbus incentive programs and the projected need for funding. This bill contains other existing laws.</p>	<p>Watch</p>



## San Mateo County Transit District State Legislative Matrix 9/21/18

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1434</a> <a href="#">Leyva D</a></p> <p>Transportation electrification: electricity rate design.</p>	<p>Dead</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, on or before July 1, 2019, to direct an electrical corporation with more than 100,000 service connections in California to file a rate design application that supports and accelerates 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. This requirement would not apply to an electrical corporation with an approved or proposed rate tariff that meets the goals of the bill as of July 1, 2019. The bill would authorize an electrical corporation with 100,000 or fewer service connections in California to file a rate design application for those purposes. The bill would require a rate design proposed by an electrical corporation to seek to minimize overall costs and maximize overall benefits. The bill would require the commission to approve, or modify and approve, a rate design application filed by an electrical corporation if it is consistent with these requirements and is revenue neutral to the relevant customer class. This bill contains other related provisions and other existing laws.</p>	<p>Supported May 2018</p>

**San Mateo County Transit District  
State Legislative Matrix 9/21/18**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SCA 6</a> <a href="#">Wiener</a> D</p> <p>Local transportation measures: special taxes: voter approval.</p>	Dead	<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>	Supported May 2017
<p><a href="#">SCA 20</a> <a href="#">Glazer</a> D</p> <p>Local sales taxes: online sales.</p>	Dead	<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 those taxes to the city or county. This measure would provide that, on and after January 1, 2020, for the purpose of distributing the revenues derived under a sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law, the retail sale of tangible personal property by a qualified retailer, as defined, that is transacted online is instead consummated at the point of the delivery of that tangible personal property to the purchaser's address or to any other delivery address designated by the purchaser. This bill contains other existing laws.</p>	Watch

## San Mateo County Transit District State Legislative Matrix 9/21/18

Bill ID/Topic	Location	Summary	Position
<p>Proposition 6 Transportation Taxes and Fees Repeal</p>	<p>On the November Ballot</p>	<p>Proposition 6 is a constitutional amendment ballot initiative that has qualified for the November 2018 General Election. Prop 6 requires that the statewide electorate approve any gas, diesel, or vehicle related tax or fee increase. Since the initiative has a retroactive effective date of January 1, 2017, it would repeal the revenue increases included in SB 1 – the Road Repair and Accountability Act of 2017 and potentially negatively impact other long-standing transportation funds.</p>	<p>Prop 6 Opposed August 2018</p>
<p>Proposition 69 Transportation Taxes &amp; Fees Lockbox</p>	<p>Approved by the voters in the June 5<sup>th</sup> primary election.</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</p> <p>ACA 5 Supported October 2017</p>

SamTrans

CORRESPONDENCE

October 3, 2018



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September 21, 2018

Ms. Mary D. Nichols, Chair  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

**RE: Initial Statement of Reason for the Proposed Innovative Clean Transit Regulation**

Dear Chair Nichols and Members of the California Air Resources Board:

On behalf of the San Mateo County Transit District (District), I submit the following comments in response to the “Initial Statement of Reason for the Proposed Innovative Clean Transit Regulation.” The District operates SamTrans, San Mateo County’s bus and paratransit service, and strongly supports policies that will shift the California bus fleets to zero-emission buses (ZEBs). We appreciate that, following the release of the “Update on Innovative Clean Transit Discussion Document,” the California Air Resources Board (ARB) staff amended the proposed regulation to better address the very real challenges of zero-emission bus operations. New provisions, which require the development of a ZEB rollout plan, postpone the imposition of the ZEB purchase requirement, and exempt non-standard buses from the regulation until 2026, align with several of the recommendations we made to you in our May 29, 2018 letter. While this progress is substantial, the proposed regulation requires the inclusion several safeguard provisions that will better ensure this ambitious endeavor does not compromise essential transit service.

The District is in the initial stages of converting our bus fleet from diesel to 100% battery-electric. We have received grant funding for a pilot of 10 battery-electric buses and associated infrastructure, and are beginning the lengthy process of developing a fleet transition plan that will not impair our service or create undue financial hardship for our agency. As we develop this plan, we are confronted with the reality that, despite our reliance on the best available information, we cannot eliminate all risks associated with our transition. The reasons for this are simple: not a single transit agency in the country has expanded their battery-electric fleet beyond the pilot phase; and, the development of battery-electric technology and associated infrastructure are subject to forces outside the control of our agency, and even, the state. This means that we do not yet know what battery-electric buses will cost to procure and operate, or how they will perform, at scale.

**SAN MATEO COUNTY TRANSIT DISTRICT**  
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San Carlos, CA 94070-1306 (650)508-6200

We cannot overstate the infrastructure hurdles we, and other transit agencies, face in the process of converting out fleet to 100% electric. Before we are able to undertake large scale vehicle replacements we must both plan for and install a different infrastructure to support and operate ZEBs. This process will be time consuming. Not only will the District need time for vehicle purchase and manufacturing, but we will also need time to process contracts for engineering, construction, and the bus infrastructure.

As this process develops we do not yet know how environmental approvals, engineering advances, construction and funding sources overseen by external stakeholders, will unfold over the long-term. To manage these risks, the District will use the data collected from our pilot, observe other transit agencies to update our assumptions, modify our plan, and ultimately deliver on our commitment to a 100% battery-electric bus fleet. It is critical that our investment in cleaner vehicle technology does not inadvertently harm the transit service we provide to our community. Of particular concern are the inadequate funding sources for infrastructure development available and our Agency's own limited funds. In order to achieve the goal of conversion in a fiscally responsible way we must be methodical and thoughtful, especially as it relates to the infrastructure we install.

In communicating these risks and our approach to managing them, we align ourselves with the comments submitted to you by the California Transit Association at various points in this regulatory proceeding. The Association has voiced concerns about the cost and performance of ZEBs, the uncertainty surrounding funding availability, and the challenges of infrastructure buildout. We, therefore, support several of their long-standing recommendations, which are not yet reflected in the proposed regulation.

First, we support including language in the proposed regulation itself, which requires ARB to establish benchmarks for ZEB cost and performance and to institute a technology assessment, based on real world data, that guarantees that transit agencies are only charged with accelerating their adoption of these technologies, if they meet the benchmarks set by the state. Currently, the staff report that accompanies the proposed regulation commits ARB to collecting real world data on ZEB cost and performance, but it does not reveal how this data will be evaluated or what steps ARB would take if this data contradicts the dominant narrative that ZEB cost and performance will reach parity with conventional technologies.

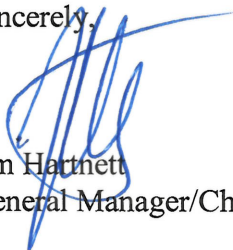
We also fully support the Association's recommendation to relax limitations on incentive funding, which currently require these dollars to be used for ZEB purchases that exceed regulatory requirements. Given the complicated nature of converting to a fully electrified fleet, it is essential that incentive funding is available to transit agencies whenever they are ready to purchase a ZEB or make investments in infrastructure.

Together, these recommendations allow transit agencies to manage the risk of the transition to zero-emission bus technologies while providing encouragement to the original equipment manufacturers to continue to innovate.

Our Agency operates in the real world replete with both unanticipated problems and opportunities. We are extremely optimistic about our plan to convert our fleet to 100% ZEBs but we are realistic about our need to be flexible as we go. In that vein, we hope to see language in the regulations that allow ARB to temporarily halt and reassess requirements placed on agencies if those requirements are not working from a practical perspective. We ask that ARB have the ability to halt the process on a macro level but also for an individual agency, creating both off-ramps and on-ramps, if that agency faces significant issues such as funding not being available or inadequate.

The District thanks you for this opportunity to weigh in on this rule. Please feel free to contact Casey Fromson, Director of Government and Community Affairs at (650) 508-6493 or via email at [fromsonc@samtrans.com](mailto:fromsonc@samtrans.com) if you need any additional information.

Sincerely,



Jim Hattnett  
General Manager/Chief Executive Officer

cc: San Mateo County Transit District Board of Directors  
San Mateo County Transit District State Legislative Delegation