



**BOARD OF DIRECTORS 2020**

CAROLE GROOM, CHAIR  
KARYL MATSUMOTO, VICE CHAIR  
RON COLLINS  
MARINA FRASER  
ROSE GUILBAULT  
DAVE PINE  
JOSH POWELL  
PETER RATTO  
CHARLES STONE

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, JANUARY 8, 2020 – 2:00 pm**

1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE
2. ROLL CALL
3. REPORT OF THE NOMINATING COMMITTEE (Powell, Stone, Collins)
  - a. Election of Board Officers for 2020
4. CONSENT CALENDAR

**MOTION**

- a. Approval of Minutes of the Board of Directors Meeting of December 4, 2019
  - b. Acceptance of Statement of Revenues and Expenses for November 2019
  - c. Disposition of Two Surplus Non-Revenue Support Vehicles
5. 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.*
  6. REPORT OF THE CHAIR
  7. REPORT OF THE GENERAL MANAGER/CEO
  8. BOARD MEMBER REQUESTS/COMMENTS
  9. RECESS TO COMMITTEE MEETINGS
    - A. COMMUNITY RELATIONS COMMITTEE / COMMITTEE OF THE WHOLE\*  
(R. Guilbault, Chair; R. Collins, M. Fraser)

1. Call to Order

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

**MOTION**

2. Approval of Minutes of Community Relations Committee Meeting of December 4, 2019

**INFORMATIONAL**

3. Accessibility Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Multimodal Ridership Report – November 2019
7. Adjourn

**B. FINANCE COMMITTEE / COMMITTEE OF THE WHOLE\*  
(P. Ratto, Chair; J. Powell, M. Fraser)**

1. Call to Order

**MOTION**

2. Approval of Minutes of Finance Committee Meeting of December 4, 2019
3. Contribution to Fund Special Legal Counsel for Peninsula Corridor Joint Powers Board on Governance Matters
4. Adjourn

**C. STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE/  
COMMITTEE OF THE WHOLE\*  
(C. Stone, Chair; D. Pine, K. Matsumoto)**

1. Call to Order

**MOTION**

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of December 4, 2019

**INFORMATIONAL**

3. Update on Dumbarton Rail Corridor Project
4. Adjourn

**D. LEGISLATIVE COMMITTEE / COMMITTEE OF THE WHOLE\*  
(J. Powell, Chair; R. Collins, R. Guilbault)**

1. Call to Order

**MOTION**

2. Approval of Minutes of Legislative Committee Meeting of December 4, 2019
3. Adoption of 2020 Legislative Program

**INFORMATIONAL**

4. State and Federal Legislative Update
5. Adjourn

**10. RECONVENE BOARD OF DIRECTORS MEETING**

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

**SUBJECTS DISCUSSED**

- a. Accessibility Update
- b. Paratransit Coordinating Council Update
- c. Citizens Advisory Committee Update
- d. Multimodal Ridership Report – November 2019

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

**RESOLUTION**

- a. Authorizing a Contribution of \$83,333 to the Peninsula Corridor Joint Powers Board to Fund Special Counsel Services on Governance Matters

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

**SUBJECT DISCUSSED**

- a. Dumbarton Rail Corridor Update

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

**MOTION**

- a. Adoption of 2020 Legislative Program

**SUBJECT DISCUSSED**

- b. State and Federal Legislative Update

**15. GENERAL COUNSEL REPORT**

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

**17. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday, February 5, 2020 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 650-508-6242. Agendas are available on the SamTrans website at [www.samtrans.com](http://www.samtrans.com). Communications to the Board of Directors can be emailed to [board@samtrans.com](mailto:board@samtrans.com).

*Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287*

### **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, 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.

### **Accessible Public Meetings/Translation**

Written materials in appropriate alternative formats, disability-related modification/accommodation, as well as sign language and foreign language interpreters are available upon request; all requests must be made at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email [titlevi@samtrans.com](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 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 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  
DECEMBER 4, 2019**

**MEMBERS PRESENT:** R. Collins, M. Fraser, R. Guilbault, K. Matsumoto (Vice Chair), D. Pine, J. Powell, P. Ratto, C. Stone

**MEMBERS ABSENT:** C. Groom (Chair)

**STAFF PRESENT:** J. Hartnett, C. Mau, J. Cassman, S. van Hoften, D. Olmeda, D. Hansel, A. Chan, J. Brook, D. Seamans

**CALL TO ORDER/PLEDGE OF ALLEGIANCE**

Vice Chair Karyl Matsumoto called the meeting to order at 2:05 pm and led the Pledge of Allegiance.

**ROLL CALL**

Dora Seamans, District Secretary, called the roll and a quorum was present.

**CONSENT CALENDAR**

- Approval of Minutes of the Board of Directors Special Meeting of November 6, 2019
- Approval of Minutes of the Board of Directors Regular Meeting of November 6, 2019
- Acceptance of Statement of Revenues and Expenses for October 2019
- Acceptance of Capital Projects Quarterly Status Report 1<sup>st</sup> Quarter FY 2020

Motion/Second: Collins/Stone

Ayes: Collins, Fraser, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Absent: Groom

- Approval of Continuation of the Safe Harbor Transit Ticket Program

Motion/Second: Stone/Powell

Ayes: Collins, Fraser, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Absent: Groom

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

None.

**REPORT OF THE CHAIR**

**Appointment of Nominating Committee for 2020 Chair and Vice Chair**

Vice Chair Matsumoto on behalf of Chair Carole Groom appointed Directors Josh Powell, Charles Stone, and Ron Collins.

### **Appointment of Ad Hoc Committee for Citizens Advisory Committee Interviews**

Vice Chair Matsumoto on behalf of Chair Carole Groom appointed Directors Josh Powell, Charles Stone, and Ron Collins.

*The Board recessed at 2:11 pm to see the Holiday Bus, and reconvened at 2:27 pm.*

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

Jim Hartnett, General Manager/CEO, said that the written report was in the packet. He announced that Director Dave Pine had joined and Director Collins had left the Dumbarton Corridor ad hoc committee. On behalf of Chair Groom, Mr. Hartnett extended thanks to Chair Collins for his work on the committee.

Mr. Hartnett noted an increase in bus ridership in the last three months compared to the same period last year, which he attributed to the addition of the Foster City Express (FCX) service. He said that the operator shortage combined with an increase in service will result in changes in the January runbook. He announced the suspension of the ECR Rapid service.

He said that the District is working to recruit operators by offering year-round training classes. He spoke about DNO (Did Not Operate) trends and that the District is not doing as well as it can; however, he said that they are still within the average range compared to other transit agencies. He said that operators were being diverted from the ECR service to serve other routes.

Vice Chair Matsumoto asked if there were alternatives to suspending the ECR Rapid service. Mr. Hartnett said that suspending the Rapid service frees up the most operators to drive other routes. He added that the goal is to have buses come every 15 minutes.

Director Collins asked if the January runbook would include an increase in school service, saying that he had heard comments from students that the buses were always full.

Director Stone said that adding another bus would lower fare recovery.

Director Marina Fraser noted that SamTrans service was being promoted at Carlmont High School.

Vice Chair Matsumoto asked if operator retention was historically good. David Olmeda, Chief Operating Officer, Bus, said that they currently have 16 new operators graduating from the District's training program and that they continue to work to keep the operators happy.

Director Powell asked about expansion of service in light of the operator shortage. Mr. Hartnett said that SamTrans will not increase service that it is not able to support.

Carter Mau, Deputy General Manager/CEO, said that recruitment is affecting all transit agencies in the Bay Area. He discussed local efforts to recruit and train new operators and mechanics.

Director Pine noted that the County has a pre-apprenticeship program.

**BOARD MEMBER REQUESTS/COMMENTS**

There were no requests or comment.

**RECESS TO COMMITTEE MEETINGS**

The Board meeting recessed at 2:55 pm.

**RECONVENE BOARD OF DIRECTORS MEETING**

Vice Chair Matsumoto reconvened the Board meeting at 4:05 pm.

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

Director Rose Guilbault reported on the following item:

**SUBJECTS DISCUSSED:**

- Accessibility Update
- Paratransit Coordinating Council Update
- Citizens Advisory Committee Update
- Quarterly Dashboard Report – July-September 2019
- Multimodal Ridership Report – October 2019

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

Director Peter Ratto led the Board in voting on the following items:

**MOTION:**

Acceptance of Fiscal Year 2019 Comprehensive Annual Financial Report

**RESOLUTIONS:**

- Approving the Fourth Amendment to the Contract with MV Transportation for Contracted Urban Bus Services at a Cost Not to Exceed \$42,142,000 – Approved by Resolution No. 2019-42
- Authorizing an Amendment to the Redi-Wheels Agreement with First Transit, Inc., Increasing the Maximum Compensation for the Option Terms by \$807,750 for the Provision of These Services and Amending the Fiscal Year 2020 Operating Budget by \$807,750 from \$216,927,882 to \$217,735,632 – Approved by Resolution No. 2019-43

Motion/Second: Ratto/Stone

Ayes: Collins, Fraser, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Absent: Groom

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

Director Charles Stone led the Board on voting on the following item:

RESOLUTION:

- Adopting the San Mateo County Transit District's 2019 Title VI Program – Approved by Resolution No. 2019-44

Motion/Second: Stone/Ratto

Ayes: Collins, Fraser, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Absent: Groom

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

Director Powell reported on the following items:

SUBJECTS DISCUSSED:

- State and Federal Legislative Update
- 2020 Draft Legislative Program

**GENERAL COUNSEL REPORT**

*The Board meeting recessed to closed session at 4:09 pm.*

**Closed Session: Conference with Legal Counsel – Anticipated Litigation**

**Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case**

**Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Serenity Woods, et al. v. San Mateo County Transit District, et al.; San Mateo County Superior Court Case No. CGC-18-564924**

*The Board reconvened into open session at 5:04 pm.*

Joan Cassman, Legal Counsel, reported that no action was taken during the closed session.

**WRITTEN COMMUNICATIONS TO THE BOARD OF DIRECTORS**

Vice Chair Matsumoto noted that the correspondence was in the reading file.



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

Vice Chair Matsumoto announced the time and location of the next meeting as Wednesday, January 8, 2020 at 2:00 pm, San Mateo County Transit District, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA.

**ADJOURN**

The meeting adjourned at 5:05 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 650-508-6242 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  
NOVEMBER 30, 2019**

**ACTION**

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

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through November 30, 2019. 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 2020.

**SIGNIFICANCE**

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

**Year to Date Revenues:** As of November year-to-date actual, the Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 17) are \$26.7 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), Measure W Sales Tax (page 1, line 11), and Due from PCJPB, SMCTA & SAMTR (Capital) Wages & Benefits (page 1, line 14).

**Year to Date Expenses:** As of November year-to-date actual, the Total Uses of Funds (page 1, line 37) are \$6.8 million higher than the prior year-to-date actual. This is primarily due to increases in PCJPB, SMCTA & SAMTR (Capital) Wages & Benefits (pages 1, line 20), increases in Wages and Benefits for Motor Bus (page 1, line 21), and increases in Peninsula Rail Service (page 1, line 23) for Caltrain Service.

**Other Information:** Starting in January 2019, the District modified the basis of reporting from accrual basis to modified cash basis (only material revenues and expenses are accrued) in monthly financial statements. The change in the accounting basis is not retroactively reflected in the prior year actual. As such, the monthly variance between the prior year and the current year actual may show noticeable variances for some line items on the financial statements.

**BUDGET IMPACT**

There is no budget impact for the month of November 2019.

**STRATEGIC INITIATIVE**

This item does not achieve a strategic initiative.

Prepared By:

Maria Pascual, Accountant  
Jennifer Ye, Manager, General Ledger

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**SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2020  
NOVEMBER 2019**

% OF YEAR ELAPSED: **41.7%**

	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	6,527,991	6,891,050	363,059	5.6%	15,264,000	15,264,000	-	0.0%
2	Local TDA and STA Funds	19,785,703	24,894,281	5,108,578	25.8%	59,746,274	59,746,274	-	0.0%
3	Pass through to Other Agencies	174,278	131,667	(42,611)	(24.5%)	316,000	316,000	-	0.0%
4	Operating Grants	311,724	199,762	(111,962)	(35.9%)	2,810,717	2,810,717	-	0.0%
5	SMCTA Measure A	4,620,220	6,027,594	1,407,374	30.5%	12,796,123	12,796,123	-	0.0%
6	SM County Measure K & Other	1,041,667	-	(1,041,667)	(100.0%)	-	-	-	0.0%
7	AB434 Funds, TA Funded Shuttle & Other	172,500	172,500	-	0.0%	417,100	417,100	-	0.0%
8	<b>Subtotal - Operating Revenues</b>	<b>32,634,083</b>	<b>38,316,854</b>	<b>5,682,771</b>	<b>17.4%</b>	<b>91,350,214</b>	<b>91,350,214</b>	<b>-</b>	<b>0.0%</b>
<b>Other Revenue Sources</b>									
10	District Sales Tax	39,858,622	40,473,450	614,828	1.5%	91,000,000	91,000,000	-	0.0%
11	Measure W Sales Tax	-	19,212,280	19,212,280	100.0%	45,500,000	45,500,000	-	0.0%
12	Investment Income	1,455,977	1,625,314	169,337	11.6%	3,600,000	3,600,000	-	0.0%
13	Other Interest, Rent & Other Income	3,495,062	3,216,381	(278,681)	(8.0%)	6,968,323	6,968,323	-	0.0%
14	Due from PCJPB, SMCTA & SAMTR Capital W&B	14,332,264	15,585,046	1,252,782	8.7%	41,573,346	41,573,346	-	0.0%
15	<b>Subtotal - Other Revenues</b>	<b>59,141,926</b>	<b>80,112,471</b>	<b>20,970,545</b>	<b>35.5%</b>	<b>188,641,669</b>	<b>188,641,669</b>	<b>-</b>	<b>0.0%</b>
16	<b>Total Revenues</b>	<b>91,776,009</b>	<b>118,429,324</b>	<b>26,653,315</b>	<b>29.0%</b>	<b>279,991,882</b>	<b>279,991,882</b>	<b>-</b>	<b>0.0%</b>
17	<b>Total Sources of Funds</b>	<b>91,776,009</b>	<b>118,429,324</b>	<b>26,653,315</b>	<b>29.0%</b>	<b>279,991,882</b>	<b>279,991,882</b>	<b>-</b>	<b>0.0%</b>
<b>USES OF FUNDS</b>									
20	PCJPB, SMCTA & SAMTR Capital W&B	14,332,264	15,585,046	1,252,782	8.7%	41,573,346	41,573,346	-	0.0%
21	Motor Bus	54,427,939	57,022,279	2,594,340	4.8%	143,492,400	143,492,400	-	0.0%
22	A. D. A. Programs	7,111,008	6,895,161	(215,847)	(3.0%)	19,665,385	19,665,385	-	0.0%
23	Caltrain	3,181,000	4,510,927	1,329,927	41.8%	9,156,123	9,156,123	-	0.0%
24	Other Multi-modal Programs	1,027,619	1,030,175	2,556	0.2%	2,678,911	2,678,911	-	0.0%
25	Pass through to Other Agencies	174,278	131,667	(42,611)	(24.5%)	316,000	316,000	-	0.0%
26	Land Transfer Interest Expense	-	-	-	0.0%	45,716	45,716	-	0.0%
27	<b>Total Operating Expense</b>	<b>80,254,108</b>	<b>85,175,254</b>	<b>4,921,146</b>	<b>6.1%</b>	<b>216,927,881</b>	<b>216,927,881</b>	<b>-</b>	<b>0.0%</b>
28	<b>Total Operating Surplus/ (Deficit)</b>	<b>11,521,901</b>	<b>33,254,070</b>	<b>21,732,169</b>	<b>189%</b>	<b>63,064,002</b>	<b>63,064,002</b>	<b>-</b>	<b>0.0%</b>
31	District Sales Tax Capital	2,506,488	3,539,216	1,032,728	41.2%	8,494,119	8,494,119	-	0.0%
32	Measure W Sales Tax Capital	-	1,014,583	1,014,583	100.0%	2,435,000	2,435,000	-	0.0%
33	<b>Sales Tax Allocation - Capital Program</b>	<b>2,506,488</b>	<b>4,553,800</b>	<b>2,047,312</b>	<b>81.7%</b>	<b>10,929,119</b>	<b>10,929,119</b>	<b>-</b>	<b>0.0%</b>
34	<b>Total Debt Service</b>	<b>4,047,381</b>	<b>3,890,596</b>	<b>(156,785)</b>	<b>(3.9%)</b>	<b>19,358,210</b>	<b>19,358,210</b>	<b>-</b>	<b>0.0%</b>
35	<b>Total Uses of Funds</b>	<b>86,807,977</b>	<b>93,619,650</b>	<b>6,811,673</b>	<b>7.8%</b>	<b>247,215,210</b>	<b>247,215,210</b>	<b>-</b>	<b>0.0%</b>
36	<b>NET SURPLUS/ (DEFICIT)</b>	<b>4,968,032</b>	<b>24,809,674</b>	<b>19,841,642</b>	<b>399.4%</b>	<b>32,776,673</b>	<b>32,776,673</b>	<b>-</b>	<b>0.0%</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
STATEMENT OF REVENUES  
FISCAL YEAR 2020  
NOVEMBER 2019**

% OF YEAR ELAPSED: 41.7%

	YEAR-TO-DATE				ANNUAL			
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	% VARIANCE
<b>OPERATING REVENUES - MOTOR BUS</b>								
1 PASSENGER FARES	6,044,541	6,544,229	499,688	8.3%	14,355,000	14,355,000	-	0.0%
2								
3 LOCAL (TDA) TRANSIT FUND	16,552,363	19,003,847	2,451,484	14.8%	45,609,233	45,609,233	-	0.0%
4								
5 STATE TRANSIT ASSISTANCE	2,362,163	4,169,509	1,807,346	76.5%	10,006,821	10,006,821	-	0.0%
6								
7 OPERATING GRANTS	302,710	65,890	(236,820)	(78.2%)	735,193	735,193	-	0.0%
8								
9 DISTRICT SALES TAX REVENUE	25,627,654	23,804,853	(1,822,801)	(7.1%)	66,093,848	66,093,848	-	0.0%
10								
11 INVESTMENT INTEREST INCOME	1,221,846	1,386,573	164,727	13.5%	3,005,000	3,005,000	-	0.0%
12								
13 <b>OTHER REVENUE SOURCES:</b>								
14 Rental Income	623,382	949,717	326,335	52.3%	1,672,487	1,672,487	-	0.0%
15 Advertising Income	549,106	252,994	(296,112)	(53.9%)	1,233,331	1,233,331	-	0.0%
16 Other Income	1,144,174	844,666	(299,508)	(26.2%)	781,488	781,488	-	0.0%
17 <b>TOTAL OTHER REVENUES</b>	<b>2,316,662</b>	<b>2,047,377</b>	<b>(269,285)</b>	<b>(11.6%)</b>	<b>3,687,307</b>	<b>3,687,307</b>	<b>-</b>	<b>0.0%</b>
18								
19 <b>TOTAL MOTOR BUS</b>	<b>54,427,939</b>	<b>57,022,279</b>	<b>2,594,340</b>	<b>4.8%</b>	<b>143,492,401</b>	<b>143,492,401</b>	<b>-</b>	<b>0.0%</b>
20								
21 <b>AMERICAN DISABILITIES ACT:</b>								
22 Passenger Fares Redi-Wheels	483,450	346,821	(136,629)	(28.3%)	909,000	909,000	-	0.0%
23 Local TDA 4.5 Redi-Wheels	871,177	1,029,894	158,717	18.2%	2,471,745	2,471,745	-	0.0%
24 Local STA - Paratransit	-	691,031	691,031	100.0%	1,658,475	1,658,475.00	-	0.0%
25 Operating Grants	9,015	133,872	124,857	1385.0%	2,075,524	2,075,524	-	0.0%
26 Sales Tax Revenue - ADA	2,483,645	2,443,236	(40,409)	(1.6%)	6,915,641	6,915,641	-	0.0%
27 Interest Income - Paratransit Fund	234,131	238,741	4,610	2.0%	595,000	595,000	-	0.0%
28 SMCTA Measure A Redi-Wheels	1,439,220	1,516,667	77,447	5.4%	3,640,000	3,640,000	-	0.0%
29 SM County Measure K	1,041,667	-	(1,041,667)	(100.0%)	-	-	-	0.0%
30 Measure M Paratransit	548,704	494,900	(53,804)	(9.8%)	1,400,000	1,400,000	-	0.0%
31 <b>TOTAL ADA PROGRAMS</b>	<b>7,111,008</b>	<b>6,895,161</b>	<b>(215,847)</b>	<b>(3.0%)</b>	<b>19,665,385</b>	<b>19,665,385</b>	<b>-</b>	<b>0.0%</b>
32								
33 <b>MULTI-MODAL TRANSIT PROGRAMS:</b>								
34								
35 Transfer from SMCTA for Caltrain	3,181,000	4,510,927	1,329,927	41.8%	9,156,123	9,156,123	-	0.0%
36 AB434 Funds-SamTrans Shuttle	172,500	172,500	-	0.0%	417,100	417,100	-	0.0%
37 Employer SamTrans Shuttle Funds	629,696	674,104	44,408	7.1%	1,594,700	1,594,700	-	0.0%
38 Dumbarton Rental Income	-	-	-	0.0%	286,316	286,316	-	0.0%
39 Sales Tax Revenue - Gen. Operating Asst.	225,424	183,571	(41,853)	(18.6%)	380,795	380,795	-	0.0%
40								
41 <b>TOTAL MULTIMODAL</b>	<b>4,208,619</b>	<b>5,541,102</b>	<b>1,332,483</b>	<b>31.7%</b>	<b>11,835,034</b>	<b>11,835,034</b>	<b>-</b>	<b>0.0%</b>
42								
43 <b>TOTAL REVENUES</b>	<b>65,747,566</b>	<b>69,458,541</b>	<b>3,710,975</b>	<b>5.6%</b>	<b>174,992,820</b>	<b>174,992,820</b>	<b>-</b>	<b>0.0%</b>

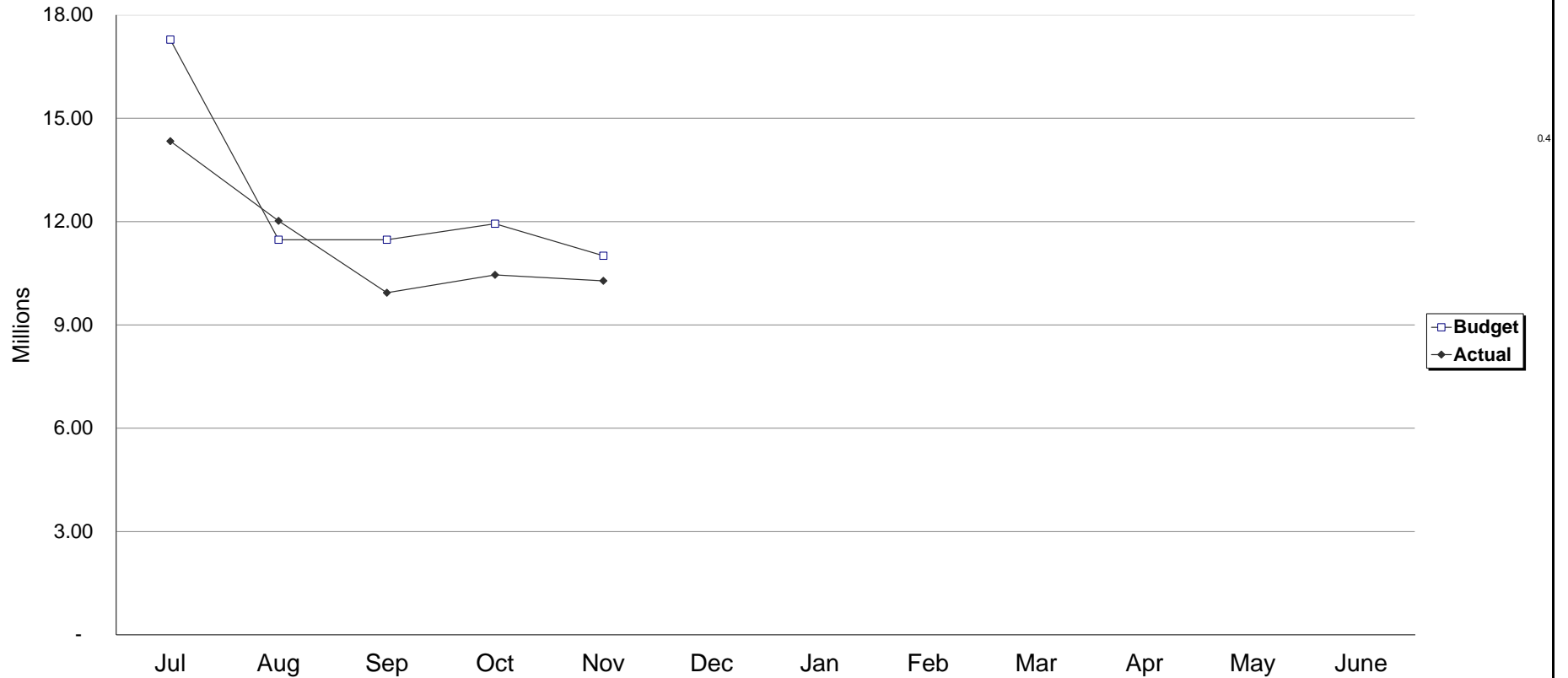
SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2020 NOVEMBER 2019									
% OF YEAR ELAPSED: 41.7%									
EXPENSES	YEAR-TO-DATE				ANNUAL				
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	% VARIANCE	
<b>DISTRICT OPERATED BUSES</b>									
1 Motor Bus Wages & Benefits	32,483,143	34,948,197	2,465,054	7.6%	76,088,210	76,088,210	-	0.0%	
2									
3 Services:									
4 Board of Directors	16,627	48,663	32,036	192.7%	132,116	132,116	-	0.0%	
5 Contracted Vehicle Maintenance	426,514	469,915	43,401	10.2%	1,295,519	1,295,519	-	0.0%	
6 Property Maintenance	530,448	554,602	24,154	4.6%	1,730,144	1,730,144	-	0.0%	
7 Professional Services	1,457,150	780,683	(676,467)	(46.4%)	5,757,143	5,757,143	-	0.0%	
8 Technical Services	2,740,967	2,952,563	211,596	7.7%	9,420,379	9,420,379	-	0.0%	
9 Other Services	992,375	999,300	6,925	0.70%	3,675,419	3,675,419	-	0.0%	
10 Materials & Supply:									
11 Fuel and Lubricants	1,608,176	1,197,864	(410,312)	(25.5%)	3,916,141	3,916,141	-	0.0%	
12 Bus Parts and Materials	777,455	663,725	(113,730)	(14.6%)	2,044,369	2,044,369	-	0.0%	
13 Uniforms and Driver Expense	136,592	72,348	(64,244)	(47.0%)	656,813	656,813	-	0.0%	
14 Timetables and Tickets	35,916	24,388	(11,528)	(32.1%)	283,500	283,500	-	0.0%	
15 Office Supplies / Printing	279,737	194,497	(85,240)	(30.5%)	615,716	615,716	-	0.0%	
16 Other Materials and Supply	48,670	47,883	(787)	(1.6%)	143,600	143,600	-	0.0%	
17									
18 Utilities:									
19 Telephone	200,689	214,975	14,286	7.1%	712,500	712,500	-	0.0%	
20 Other Utilities	455,399	474,312	18,913	4.2%	1,323,530	1,323,530	-	0.0%	
21 Insurance	699,543	575,642	(123,901)	(17.7%)	1,524,531	1,524,531	-	0.0%	
22 Claims Reserves and Payments	-	104,884	104,884	100.0%	1,455,563	1,455,563	-	0.0%	
23 Workers' Compensation	1,244,221	1,267,918	23,697	1.9%	3,732,568	3,732,568	-	0.0%	
24 Taxes and License Fees	328,834	328,241	(593)	(0.2%)	919,556	919,556	-	0.0%	
25 Leases and Rentals	75,832	61,877	(13,955)	(18.4%)	191,926	191,926	-	0.0%	
26 Promotional and Legal Advertising	292,507	258,926	(33,581)	(11.5%)	1,460,750	1,460,750	-	0.0%	
27 Training and Business Travel	133,107	123,393	(9,714)	(7.3%)	869,793	869,793	-	0.0%	
28 Dues and Membership	48,072	40,394	(7,678)	(16.0%)	172,143	172,143	-	0.0%	
29 Postage and Other	14,020	49,788	35,768	255.1%	184,780	184,780	-	0.0%	
30									
31 <b>Total District Operated Buses</b>	<b>45,025,992</b>	<b>46,454,979</b>	<b>1,428,987</b>	<b>3.2%</b>	<b>118,306,709</b>	<b>118,306,709</b>	<b>-</b>	<b>0.0%</b>	
32									
33 <b>CONTRACTED BUS SERVICES</b>									
34 Contracted Urban Bus Service	8,269,532	9,344,401	1,074,869	13.0%	21,551,200	21,551,200	-	0.0%	
35 Coastside Services	690,110	664,082	(26,028)	(3.8%)	1,738,200	1,738,200	-	0.0%	
36 Redi Coast Non-ADA	96,519	96,802	283	0.3%	263,700	263,700	-	0.0%	
37 La Honda - Pescadero	22,050	19,688	(2,363)	(10.7%)	55,130	55,130	-	0.0%	
38 SamCoast - Pescadero	52,683	41,311	(11,372)	(21.6%)	143,700	143,700	-	0.0%	
39 CUB Related Wages & Benefits	119,741	137,236	17,495	100.0%	499,764	499,764	-	0.0%	
40 CUB Related Other Support	39,682	35,910	(3,772)	(9.5%)	118,500	118,500	-	0.0%	
41 CUB Insurance	184,329	192,116	7,787	4.2%	597,097	597,097	-	0.0%	
42 CUB Claims Reserves & Payments	(72,700)	35,754	108,454	100.0%	218,400	218,400	-	0.0%	
43 <b>Total Contracted Bus Service</b>	<b>9,401,946</b>	<b>10,567,299</b>	<b>1,165,353</b>	<b>12.4%</b>	<b>25,185,691</b>	<b>25,185,691</b>	<b>-</b>	<b>0.0%</b>	
44									
45 <b>TOTAL MOTOR BUS</b>	<b>54,427,939</b>	<b>57,022,279</b>	<b>2,594,340</b>	<b>4.8%</b>	<b>143,492,400</b>	<b>143,492,400</b>	<b>-</b>	<b>0.0%</b>	

SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2020 NOVEMBER 2019									
% OF YEAR ELAPSED: 41.7%									
EXPENSES	YEAR-TO-DATE				ANNUAL				
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE	% VARIANCE	
46 <b>AMERICAN DISABILITY ACT PROGRAMS</b>									
47									
48 Elderly & Disabled/Redi-Wheels	2,166,822	2,034,619	(132,203)	(6.1%)	8,024,300	8,024,300	-	0.0%	
49 ADA Sedans / Taxi Service	2,266,702	2,430,435	163,733	7.2%	3,834,100	3,834,100	-	0.0%	
50 Coastside ADA	758,870	777,314	18,444	2.4%	1,921,400	1,921,400	-	0.0%	
51 ADA Related Wages & Benefits	1,226,628	1,016,552	(210,076)	(17.1%)	2,567,907	2,567,907	-	0.0%	
52 ADA Related Other Support	532,168	534,142	1,974	0.4%	2,672,414	2,672,414	-	0.0%	
53 ADA Insurance	155,127	164,191	9,064	5.8%	426,864	426,864	-	0.0%	
54 ADA Claims Reserves & Payments	4,691	(62,092)	(66,783)	100%	218,400	218,400	-	0.0%	
55									
56 <b>TOTAL ADA PROGRAMS</b>	<b>7,111,008</b>	<b>6,895,161</b>	<b>(215,847)</b>	<b>(3.0%)</b>	<b>19,665,385</b>	<b>19,665,385</b>	<b>-</b>	<b>0.0%</b>	
57									
58									
59 <b>MULTI-MODAL TRANSIT PROGRAMS</b>									
60									
61 <b>CALTRAIN SERVICE</b>									
62 Peninsula Rail Service	3,181,000	4,510,927	1,329,927	41.8%	9,156,123	9,156,123	-	0.0%	
63 <b>Total Caltrain Service</b>	<b>3,181,000</b>	<b>4,510,927</b>	<b>1,329,927</b>	<b>41.8%</b>	<b>9,156,123</b>	<b>9,156,123</b>	<b>-</b>	<b>0.0%</b>	
64									
65 <b>OTHER SUPPORT</b>									
66 SamTrans Shuttle Service	884,620	886,759	2,139	0.2%	2,128,700	2,128,700	-	0.0%	
67 Shuttle Related Wages & Benefits	28,745	26,745	(2,000)	100%	89,095	89,095	-	0.0%	
68 Dumbarton M.O.W.	33,150	57,858	24,708	100%	286,316	286,316	-	0.0%	
69 Maintenance Multimodal Facilities	81,104	58,812	(22,292)	(27.5%)	174,800	174,800	-	0.0%	
70 <b>Total Other Support</b>	<b>1,027,619</b>	<b>1,030,175</b>	<b>2,556</b>	<b>0.2%</b>	<b>2,678,911</b>	<b>2,678,911</b>	<b>-</b>	<b>0.0%</b>	
71									
72									
73 <b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>4,208,619</b>	<b>5,541,102</b>	<b>1,332,483</b>	<b>31.7%</b>	<b>11,835,034</b>	<b>11,835,034</b>	<b>-</b>	<b>0.0%</b>	
74									
75									
76 <b>TOTAL OPERATING EXPENSES</b>	<b>65,747,566</b>	<b>69,458,541</b>	<b>3,710,975</b>	<b>5.6%</b>	<b>174,992,820</b>	<b>174,992,820</b>	<b>-</b>	<b>0.0%</b>	

# SAN MATEO COUNTY TRANSIT DISTRICT

## MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

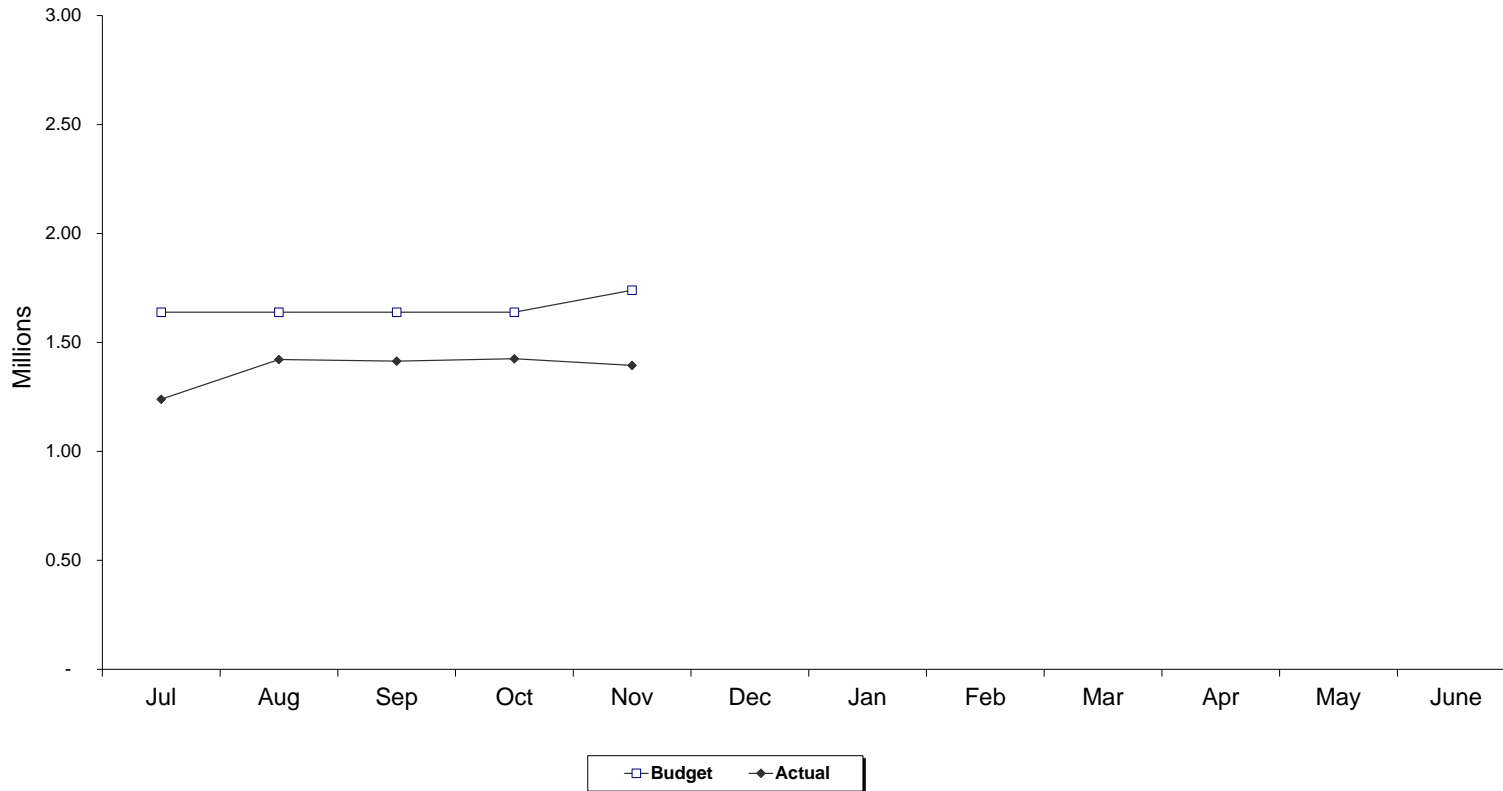
### FISCAL YEAR 2020



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	17,281,484	11,473,720	11,473,720	11,938,461	11,008,979							
Actual	14,335,970	12,020,594	9,934,437	10,452,200	10,279,078							
<b>CUMULATIVE EXPENSES</b>												
Budget	17,281,484	28,755,205	40,228,924	52,167,385	63,176,365							
Actual	14,335,970	26,356,563	36,291,001	46,743,201	57,022,279							
Variance - F(U)	2,945,514	2,398,641	3,937,924	5,424,185	6,154,086							
Variance %	17.04%	8.34%	9.79%	10.40%	9.74%							



**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2020**

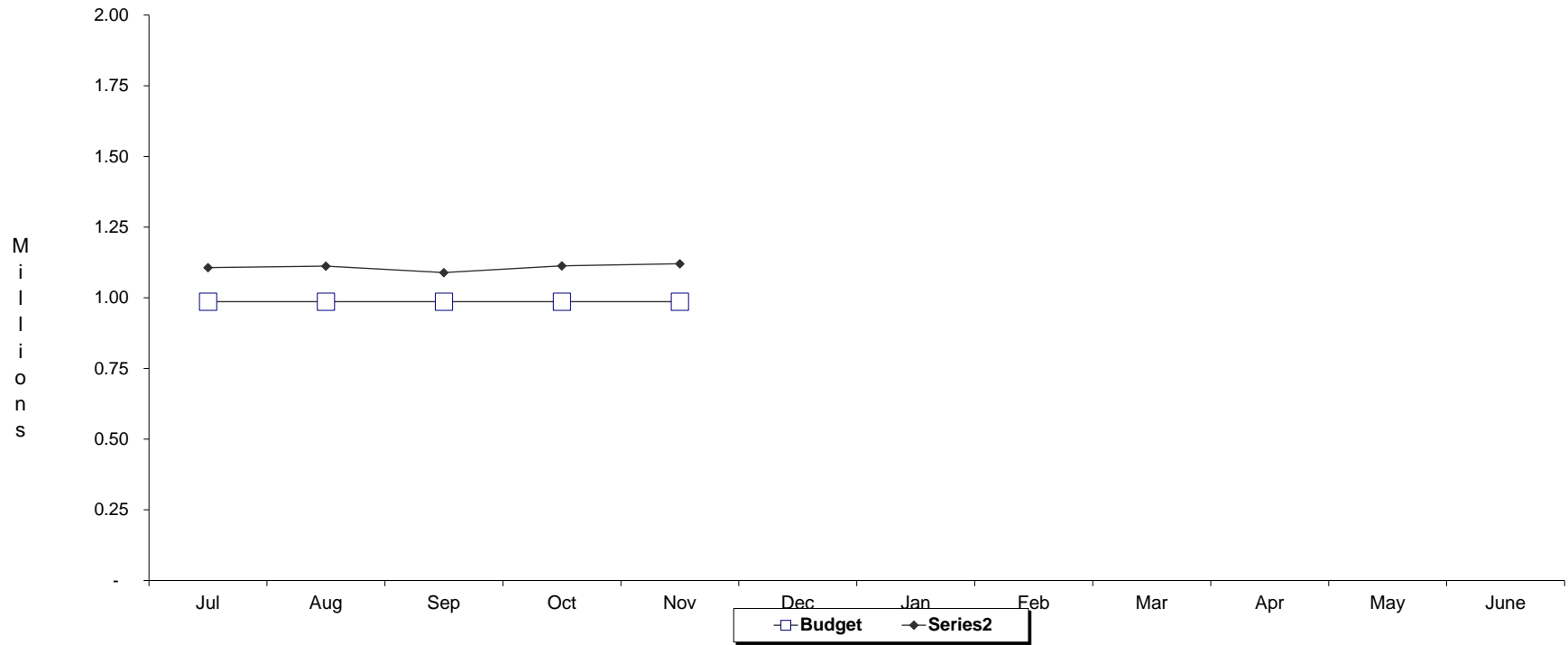


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	1,638,782	1,638,782	1,638,782	1,638,782	1,739,751							
Actual	1,239,506	1,421,472	1,414,210	1,425,262	1,394,710							
<b>CUMULATIVE EXPENSES</b>												
Budget	1,638,782	3,277,564	4,916,346	6,555,128	8,294,879							
Actual	1,239,506	2,660,978	4,075,188	5,500,450	6,895,161							
Variance - F(U)	399,276	616,586	841,158	1,054,678	1,399,718							
Variance %	24.36%	18.81%	17.11%	16.09%	16.87%							

## SAN MATEO COUNTY TRANSIT DISTRICT

### MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2020



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	986,253	986,253	986,253	986,253	986,253							
Actual	1,106,649	1,111,913	1,089,259	1,112,801	1,120,481							
<b>CUMULATIVE EXPENSES</b>												
Budget	986,253	1,972,506	2,958,758	3,945,011	4,931,264							
Actual	1,106,649	2,218,561	3,307,820	4,420,621	5,541,102							
Variance - F(U)	(120,396)	(246,056)	(349,062)	(475,610)	(609,838)							
Variance %	(12.2%)	(12.5%)	(11.8%)	(12.1%)	(12.4%)							

**SAN MATEO COUNTY TRANSIT DISTRICT  
CASH AND INVESTMENTS AS OF NOVEMBER 30, 2019**

11/30/2019

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**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	\$	30,150,114.29
Bank of America Checking (Restricted)	\$	11,155,357.90
Wells Fargo		-
LAIF		41,883,128.68

**INVESTMENT FUNDS**

Investment Portfolio (Market Values+ Accrued interest)*	119,514,221.93
MMF - US Bank Custodian Account	11,087,383.63

<b>Debt Service Reserves Held By Trustee</b>	9,723,458.30
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<b>TOTAL</b>	<b>\$ 223,513,664.73</b>
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\* Fund Managed by PFM Investment Advisor



## Risk Summary

11/01/2019 - 11/30/2019

SAM Transit District Agg (136232)

Dated: 12/11/2019

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash (note 1)	-190,020.44
MMFund (incl LAIF)	52,970,512.31
Fixed Income	119,704,242.37
Duration	1.922
Convexity	0.067
WAL	1.516
Years to Final Maturity	1.654
Years to Effective Maturity	1.514
Yield	1.828
Book Yield	1.602
Avg Credit Rating	AA-/Aa3/AA-

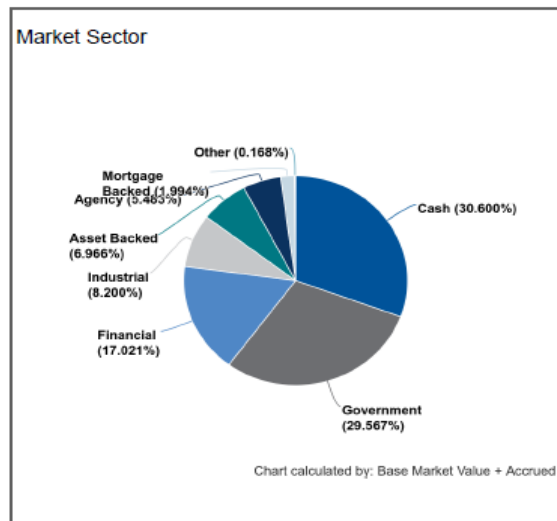
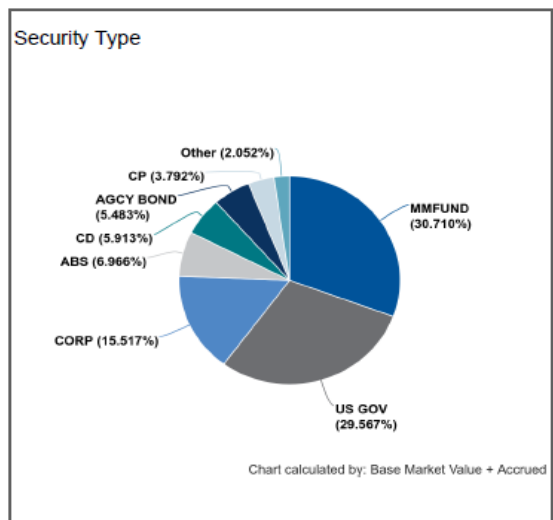
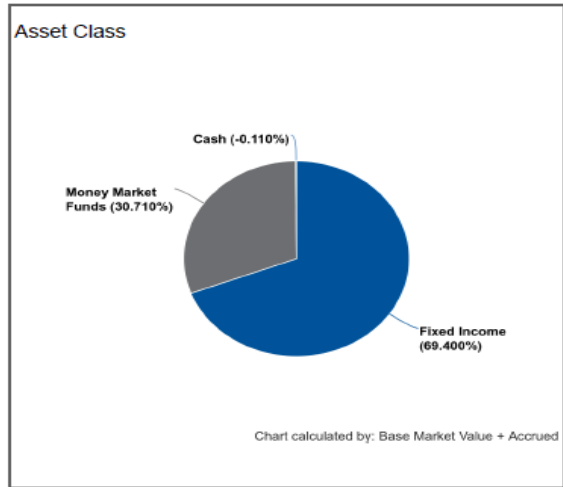
1) CUSIPs sold and purchased at the end of the month, but transactions do not settle until early December. The credit represents the net of transactions between sold and purchase.

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
Other	29.824%
United States	29.567%
(SM - LAIF) State of California	24.282%
U.S. Bancorp	6.428%
Federal National Mortgage Association	3.776%
Federal Home Loan Banks	2.163%
Citigroup Inc.	2.019%
Mitsubishi UFJ Financial Group, Inc.	1.940%
---	100.000%

Footnotes: 1,2

### Footnotes:

- 1) Grouped by Issuer Concentration
- 2) Groups sorted by: % of Base Market Value+Accrued

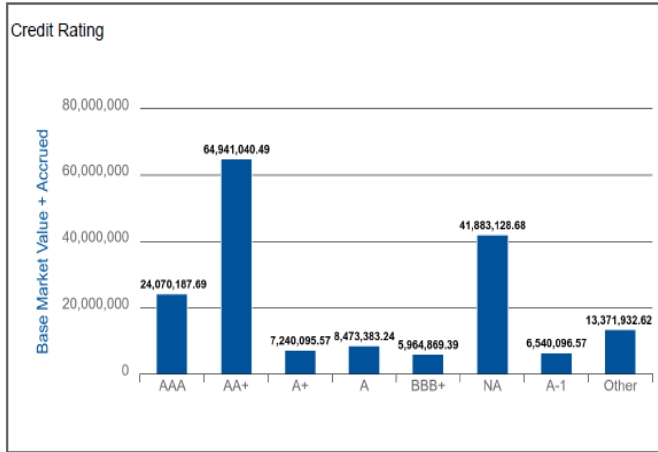


Risk Summary

11/01/2019 - 11/30/2019

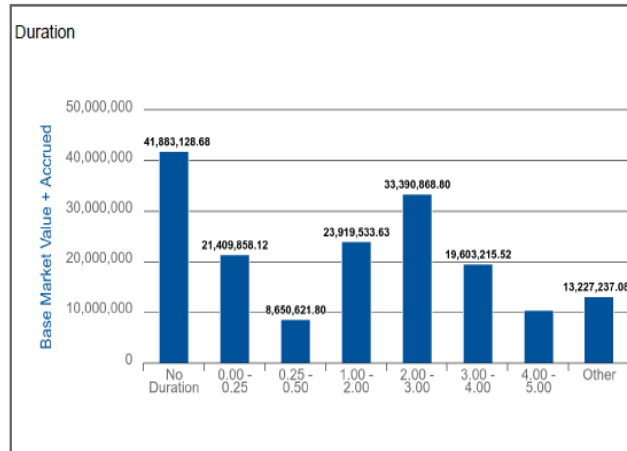
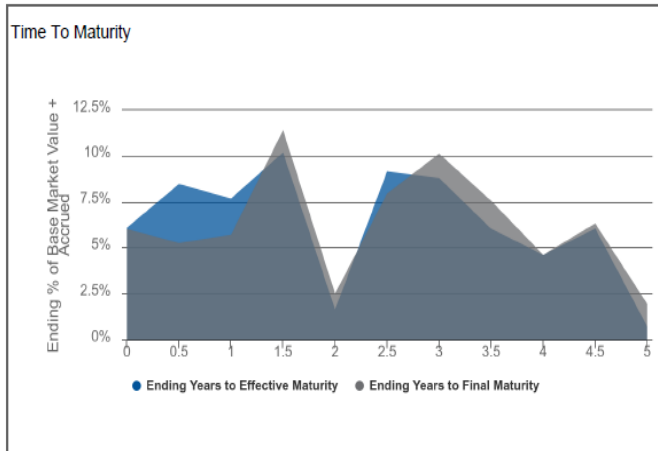
SAM Transit District Agg (136232)

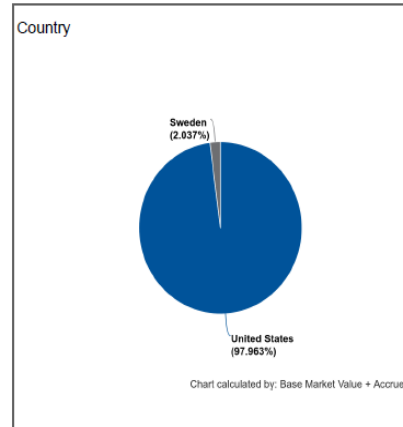
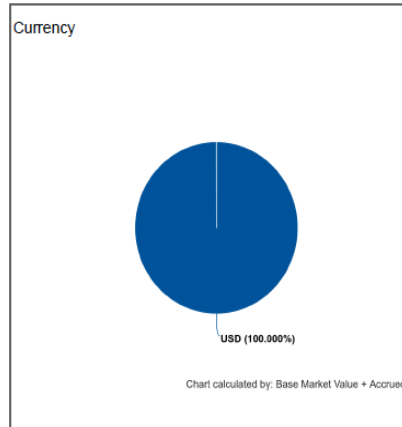
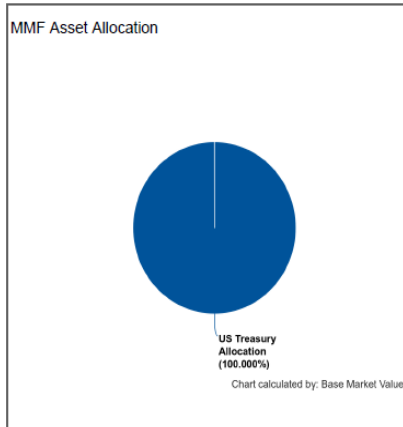
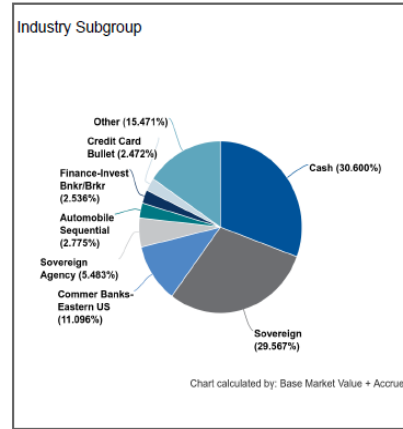
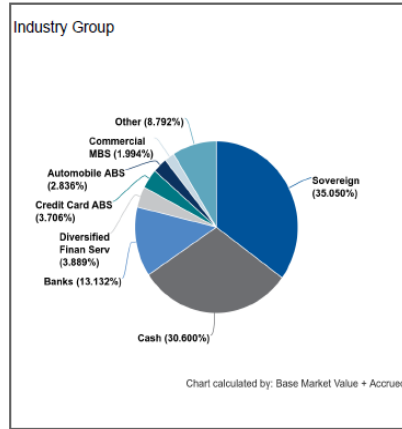
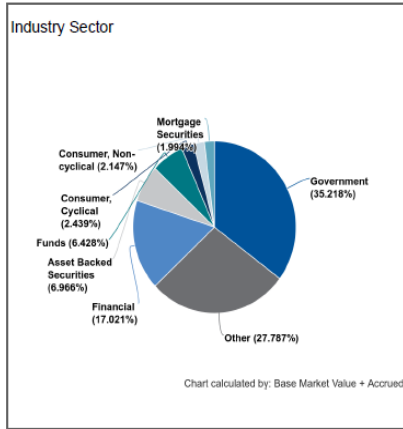
Dated: 12/11/2019



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	10.937%	1.783%	1.948%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	4.837%	8.095%	14.605%	8.936%	3.969%	0.000%	0.000%	0.000%	0.000%
A	7.280%	3.309%	2.802%	0.710%	2.060%	0.000%	0.000%	0.000%	0.000%
BBB	2.052%	0.650%	0.000%	0.718%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%







Report: Master BS by lot - group by Security type  
 Account: SAM TR Reimbursement Fund (136225)  
 As of: 11/30/2019  
 Base Currency: USD

## CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Cash	8,787.70	---	11/30/2019	8,787.70	0.00	8,787.70	8,787.70
CASH	CCYUSD	Cash	8,787.70	---	11/30/2019	8,787.70	0.00	8,787.70	8,787.70

## MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,403,187.50	---	11/30/2019	8,403,187.50	0.00	8,403,187.50	8,403,187.50
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,403,187.50	---	11/30/2019	8,403,187.50	0.00	8,403,187.50	8,403,187.50

## Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,411,975.20	---	11/30/2019	8,411,975.20	0.00	8,411,975.20	8,411,975.20

- \* Grouped by: Security Type
- \* Groups Sorted by: Security Type
- \* Weighted by: Base Market Value + Accrued
- \* Holdings Displayed by: Lot







FNMA	3136AJ7G5	FNA 14M06B A2	1,134,906.92	12/15/2016	05/25/2021	1,157,871.05	2,533.22	1,145,586.39	1,148,119.61
FNMA	3136B1XP4	FNA 18M5 A2	400,254.81	04/30/2018	09/25/2021	408,216.28	1,187.42	406,947.07	408,134.49
<b>FNMA</b>			<b>1,535,161.73</b>			<b>1,566,087.33</b>	<b>3,720.64</b>	<b>1,552,533.46</b>	<b>1,556,254.10</b>

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	2,131,664.49	---	11/30/2019	2,131,664.49	0.00	2,131,664.49	2,131,664.49
<b>MMFUND</b>			<b>2,131,664.49</b>			<b>2,131,664.49</b>	<b>0.00</b>	<b>2,131,664.49</b>	<b>2,131,664.49</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	0.00	230,078.20	230,078.20
			<b>230,000.00</b>			<b>230,000.00</b>	<b>0.00</b>	<b>230,078.20</b>	<b>230,078.20</b>

US GOV (U.S. TREASURY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
US GOV	912828L32	UNITED STATES TREASURY	410,000.00	07/12/2016	08/31/2020	417,840.49	1,424.86	409,103.13	410,527.99
US GOV	912828N30	UNITED STATES TREASURY	2,275,000.00	12/13/2018	12/31/2022	2,218,658.21	20,230.81	2,310,902.34	2,331,133.15
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	52,466.71	5,993,109.38	6,045,576.09
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	26,677.99	3,047,343.75	3,074,021.74
US GOV	912828Q78	UNITED STATES TREASURY	1,640,000.00	01/05/2017	04/30/2021	1,607,456.25	1,920.47	1,633,081.25	1,635,001.72
US GOV	912828R69	UNITED STATES TREASURY	5,400,000.00	03/06/2019	05/31/2023	5,204,039.06	239.75	5,402,531.25	5,402,771.00
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	42.18	950,445.31	950,487.49
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	75.48	1,700,796.88	1,700,872.35
US GOV	912828R77	UNITED STATES TREASURY	350,000.00	03/17/2017	05/31/2021	340,908.21	13.15	348,414.06	348,427.21
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	4,082.59	2,951,843.75	2,955,926.34
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	3,183.04	2,301,437.50	2,304,620.54
US GOV	912828T99	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	11,922.55	2,501,171.88	2,513,094.43
US GOV	912828VF4	UNITED STATES TREASURY	255,000.00	12/07/2015	05/31/2020	251,702.93	9.58	254,601.56	254,611.14
US GOV	912828VP2	UNITED STATES TREASURY	575,000.00	05/18/2016	07/31/2020	593,785.56	3,843.75	576,257.81	580,101.56
US GOV	912828X47	UNITED STATES TREASURY	3,700,000.00	05/07/2018	04/30/2022	3,581,773.44	5,908.31	3,722,546.88	3,728,455.19
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	41,847.83	5,080,468.75	5,122,316.58
<b>US GOV</b>			<b>38,905,000.00</b>			<b>38,300,685.63</b>	<b>173,889.04</b>	<b>39,184,055.47</b>	<b>39,357,944.51</b>

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	e Market Value + Accrued
---	---	---	<b>94,229,376.24</b>	---	---	<b>93,795,806.58</b>	<b>458,519.25</b>	<b>94,785,150.80</b>	<b>95,243,670.04</b>

\* Grouped by: Security Type  
 \* Groups Sorted by: Security Type  
 \* Weighted by: Base Market Value + Accrued  
 \* Holdings Displayed by: Lot



Report: Master BS by lot - group by Security type  
 Account: SAM Paratransit Fund (136227)  
 As of: 11/30/2019  
 Base Currency: USD

## ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	02004VAC7	ALLYA 182 A3	185,000.00	04/30/2018	11/15/2022	184,966.40	240.09	186,188.09	186,428.18
ABS	02007HAC5	ALLYA 172 A3	108,549.16	03/29/2017	08/16/2021	108,536.37	85.87	108,517.58	108,603.45
ABS	02007PAC7	ALLYA 171 A3	23,372.68	01/31/2017	06/15/2021	23,370.64	17.66	23,359.28	23,376.94
ABS	02582HQ6	AMXCA 181 A	425,000.00	03/21/2018	10/17/2022	424,950.66	504.33	425,921.64	426,425.97
ABS	14041NFU0	COMET 192 A	475,000.00	09/05/2019	09/15/2024	474,880.40	363.11	473,348.12	473,711.23
ABS	14313FAD1	CARMX 183 A3	110,000.00	07/25/2018	06/15/2023	109,985.01	153.02	111,592.66	111,745.69
ABS	17305EGB5	CCCTT 17A3 A3	250,000.00	05/22/2017	04/07/2020	250,667.50	720.00	250,005.13	250,725.13
ABS	17305EGK5	CCCTT 18A1 A1	250,000.00	01/31/2018	01/20/2021	249,965.40	2,265.21	251,843.93	254,109.14
ABS	34531EAD8	FORDO 17A A3	93,716.12	01/25/2017	06/15/2021	93,715.77	69.56	93,655.53	93,725.09
ABS	36255JAD6	GMCAR 183 A3	120,000.00	07/18/2018	05/16/2023	119,972.02	151.00	121,476.00	121,627.00
ABS	43814PAC4	HAROT 173 A3	57,095.03	09/29/2017	09/18/2021	57,088.85	36.91	57,074.54	57,111.44
ABS	47788BAD6	JDOT 17B A3	88,732.83	07/18/2017	01/20/2021	88,726.34	71.78	88,676.32	88,748.09
ABS	47788CAC6	JDOT 2018 A3	71,777.45	02/28/2018	04/18/2022	71,772.29	84.86	72,039.87	72,124.73
ABS	89190BAD0	TAOT 17B A3	220,196.14	05/17/2017	07/15/2021	220,179.26	172.24	220,009.11	220,181.35
ABS	89238BAD4	TAOT 18A A3	125,000.00	01/31/2018	05/16/2022	124,998.56	130.56	125,357.12	125,487.67
ABS	89238MAD0	TAOT 17A A3	27,726.69	03/15/2017	02/16/2021	27,723.43	21.32	27,719.34	27,740.66
<b>ABS</b>			<b>2,631,166.12</b>			<b>2,631,498.89</b>	<b>5,087.51</b>	<b>2,636,784.27</b>	<b>2,641,871.78</b>

## AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130A8Q55	FEDERAL HOME LOAN BANKS	520,000.00	07/15/2016	07/14/2021	516,837.88	2,226.25	515,546.20	517,772.45
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	85,000.00	09/08/2017	09/28/2020	84,727.15	204.53	84,794.05	84,998.58
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	505.56	139,027.14	139,532.70
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	1,661.11	456,803.46	458,464.57
AGCY BOND	3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	150,000.00	08/01/2017	07/30/2020	149,545.50	756.25	149,849.55	150,605.80
AGCY BOND	3135G0P92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	2,552.08	255,040.00	257,592.08
AGCY BOND	3137EAEF2	FREDDIE MAC	150,000.00	04/20/2017	04/20/2020	149,487.00	234.90	149,843.10	150,078.00
AGCY BOND	3137EAEJ4	FREDDIE MAC	165,000.00	09/29/2017	09/29/2020	164,701.35	461.77	164,935.32	165,397.09
<b>AGCY BOND</b>			<b>1,920,000.00</b>			<b>1,912,776.94</b>	<b>8,602.45</b>	<b>1,915,838.82</b>	<b>1,924,441.26</b>

## CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	CASH	238.34	---	11/30/2019	238.34	0.00	238.34	238.34
CASH	CCYUSD	PAYABLE	(60,000.00)	---	11/30/2019	(60,000.00)	0.00	(60,000.00)	(60,000.00)
CASH	CCYUSD	RECEIVABLE	20,468.75	---	11/30/2019	20,468.75	0.00	20,468.75	20,468.75
<b>CASH</b>			<b>(39,292.91)</b>			<b>(39,292.91)</b>	<b>0.00</b>	<b>(39,292.91)</b>	<b>(39,292.91)</b>

## CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	06417QJ22	BANK OF NOVA SCOTIA, HOLISTON BRANCH	250,000.00	06/07/2018	06/05/2020	249,905.00	2,764.44	250,368.03	254,132.48
CD	22538CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	250,000.00	04/04/2019	04/01/2022	250,000.00	4,146.74	250,000.00	254,146.74
CD	65558TL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	1,328.40	275,000.00	276,328.40
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	425,000.00	06/08/2018	06/07/2021	425,000.00	6,655.50	426,546.24	433,201.74
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	275,000.00	09/03/2019	08/26/2022	275,000.00	1,264.54	275,000.00	276,264.54
CD	86565BPC9	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	249,660.00	10/18/2018	10/16/2020	249,660.00	1,082.92	249,850.75	250,933.67
CD	87019U6D6	SWEDBANK AB (PUBL)	500,000.00	11/17/2017	11/16/2020	500,000.00	409.86	495,783.15	496,193.01
<b>CD</b>			<b>0.00</b>			<b>2,224,565.00</b>	<b>18,652.40</b>	<b>2,222,548.18</b>	<b>2,241,200.58</b>

## CORP (CORPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	025816BU2	AMERICAN EXPRESS CO	250,000.00	05/17/2018	05/17/2021	249,957.50	328.13	254,670.00	254,998.13
CORP	02665WC22	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,566.67	252,349.75	254,916.42
CORP	037833CS7	APPLE INC	225,000.00	05/11/2017	05/11/2020	224,770.50	225.00	224,931.60	225,156.60
CORP	05531FBH5	BB&T CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,118.06	252,256.25	254,374.31
CORP	06051GFW4	BANK OF AMERICA CORP	25,000.00	11/03/2017	04/19/2021	25,194.00	76.56	25,190.33	25,266.89
CORP	06051GG52	BANK OF AMERICA CORP	160,000.00	09/18/2017	10/01/2021	160,000.00	620.80	160,314.56	160,935.36
CORP	06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2018	05/17/2022	75,000.00	102.05	76,446.45	76,548.50
CORP	14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	185,000.00	09/07/2017	09/04/2020	184,844.60	827.10	184,889.74	185,716.84
CORP	172967LF6	CITIGROUP INC	250,000.00	01/10/2017	01/10/2020	249,900.00	2,398.96	249,997.25	252,396.21
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	1,227.47	116,758.81	117,986.28
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	626.67	51,282.80	51,909.47
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,115.63	266,863.68	267,979.31
CORP	38141EC23	GOLDMAN SACHS & CO	250,000.00	07/11/2019	07/08/2024	261,645.00	3,823.26	264,614.25	268,437.51
CORP	427866BA5	HERSHEY CO	100,000.00	05/10/2018	05/15/2021	99,931.00	137.78	101,626.70	101,764.48
CORP	437076BQ4	HOME DEPOT INC	125,000.00	06/05/2017	06/05/2020	124,927.50	1,100.00	124,958.50	126,058.50
CORP	44932HAG8	IBM CREDIT LLC	250,000.00	02/06/2018	02/05/2021	249,877.50	2,134.72	252,175.25	254,309.97
CORP	46647PBH1	JPMORGAN CHASE & CO	250,000.00	03/22/2019	04/01/2023	250,000.00	1,336.25	255,989.50	257,325.75
CORP	594918BV5	MICROSOFT CORP	250,000.00	02/06/2017	02/06/2020	249,832.50	1,477.43	250,036.50	251,513.93
CORP	6174467P8	MORGAN STANLEY	500,000.00	11/10/2016	07/24/2020	558,125.00	9,701.39	511,177.50	520,878.89
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE	150,000.00	04/19/2018	03/15/2021	149,365.50	918.33	151,771.35	152,689.68
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE	100,000.00	02/26/2018	03/15/2021	99,889.00	612.22	101,180.90	101,793.12
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,111.11	263,096.75	266,207.86
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	712.50	102,073.30	102,785.80
CORP	713448DX3	PEPSICO INC	165,000.00	10/10/2017	04/15/2021	164,967.00	421.67	165,338.25	165,759.92
CORP	717081EB5	PFIZER INC	330,000.00	11/21/2016	12/15/2019	329,762.40	2,586.83	329,984.49	332,571.32
CORP	808513AW5	CHARLES SCHWAB CORP	160,000.00	05/22/2018	05/21/2021	159,995.20	144.44	162,942.88	163,087.32
CORP	89235TEU5	TOYOTA MOTOR CREDIT CORP	180,000.00	04/13/2018	04/13/2021	179,928.00	708.00	182,689.02	183,397.02
CORP	904764AZ0	UNILEVER CAPITAL CORP	200,000.00	03/22/2018	03/22/2021	198,978.00	1,054.17	202,018.40	203,072.57
CORP	93114EAT7	WAL-MART STORES INC	250,000.00	10/20/2017	12/15/2020	249,637.50	2,190.28	250,335.75	252,526.03
<b>CORP</b>			<b>5,715,000.00</b>			<b>5,781,637.95</b>	<b>44,403.47</b>	<b>5,787,960.51</b>	<b>5,832,363.98</b>

## CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479M263	MUFG BANK LTD. (NEW YORK BRANCH)	650,000.00	03/11/2019	12/06/2019	636,886.28	0.00	649,757.15	649,757.15
CP	63873JA34	NATIXIS, NEW YORK BRANCH	700,000.00	08/16/2019	01/03/2020	694,528.33	0.00	698,710.25	698,710.25
<b>CP</b>			<b>1,350,000.00</b>			<b>1,331,414.58</b>	<b>0.00</b>	<b>1,348,467.40</b>	<b>1,348,467.40</b>

**FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3137BM6P6	FHMS K721 A2	130,000.00	04/09/2018	08/25/2022	131,107.03	334.75	132,705.30	133,040.05
FHLMC	3137FKK39	FHMS KP05 A	81,388.87	12/17/2018	07/25/2023	81,388.63	217.24	83,212.79	83,430.03
FHLMC	3137FQ3V3	FHMS KJ27 A1	100,000.00	11/26/2019	07/25/2024	99,997.60	174.33	99,842.00	100,016.33
<b>FHLMC</b>			<b>311,388.87</b>			<b>312,493.26</b>	<b>726.32</b>	<b>315,760.09</b>	<b>316,486.42</b>

**FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3136AJ7G5	FNA 14M06B A2	312,099.40	12/15/2016	05/25/2021	318,414.54	696.63	315,036.26	315,732.89
FNMA	3136B1XP4	FNA 18M5 A2	110,070.07	04/30/2018	09/25/2021	112,259.48	326.54	111,910.44	112,236.99
<b>FNMA</b>			<b>422,169.48</b>			<b>430,674.02</b>	<b>1,023.18</b>	<b>426,946.70</b>	<b>427,969.88</b>

**MMFUND**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER-US TRS MM Y	552,531.64	---	11/30/2019	552,531.64	0.00	552,531.64	552,531.64
<b>MMFUND</b>			<b>552,531.64</b>			<b>552,531.64</b>	<b>0.00</b>	<b>552,531.64</b>	<b>552,531.64</b>

**MUNI (MUNICIPAL BOND/NOTE)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	157411TKS	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	0.00	60,020.40	60,020.40
<b>MUNI</b>			<b>60,000.00</b>			<b>60,000.00</b>	<b>0.00</b>	<b>60,020.40</b>	<b>60,020.40</b>

**US GOV (U.S. TREASURY BOND/NOTE)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828B90	UNITED STATES TREASURY	175,000.00	10/05/2016	02/28/2021	181,323.24	884.62	175,628.91	176,513.52
US GOV	912828L32	UNITED STATES TREASURY	80,000.00	07/12/2016	08/31/2020	81,532.14	278.02	79,825.00	80,103.02
US GOV	912828N30	UNITED STATES TREASURY	700,000.00	12/13/2018	12/31/2022	682,664.06	6,224.86	711,046.88	717,271.74
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	14,228.26	1,625,250.00	1,639,478.26
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	7,558.76	863,414.06	870,972.83
US GOV	912828Q78	UNITED STATES TREASURY	185,000.00	01/05/2017	04/30/2021	181,328.91	216.64	184,219.53	184,436.17
US GOV	912828R69	UNITED STATES TREASURY	1,600,000.00	03/06/2019	05/31/2023	1,541,937.50	71.04	1,600,750.00	1,600,821.04
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	8.88	200,093.75	200,102.63
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	24.42	550,257.81	550,282.23
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	1,176.34	850,531.25	851,707.59
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	864.96	625,390.63	626,255.58
US GOV	912828T91	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	3,338.32	700,328.13	703,666.44
US GOV	912828VF4	UNITED STATES TREASURY	200,000.00	12/07/2015	05/31/2020	197,414.06	7.51	199,687.50	199,695.01
US GOV	912828VP2	UNITED STATES TREASURY	490,000.00	05/18/2016	07/31/2020	505,996.90	3,275.54	491,071.88	494,347.42
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	2,075.89	1,307,921.88	1,309,997.77
US GOV	912828XX3	UNITED STATES TREASURY	1,400,000.00	11/06/2019	06/30/2024	1,428,328.13	11,717.39	1,422,531.25	1,434,248.64
<b>US GOV</b>			<b>11,505,000.00</b>			<b>11,345,613.81</b>	<b>51,951.45</b>	<b>11,587,948.44</b>	<b>11,639,899.89</b>

**Summary**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>24,427,963.19</b>	---	---	<b>26,543,913.17</b>	<b>130,446.79</b>	<b>26,815,513.53</b>	<b>26,945,960.31</b>

\* Grouped by: Security Type  
 \* Groups Sorted by: Security Type  
 \* Weighted by: Base Market Value + Accrued  
 \* Holdings Displayed by: Lot

Report: Trade Activity  
 Account: SAM Transit District Agg (136232)  
 Date: 11/01/2019 - 11/30/2019  
 Base Currency: USD

\* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
22533UYR8	CREDIT AGRICOLE CORPORATE AND INVES	(1,900,000.00)	0.000	Maturity	11/25/2019	11/25/2019	11/25/2019	(1,900,000.00)	0.00	1,900,000.00
22533UYR8	CREDIT AGRICOLE CORPORATE AND INVES	(500,000.00)	0.000	Maturity	11/25/2019	11/25/2019	11/25/2019	(500,000.00)	0.00	500,000.00
31846V534	FIRST AMER:US TRS MM Y	10,184.77	1.220	Buy	11/04/2019	11/04/2019	11/30/2019	10,184.77	0.00	(10,184.77)
31846V534	FIRST AMER:US TRS MM Y	2,370,488.37	1.220	Buy	---	---	11/30/2019	2,370,488.37	0.00	(2,370,488.37)
31846V534	FIRST AMER:US TRS MM Y	(1,521,873.65)	1.220	Sell	---	---	11/30/2019	(1,521,873.65)	0.00	1,521,873.65
31846V534	FIRST AMER:US TRS MM Y	632,515.66	1.220	Buy	---	---	11/30/2019	632,515.66	0.00	(632,515.66)
31846V534	FIRST AMER:US TRS MM Y	(461,187.39)	1.220	Sell	---	---	11/30/2019	(461,187.39)	0.00	461,187.39
34531EAD8	FORDO 17A A3	(63,489.95)	1.670	Principal Paydown	11/15/2019	11/15/2019	06/15/2021	(63,489.94)	0.00	63,489.94
34531EAD8	FORDO 17A A3	(18,517.90)	1.670	Principal Paydown	11/15/2019	11/15/2019	06/15/2021	(18,517.90)	0.00	18,517.90
02007PAC7	ALLYA 171 A3	(17,020.68)	1.700	Principal Paydown	11/15/2019	11/15/2019	06/15/2021	(17,020.68)	0.00	17,020.68
02007PAC7	ALLYA 171 A3	(4,833.03)	1.700	Principal Paydown	11/15/2019	11/15/2019	06/15/2021	(4,833.03)	0.00	4,833.03
89238MAD0	TAOT 17A A3	(23,623.08)	1.730	Principal Paydown	11/15/2019	11/15/2019	02/16/2021	(23,623.08)	0.00	23,623.08
89238MAD0	TAOT 17A A3	(6,561.97)	1.730	Principal Paydown	11/15/2019	11/15/2019	02/16/2021	(6,561.97)	0.00	6,561.97
89190BAD0	TAOT 17B A3	(99,297.14)	1.760	Principal Paydown	11/15/2019	11/15/2019	07/15/2021	(99,297.14)	0.00	99,297.14
89190BAD0	TAOT 17B A3	(27,582.54)	1.760	Principal Paydown	11/15/2019	11/15/2019	07/15/2021	(27,582.54)	0.00	27,582.54
02007HAC5	ALLYA 172 A3	(65,327.04)	1.780	Principal Paydown	11/15/2019	11/15/2019	08/16/2021	(65,327.03)	0.00	65,327.03
02007HAC5	ALLYA 172 A3	(18,083.61)	1.780	Principal Paydown	11/15/2019	11/15/2019	08/16/2021	(18,083.61)	0.00	18,083.61
43814PAC4	HAROT 173 A3	(18,532.08)	1.790	Principal Paydown	11/18/2019	11/18/2019	09/18/2021	(18,532.08)	0.00	18,532.08
43814PAC4	HAROT 173 A3	(5,615.78)	1.790	Principal Paydown	11/18/2019	11/18/2019	09/18/2021	(5,615.78)	0.00	5,615.78
47788BAD6	JDOT 17B A3	(41,667.60)	1.820	Principal Paydown	11/15/2019	11/15/2019	10/15/2021	(41,667.60)	0.00	41,667.60
47788BAD6	JDOT 17B A3	(11,805.82)	1.820	Principal Paydown	11/15/2019	11/15/2019	10/15/2021	(11,805.82)	0.00	11,805.82
912828XX3	UNITED STATES TREASURY	5,000,000.00	2.000	Buy	11/01/2019	11/06/2019	06/30/2024	5,101,171.88	35,054.35	(5,136,226.23)
912828XX3	UNITED STATES TREASURY	1,400,000.00	2.000	Buy	11/01/2019	11/06/2019	06/30/2024	1,428,328.13	9,815.22	(1,438,143.35)
3137FQ3V3	FHMS KJ27 A1	385,000.00	2.092	Buy	11/20/2019	11/26/2019	07/25/2024	384,990.76	559.32	(385,550.08)
3137FQ3V3	FHMS KJ27 A1	100,000.00	2.092	Buy	11/20/2019	11/26/2019	07/25/2024	99,997.60	145.28	(100,142.88)
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	2.101	Buy	11/06/2019	12/05/2019	08/01/2024	230,000.00	0.00	(230,000.00)
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	2.101	Buy	11/06/2019	12/05/2019	08/01/2024	60,000.00	0.00	(60,000.00)
912828N30	UNITED STATES TREASURY	(3,900,000.00)	2.125	Sell	11/01/2019	11/06/2019	12/31/2022	(3,971,601.56)	(29,051.29)	4,000,652.85
912828N30	UNITED STATES TREASURY	(1,050,000.00)	2.125	Sell	11/01/2019	11/06/2019	12/31/2022	(1,069,277.34)	(7,821.50)	1,077,098.84
47788CAC6	JDOT 2018 A3	(29,292.83)	2.660	Principal Paydown	11/15/2019	11/15/2019	04/18/2022	(29,292.83)	0.00	29,292.83
47788CAC6	JDOT 2018 A3	(8,222.55)	2.660	Principal Paydown	11/15/2019	11/15/2019	04/18/2022	(8,222.55)	0.00	8,222.55
3136AJ7G5	FNA 14M06B A2	(18,765.80)	2.679	Principal Paydown	11/01/2019	11/01/2019	05/25/2021	(18,765.80)	0.00	18,765.80
3136AJ7G5	FNA 14M06B A2	(5,160.60)	2.679	Principal Paydown	11/01/2019	11/01/2019	05/25/2021	(5,160.60)	0.00	5,160.60
3137FKK39	FHMS KP05 A	(461.34)	3.203	Principal Paydown	11/01/2019	11/01/2019	07/25/2023	(461.34)	0.00	461.34
3137FKK39	FHMS KP05 A	(131.06)	3.203	Principal Paydown	11/01/2019	11/01/2019	07/25/2023	(131.06)	0.00	131.06
3136B1XP4	FNA 18M5 A2	(8,897.81)	3.560	Principal Paydown	11/01/2019	11/01/2019	09/25/2021	(8,897.81)	0.00	8,897.81
3136B1XP4	FNA 18M5 A2	(2,446.90)	3.560	Principal Paydown	11/01/2019	11/01/2019	09/25/2021	(2,446.90)	0.00	2,446.90
---	---	359,790.67	1.603	---	---	---	05/19/2022	398,400.14	8,701.38	(407,101.52)

\* Showing transactions with Trade Date within selected date range.

\* Weighted by: Absolute Value of Base Principal

\* MMF transactions are collapsed

\* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details. As such, these reports are subject to change even after the other reports on the website have been locked down. While these reports can be useful tools in understanding recent activity, due to their dynamic nature we do not recommend us

## Glossary of Terms

**Accrued Interest** - The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date. Accrued interest occurs as a result of the difference in timing of cash flows and the measurement of these cash flows.

**Amortized Cost** - The amount at which an investment is acquired, adjusted for accretion, amortization, and collection of cash.

**Book Yield** - The measure of a bond's recurring realized investment income that combines both the bond's coupon return plus its amortization.

**Average Credit Rating** - The average credit worthiness of a portfolio, weighted in proportion to the dollar amount that is invested in the portfolio.

**Convexity** - The relationship between bond prices and bond yields that demonstrates how the duration of a bond changes as the interest rate changes.

**Credit Rating** - An assessment of the credit worthiness of an entity with respect to a particular financial obligation. The credit rating is inversely related to the possibility of debt default.

**Duration** - A measure of the exposure to interest rate risk and sensitivity to price fluctuation of fixed-income investments. Duration is expressed as a number of years.

**Income Return** - The percentage of the total return generated by the income from interest or dividends.

**Original Cost** - The original cost of an asset takes into consideration all of the costs that can be attributed to its purchase and to putting the asset to use.

**Par Value** - The face value of a bond. Par value is important for a bond or fixed-income instrument because it determines its maturity value as well as the dollar value of coupon payments.

**Price Return** - The percentage of the total return generated by capital appreciation due to changes in the market price of an asset.

**Short-Term Portfolio** - The city's investment portfolio whose securities' average maturity is between 1 and 5 years.

**Targeted-Maturities Portfolio** - The city's investment portfolio whose securities' average maturity is between 0 and 3 years.

**Total Return** - The actual rate of return of an investment over a given evaluation period. Total return is the combination of income and price return.

**Unrealized Gains/(Loss)** - A profitable/(losing) position that has yet to be cashed in. The actual gain/(loss) is not realized until the position is closed. A position with an unrealized gain may eventually turn into a position with an unrealized loss, as the market fluctuates and vice versa.

**Weighted Average Life (WAL)** - The average number of years for which each dollar of unpaid principal on an investment remains outstanding, weighted by the size of each principal payout.

**Yield** - The income return on an investment. This refers to the interest or dividends received from a security and is expressed as a percentage based on the investment's cost and its current market value.

**Yield to Maturity at Cost (YTM @ Cost)** - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

**Yield to Maturity at Market (YTM @ Market)** - The internal rate of return of a security given the market price as of the report date and future expected cash flows.

**Years to Effective Maturity** - The average time it takes for securities in a portfolio to mature, taking into account the possibility that any of the bonds might be called back to the issuer.

**Years to Final Maturity** - The average time it takes for securities in a portfolio to mature, weighted in proportion to the dollar amount that is invested in the portfolio. Weighted average maturity measures the sensitivity of fixed-income portfolios to interest rate changes.

SAN MATEO COUNTY TRANSIT DISTRICT  
SUMMARY OF BUDGET ACTIVITY FOR NOVEMBER 2019

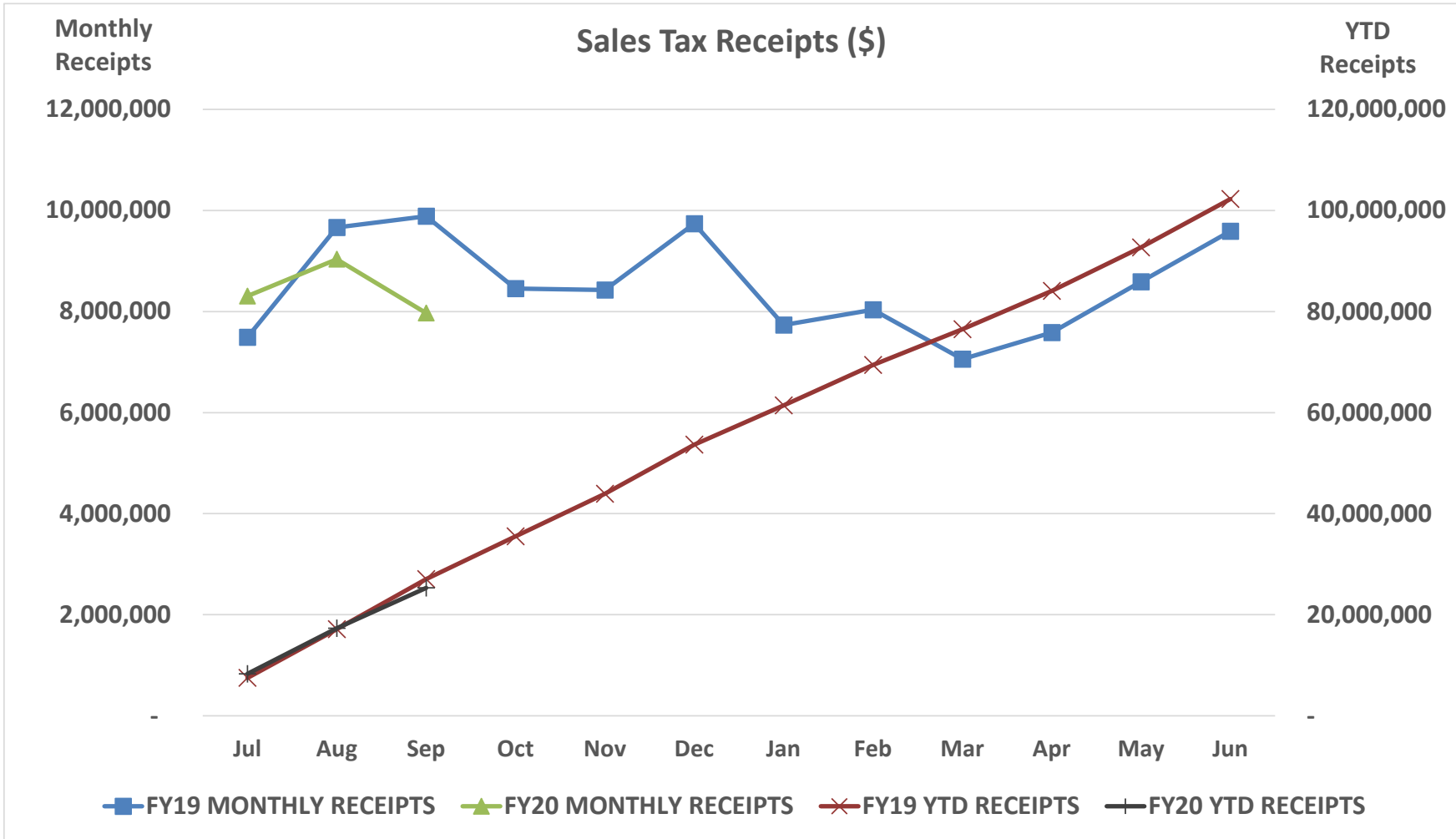
BUDGET AMENDMENTS

	Amount	Line Item	Description
Nov-19			No Budget Revisions for November 2019
	<u>\$ -</u>	Total	

BUDGET REVISIONS

	Amount	Line Item	Description
Nov-19			No Budget Revisions for November 2019
	<u>\$ -</u>	Total	<u>\$ -</u> Total

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2020  
November 2019**





San Mateo County Transit District  
 Monthly Sales Tax Receipts  
 FY2019  
 November 2019

	<b>FY19 MONTHLY RECEIPTS</b>	<b>FY20 MONTHLY RECEIPTS</b>	<b>MONTHLY % Change</b>	<b>FY19 YTD RECEIPTS</b>	<b>FY20 YTD RECEIPTS</b>	<b>YTD % Change</b>
<b>Jul</b>	\$7,491,211	8,304,089	10.85%	\$7,491,211	8,304,089	10.85%
<b>Aug</b>	9,665,751	9,033,736	(6.5%)	17,156,962	17,337,826	1.05%
<b>Sep</b>	9,885,148	7,968,941	(19.4%)	27,042,110	25,306,767	(6.4%)
<b>Oct</b>	8,456,110			35,498,220		
<b>Nov</b>	8,425,556			43,923,776		
<b>Dec</b>	9,739,351			53,663,127		
<b>Jan</b>	7,734,915			61,398,042		
<b>Feb</b>	8,037,354			69,435,396		
<b>Mar</b>	7,057,158			76,492,553		
<b>Apr</b>	7,585,772			84,078,325		
<b>May</b>	8,590,022			92,668,347		
<b>Jun</b>	9,588,742			102,257,089		
	<u>\$102,257,089</u>	<u>\$25,306,767</u>				

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **DISPOSITION OF TWO SURPLUS NON-REVENUE SUPPORT VEHICLES**

**ACTION**

Staff proposes the Committee recommend the Board authorize the General Manager/CEO, or his designee, to dispose of the following non-revenue support vehicles (Vehicles) that are designated as surplus, in accordance with the San Mateo County Transit District's (District) Procurement Policy:

- One (1) 2009 Toyota Prius
- One (1) 2009 Ford Van

**SIGNIFICANCE**

The District routinely disposes of vehicles, equipment and other property that have reached the end of their useful life or are damaged beyond repair. Disposition of the Vehicles listed above is in keeping with this practice and will be carried out in full compliance with the District's Procurement Policy. District approved methods of disposition are: sale by sealed bid, public auction, or negotiation, donation to a non-profit agency, recycling, transfer to another public agency, trade-in as part of a new procurement, or by discarding as scrap.

**BUDGET IMPACT**

There is no budget impact associated with this action. The Vehicles were purchased with local sales tax funds. Proceeds, net of any disposal costs, will be deposited to the agency's general reserves.

**BACKGROUND**

Both Vehicles are 10 years old and have each been driven more than 180,000 miles. They have reached the end of their useful life and, in keeping with the District's criteria to replace service support vehicles at seven years, they have been identified for disposal.

Procurement Administrator: Brian Geiger 650-508-7973  
Project Manager: David Parsons, Bus Maintenance, Assistant Manager 650-508-6418



CAROLE GROOM, CHAIR  
 KARYL MATSUMOTO, VICE CHAIR  
 RON COLLINS  
 MARINA FRASER  
 ROSE GUILBAULT  
 DAVE PINE  
 JOSH POWELL  
 PETER RATTO  
 CHARLES STONE

## MEMORANDUM

JIM HARTNETT  
 GENERAL MANAGER/CEO

**BOD ITEM #7**  
**January 8, 2020**

**Date:** January 2, 2020  
**To:** SamTrans Board of Directors  
**From:** Jim Hartnett, General Manager/CEO  
**Subject:** General Manager/CEO Report

**5-Month Summary Ending November 30, 2019**

**Fixed-route Bus Service/Ridership**

For the first five months of FY 2020, fixed-route bus service provided 4,738,170 trips, which is an increase of 2.3 percent more trips compared to the five months of FY 2019. The YTD FY 2020 AWR increased 2.9 percent compared to FY 2019. The YTD FY 2020 OTP is 79.3 percent, which is an improvement over the 78.7 percent for the same period in FY 2019, but still below the goal of 85.0 percent.

<b>Ridership</b>	<b><u>Nov. 2019</u></b>	<b><u>YTD FY 2020</u></b>	<b><u>YTD FY 2019</u></b>
• AWR	37,750	37,300	36,250
• Total Trips	911,870	4,738,170	4,631,670
<b>On-time Performance goal is 85.0%:</b>			
• Directly operated service	81.1%	81.9%	81.5%
• Contracted bus service	71.1%	72.9%	70.5%
• Coastside service	66.5%	73.2%	72.6%
• Combined service	77.8%	79.3%	78.7%
<b>Trips that Did Not Operate (DNO)</b>	<b>253</b>	<b>1,221</b>	<b>342</b>
<b>Complaints per million trips</b>	<b>220</b>	<b>223</b>	<b>199</b>

In November fixed-route bus service accumulated 253 DNOs. This is fewer than October's 275 DNOs. Short-term and long-term mitigation of DNOs remains a top priority and focus of SamTrans staff. Dispatchers continue to work diligently to cover open schedules (DNOs), the Human Resources Department has initiated an incentive program to attract and retain new bus operators by providing signing and safe driving bonuses. The District's Contracted Urban Bus (CUB) provider, MV Transportation, was awarded a two-year contract extension that is expected to help their strategies to recruit and retain bus operators. The most significant change to mitigate DNOs will come from the new runbook (effective in January), where service levels are adjusted to better match available staffing levels.

**SamTrans ADA Paratransit Service/Ridership**

For the first five months of FY 2020, SamTrans provided 142,230 Paratransit trips, which is a decrease of 3.0 percent compared to the first five months of FY 2019. There were 211,667 free Paratransit trips on fixed-route buses during the first five months of FY 2020, a decrease of 6,816 free trips compared to FY 2019. There were 7,841 Registrants as of November 2019, which are 347 fewer registrants compared to 8,188 in November 2018.

	<u>Nov. 2019</u>	<u>YTD FY 2020</u>	<u>YTD FY 2019</u>
On-time Performance goal is 90.0%			
• Redi-Wheels	90.8%	91.6%	90.4%
• RediCoast	95.5%	96.4%	97.0%
Complaints per 1,000 trips			
• Redi-Wheels	0.78	0.75	0.74
• RediCoast	1.54	1.40	0.19
Ridership			
• Paratransit AWR	1,110	1,140	1,190
• Paratransit Total Trips	26,600	142,230	146,650
• Free Paratransit trips on fixed-route buses	40,009	211,667	218,483

**Human Capital Investment**

	<u>Nov. 2019</u>		<u>YTD FY 2020</u>		<u>YTD FY 2019</u>	
	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>
New Bus Operator Trainees	1,264	158	7,800	975	7,008	876
Part to Full-time Bus Operator	0	0	0	0	180	23
New fleet/route orientation	31	4	278	35	144	18
DMV mandated training	416	52	1,282	160	972	121
Bus Operator retraining	189	24	989	124	502	63
Maintenance training	425	53	2,886	361	2,494	312
CPR/AED/First Aid	<u>0</u>	<u>0</u>	<u>244</u>	<u>31</u>	<u>144</u>	<u>18</u>
Total Hours	2,325	291	13,479	1,685	11,444	1,431

Class 161 started on November 15<sup>th</sup> and is expected to graduate (15) Bus Operator Trainees on January 24, 2020.

Another Safety Campaign will be initiated in January scheduled to last three months. It will provide incentives in the form of a raffle at the end of each month and a grand prize at the end of the three months. Eligibility for the raffle and HR safe driving incentives are established by maintaining accident free driving throughout the various safety campaigns. The current Safety Campaign emphasizes the need to adjust driving habits to the weather conditions and ensuring passengers are seated before pulling out of the Bus Stop.

**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).

	<u>November 2019</u>			<u>YTD FY 2020</u>			<u>YTD FY 2019</u>		
	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>	<u>Miles Driven</u>	<u># Calls</u>	<u>MBSC</u>
Motor Bus	541,419	21	25,782	2,721,250	90	30,236	2,570,316	93	27,638
Paratransit	100,148	2	50,074	538,960	12	44,913	617,207	14	44,086

**SamTrans vs. “Bad” Microbes**

The SamTrans maintenance team, specifically, the Utility Workers responsible for the interior cleaning of the District coaches and paratransit vehicles utilizes hospital grade cleaners to disinfect and clean commonly used surfaces such as seat handles, handholds, grab rails, and overhead straps. Staff routinely initiates cleaning and disinfectant efforts throughout the fleet as part of the preventive maintenance program. In addition, a fleet cleaning campaign can be initiated as needed in high flu season or when warranted by information or at the direction from the Center for Disease Control and Prevention (CDC).

**SamTrans Digital Communications (Social & Web)**

	<u>November 2019</u>	<u>YTD FY 2020</u>	<u>YTD FY 2019</u>
Impressions*	427,409	4,095,596	2,734,778
Interactions**	6,000	55,358	185,096
Website Sessions***	122,551	752,871	989,869

\* Facebook, Twitter, Instagram, LinkedIn

\*\* Interactions – Discrepancy between FY20 and FY19 resulted because Foursquare stopped reporting check-ins in June 2019, which was a significant driver of Interactions.

\*\*\* Website Sessions – Web traffic has been declining as alternate sources for schedules and ticket options make it less useful.

There were 9,989 total followers as of November 2019, up from 8,521 in November 2018.

**OnDemand Microtransit**

The SamTrans OnDemand microtransit pilot in Pacifica was implemented on May 6, 2019. The project provides SamTrans the opportunity to evaluate new technologies and the customer’s response to new service model. A report will be prepared in early 2020 evaluating the various facets of the project, such as software technology, service flexibility, customer satisfaction, ridership, Bus Operator procedures, and overall efficiency. The report will also provide information regarding the use of this technology as a permanent component of SamTrans transit services. The table below reflects OnDemand’s AWR for six complete months of service compared to FLX Pacifica in 2018, which OnDemand replaced.

	<u>2018</u>	<u>2019</u>	<u>+/- AWR</u>
June	82	98	+16
July	97	89	-8
August	101	71	-30
September	91	65	-26
October	86	79	-7
November	66	70	+4



## 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, JANUARY 8, 2020 – 2:30 pm**

or immediately following Board meeting recess

1. Call to Order

### MOTION

2. Approval of Minutes of Community Relations Committee Meeting of December 4, 2019

### INFORMATIONAL

3. Accessibility Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Multimodal Ridership Report – November 2019
7. Adjourn

Committee Members: Rose Guilbault (Chair), Ron Collins, Marina Fraser

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /  
COMMITTEE OF THE WHOLE  
DECEMBER 4, 2019**

Committee Members Present: R. Guilbault (Committee Chair), R. Collins, M. Fraser

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: K. Matsumoto, D. Pine, J. Powell, P. Ratto, C. Stone

Other Board Members Absent: C. Groom

Staff Present: J. Hartnett, C. Mau, J. Cassman, S. van Hoften, D. Olmeda, D. Hansel, A. Chan, J. Brook, D. Seamans

## **CALL TO ORDER**

Committee Chair Rose Guilbault called the meeting to order at 2:55 pm.

## **APPROVAL OF MINUTES OF COMMITTEE MEETING OF NOVEMBER 6, 2019**

Motion/Second: Stone/Powell

Ayes: Collins, Fraser, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Absent: Groom

## **ACCESSIBILITY UPDATE**

Tina Dubost, Manager, Accessible Services, gave an update on recent outreach activities.

## **PARATRANSIT COORDINATING COUNCIL UPDATE**

Ben McMullan, PCC Chair, noted various upcoming tabling events in the community. He reported that the PCC was present at the "Seniors On The Move" event on November 22.

## **CITIZENS ADVISORY COMMITTEE UPDATE**

Committee Chair Guilbault noted that the report was in the packet.

## **QUARTERLY DASHBOARD REPORT – JULY-SEPTEMBER 2019**

David Olmeda, Chief Operating Officer, Bus, reviewed the report.

**MULTIMODAL RIDERSHIP REPORT – OCTOBER 2019**

Mr. Olmeda reported on the monthly statistics.

Director Josh Powell talked about drop-in youth leadership.

Christy Wegener, Director of Planning, said that Clipper ridership is up, particularly by youth.

Committee Member Ron Collins said that there has been an increase in ridership even without including FCX (Foster City Express) figures.

Director Charles Stone asked if the runbook would be ready when school begins; Mr. Olmeda said yes.

Committee Chair Guilbault asked if more express routes would be added. Mr. Olmeda said that they would be moving forward with the Palo Alto Express (PAX) service.

Director Peter Ratto said that the PAX will go eventually go to western San Francisco, which he noted is an underserved area. He mentioned recent safety issues on BART.

Vice Chair Matsumoto said she had suggestions for new bus routes. Director Ratto suggested having a red lane for buses such as the ECR Rapid route.

**ADJOURN**

The meeting adjourned at 3:13 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 650-508-6242 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 Policy Advocacy and Legislative Committee (PAL-Committee) is the advocacy arm of the PCC.

The PCC and the PAL meet monthly (except for August).

Minutes from the October 2019 PAL and PCC meetings are attached to this report.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

No Additional Information.

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

**San Mateo County PCC  
Policy-Advocacy-Legislative (PAL) Committee**

Meeting Minutes  
November 12th, 2019

**ATTENDANCE:**

Members:

Mike Levinson, Chair; Dinae Cruise, Vice Chair; Tina Dubost, SamTrans; Alex Madrid, Consumer, CID; Scott McMullin, COA; Sammi Riley, Consumer; Sandra Lang, Community Member. (7/9 = quorum)

Guests:

David Koffman, Nelson\Nygaard; Jane Stahl, Staff Assistant; David Scarbor, SamTrans; Lynn Spicer, First Transit/Redi-Wheels; Henry Silvas, SamTrans; Patty Talbott, First Transit/Redi-Wheels

Absent:

Ben McMullan, CID  
Marie Violet, Dignity Health & Wellness Center

**WELCOME**

Chair Mike Levinson called the meeting to order at 11:34am. Everyone introduced themselves.

**OCTOBER PAL MINUTES**

Dinae Cruise moved to approve the minutes from the October 8, 2019 meeting with corrections; Sammi Riley seconded. The minutes were approved.

**LEGISLATIVE UPDATE**

Tina reported that there were no updates on discussions surrounding the funds collected through SB 1376. The monies are from a 10 cent surcharge on all TNC rides which will be submitted quarterly to the PUC. David Koffman reported that proceedings from the "TNC Access for All" workshop in San Diego on October 10, 2019 are available [on the PUC website](#). Ben McMullin submitted comments representing CID to the PUC prior to the meeting.

A wide-ranging discussion took place on the legislation including who can provide service, who will manage the money, who has oversight of the program, who can be a provider, regulation of vehicles, verification of fund use, reservation of Uber and Lyft's accessible vehicles, and much more. David Scarbor said that monthly committee meetings have not been fruitful to date and that no decisions have been made. Sandra asked if there was anything that the PCC could or should do but David answered that there was nothing to be done at the present time.

**LOCAL ADVOCACY**

Nothing reported.

## **POLICY ISSUES – OPEN DISCUSSION**

Mike Levinson reported that providing call-in capability or some other remote access to the November executive committee call and brought up for discussion at the PAL meeting. Tina didn't know if the room had equipment for this. Others felt it wouldn't work and many members reported poor experience with similar calls. The committee decided not to pursue the idea at the present time but to continue to make the meetings as accessible as possible through distribution of the minutes and enabling people to attend or send in comments.

Following reports of late pickups from a consumer who attended the October PCC meeting, Tina researched both the occasion reported and overall on-time performance from 1/1/19 to 10/9/19 and had written to the consumer. On time pickups based on drop-off time were 96%; on time pickups based on pick-up time were 97% - both percentages were better than the overall Redi-Wheels on-time performance of 91% for the same period.

Jane asked the group for help in responding to consumers who feel uncomfortable submitting a written complaint. Patty Talbott re-affirmed that all complaints are taken seriously and are much appreciated as they present an opportunity for education of drivers, dispatchers, etc. Lynn Spicer said that when speaking to the drivers to investigate a report, she tries to keep it anonymous without any particular individual being singled out.

## **OTHER BUSINESS:**

None.

Mike advised that the next meeting of the PAL committee is on December 10th at 11:30am. The meeting adjourned at 12:35pm.

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

Minutes of November 12th, 2019 Meeting

**ATTENDANCE:**

Members:

Susan Capeloto, Dept. of Rehabilitation; Dinae Cruise, Vice Chair; Tina Dubost, SamTrans  
Judy Garcia, Consumer; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair;  
Alex Madrid, Education Chair, CID; Benjamin McMullan, Chair, CID; Scott McMullin, CoA; Sammi  
(Wilhelmina) Riley, Consumer; Marie Violet, Dignity Health. (Member attendance = 11/16, Quorum  
= Yes)

Guests:

Talib Salamin, Serra Cab; David Scarbor, SamTrans; Henry Silvas, SamTrans; Patty Smith, Consumer;  
Lynn Spicer, First Transit/Redi-Wheels; Jane Stahl, PCC Staff; Patty Talbott, First Transit/Redi-Wheels;  
Larisa Vaserman, Consumer; David Koffman, Nelson\Nygaard

Absentees:

Valerie Campos, Vista Center; Patty Clement, Catholic Charities; Monica Colondres, Community  
Advocate; Nancy Keegan, Sutter Health/Senior Focus; Kathi Minden, Rosener House

**WELCOME/INTRODUCTIONS:**

Chair Ben McMullan called the meeting to order at 1:39pm. Attendees introduced themselves.

**APPROVAL OF OCTOBER MINUTES:**

A motion to approve the October 2019 PCC minutes was made by Dinae Cruise and seconded by Sandra Lang. Scott McMullin abstained. The minutes were approved.

**COMMITTEE REPORTS:**

**Policy/Advocacy/Legislative (PAL) – Mike Levinson, Chair**

The committee met at 11:30am on November 12<sup>th</sup>. They discussed SB 1376 at length but there were advised that no conclusions had been made on how it would be implemented. They also discussed the possibility of adding call-in capability to PCC meetings but the consensus was that there was no reasonable way to accomplish this and there isn't a pressing need. However, increasing outside attendance is in the work plan.

Ben McMullan asked if there were any next steps that the PCC might take with regard to SB 1376 but David Scarbor thought not at the moment.

The next meeting is on December 10th, at 11:30am.

**Grant/Budget Review – Nancy Keegan, Chair**

There were no updates.

### **Education – Alex Madrid, Chair**

The committee met on November 1. They discussed wording for the new banner, and an outreach event at the San Bruno Senior Center in January. They also discussed submitting a letter to the editor of the San Mateo Daily Journal on the work of the PCC in an effort to recruit more members, and a meeting with Supervisor Groom in January. At the meeting, Mike reported that the SamTrans Board of Directors had approved \$1.7M to purchase 13 new paratransit buses. Finally, everyone thanked Marie Violet for facilitating an interview on PenTV where Mike and Sammi talked with Dani Gasparini on “Pen Voice.”

### **Executive – Benjamin McMullan, Chair**

The committee met on November 5<sup>th</sup>. Nancy Keegan is coordinating a meeting of the Nominating/Membership Committee to develop a plan for outreach and membership recruitment. Alex and Ben will work with them. There is no plan to move forward with an ERC meeting at the moment.

They discussed the proposed new scheduling software and Mike reminded the committee that the PCC had been involved with the RFP process in the past. Ben reported on a meeting in October with Supervisor Groom where they discussed funds for paratransit, the need for more accessible taxis in the county, and the installation of Clipper card capability on Redi-Wheels vehicles. Nelson\Nygaard reported at the meeting that their contract is being extended through 6/30/20 and they were waiting for a formal request from SamTrans to submit a new proposal that will be a continuation of current services.

Tina Dubost advised that Clipper is sponsored by the MTC who are in the process of upgrading to Clipper 2.0 which may have the capability to be used on Redi-Wheels.

Nicole Fernandez will give a presentation on Elder Abuse at the December 10<sup>th</sup> PCC meeting.

### **PRESENTATION: “Reimagine SamTrans” by Amy Linehan, SamTrans Public Affairs Specialist**

Amy Linehan reviewed an effort underway to redesign the bus network for 2021. A copy of her presentation can be found [on the PCC website](http://sanmateopcc.org/advocacy-and-legislation/) (<http://sanmateopcc.org/advocacy-and-legislation/>). Everyone is invited to complete the online survey at <http://www.reimaginesamtrans.com/survey>.

Questions following her presentation included:

- The survey should be available in languages other than English, Spanish and Chinese. Amy responded that these are just the primary languages but understood that those aren't the only languages spoken throughout the county. They should focus on areas where service is lacking, e.g. Coastside. They are aware of such areas and will take this into account in their outreach.
- To reach out to people who don't have internet service. They can call the customer service number and take the survey over the phone.

- To focus efforts on the emerging senior population who might not currently use SamTrans but might in the future. They are planning to give presentations to many groups and welcome any suggestions for outreach groups or locations.
- The survey should include analysis of where people go as opposed to where they board a bus. Yes, the survey asks how riders are using SamTrans.
- Talk to students in schools and community colleges about using public transportation. Yes, they are reaching out to those communities.
- Is paratransit part of the project? Not per se, but they do recognize that disabled persons utilize the bus service and will include this in the effort.
- Ensure that payment options are accessible to people who don't have smartphones.

### **CONSUMER COMMENTS**

Patty Smith reported having been involved in an accident on Redi-Wheels and felt she was put into a vulnerable situation as she was not provided any instructions. She said that the incident showed a lack of guidance on what passengers should do in such an event. Tina said that there are few accidents, there are many variables, and including information in the Rider's Guide might deter passengers from taking the service. Patty was advised to report any follow up with Claims and to share any additional information with them. Ben thought it would be helpful if there could be some basic steps available.

Larisa reported an occasion when dispatch "lectured" her when she called for an ETA on a pick-up. Tina and Patty said they would look into this.

### **OPERATIONAL REPORTS**

Tina arranged for PCC members to take a ride on a Redi-Wheels vehicle after the meeting.

She had researched on-time performance for the consumer who attended the November meeting and reported a late pickup. The late pick up was due to heavy traffic but the consumer was dropped off on time. In addition, the customer had taken 132 trips so far this year – drop-off was at 96% on time and pick-up was 97%. Tina had sent a letter to the consumer.

She reported that Redi-Wheels didn't lose power during the recent safety shutoffs. RediCoast did lose power but continued to operate on generators.

Alex reported that drivers are confused about the tie downs on the new buses on the ECR route. Tina will follow up on that.

### **PERFORMANCE SUMMARY**

Total ridership was very similar to September 2018, down just 2%. On demand trips declined which Tina felt was part of an overall trend with transit riders being priced out of the county. Taxi trips were at 41%, on-time performance was 91.1%, and productivity was good at 1.95. Average time in queue met the standard.

## **COMMENT STATISTICS REPORT**

There were 18 compliments and 51 policy and service comments with most comments about late trips. Retraining took place following complaints about a driver's conduct

## **SAFETY REPORT**

Patty Talbott reported 7 incidents in October, one of which was preventable.

## **LIAISON REPORTS**

### **Agency – Nancy Keegan**

Tina reported that they had a meeting and there were no major issues.

### **ERC – Mike Levinson**

Mike reported that no meeting had been scheduled.

### **Commission on Disabilities (CoD) – Ben McMullan**

Ben reported that CoD is putting out a transportation survey, talking further about IHSS focus groups, and organizing an advocacy effort related to people with disabilities being victims of abusive situations.

### **Center for Independence (CID) – Ben McMullan/Alex Madrid**

CID is still looking for part-time and full-time employees. CID worked with CERT to get power batteries to people in need and distributing them on an as needed basis on this side of the county.

Alex asked about using Redi-Wheels in the event of an emergency. Tina advised that they don't have the capacity to respond to ride requests in the event of an emergency. Sandra reminded the group to reinforce the need to sign up for SMC Alerts and be prepared for an emergency.

Ben also noted that people with disabilities need to plan for any required assistance and put in place support networks. Sammi talked about a program in Burlingame to get to know your neighbor.

### **Commission on Aging (COA) – Scott McMullin**

The next meeting will be November 18 and the topic is nutrition. Guest speakers will be a panel of nutrition and meal delivery representatives. The next Transportation meeting will be January.

### **Coastside Transportation Committee (CTC) – Tina Dubost**

There will be a meeting on December 12<sup>th</sup>.

### **Stakeholder Advisory Group – Sandra Lang**

The draft plan for Measure A and Measure W was released on October 14<sup>th</sup> and reviewed by the SAG on October 22<sup>nd</sup>. The final product was presented at a virtual town hall on November 4<sup>th</sup> and is available online. The plan will go before the full

SamTrans Board of Directors in December. Everyone is encouraged to review it and provide final comments before November 15<sup>th</sup>.

**OTHER BUSINESS**

Mike mentioned that the New Beginning Coalition will meet on November 19<sup>th</sup>, at 264 Harbor Blvd., Belmont, from 9-11am.

Next meeting is on Tuesday, December 10<sup>th</sup> at 1:30pm.

Meeting adjourned at 3:13pm.



**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 – NOVEMBER 2019**

**ACTION**

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

**SIGNIFICANCE**

The average weekday ridership across all modes increased by 4.8 percent in the month of November 2019 compared to November 2018. The performance of the specific modes is as follows: average weekday ridership for Bus (+7.3%), Paratransit (-2.6%), Shuttles (+6.2%), Caltrain (+6.1%), and BART (+0.7%).

The month of November 2019 had 20 weekdays, one less weekday compared to both November 2018 and November 2017. The total ridership across all modes for the month of November increased by 1.0 percent compared to last year, November 2018. The performance of the specific modes is as follows: monthly ridership for Bus (+4.1%), Paratransit (-3.1%), Shuttles (-0.8%), Caltrain (+2.6%), and BART (-3.3%).

Ridership continues to grow since August 2019. Service changes and adjustments will be made in January 2020 with Runbook 131, to improve service reliability. Staff is re-aligning service levels with available personnel; consequently, Route ECR-Rapid will be temporarily suspended. Other smaller service adjustments are issued to align routes with school bell times, improve on-time performance and reduce frequency on low ridership routes. Additional information regarding the upcoming service changes is available through the SamTrans' website and onboard SamTrans buses through the Rider's Digest.

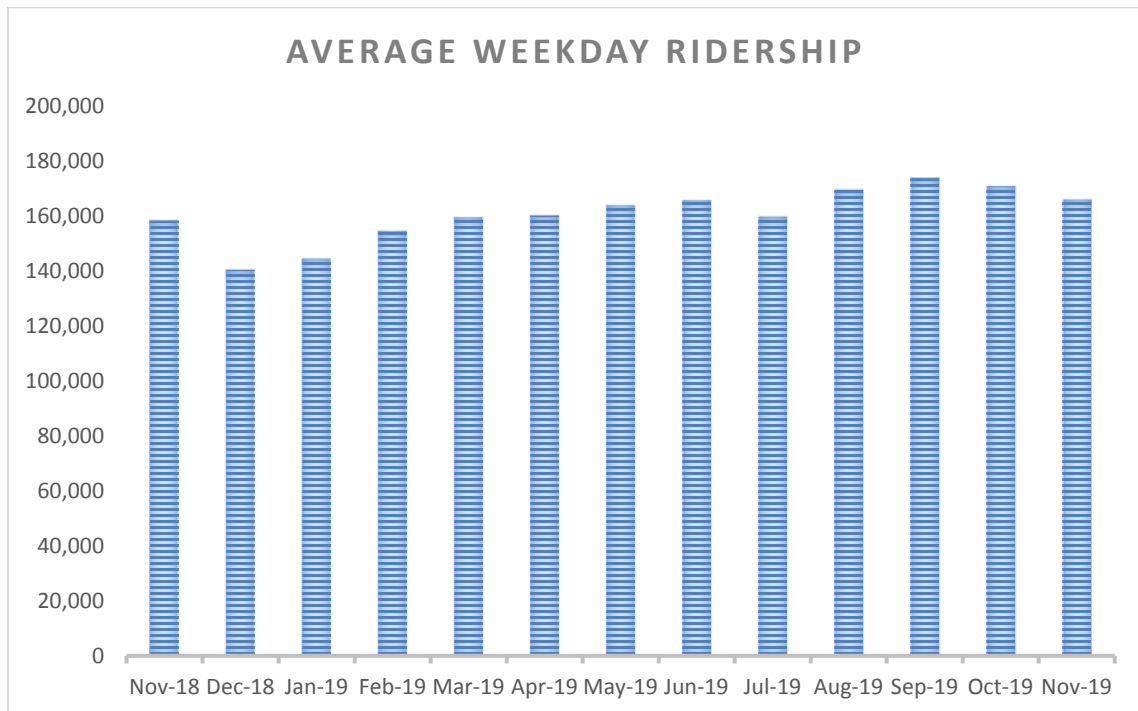
**AVERAGE WEEKDAY RIDERSHIP (AWR): November 2019 compared to November 2018**

**Table A  
Average Weekday Ridership**

November 2019 Average Weekday Ridership				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	37,830	35,180	37,750	7.3%
Paratransit	1,230	1,140	1,110	-2.6%
Shuttles	11,780	11,240	11,940	6.2%
Caltrain	61,740	65,600	69,610	6.1%
<b>Subtotal</b>	<b>112,580</b>	<b>113,160</b>	<b>120,410</b>	<b>6.4%</b>
BART Extension (No Daly City)	48,360	45,280	45,600	0.7%
<b>Grand Total</b>	<b>160,940</b>	<b>158,440</b>	<b>166,010</b>	<b>4.8%</b>
Weekdays	21	21	20	

November 2019 Year-to-date				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	37,830	36,250	37,300	2.9%
Paratransit	1,250	1,190	1,140	-4.2%
Shuttles	12,030	11,450	12,050	5.2%
Caltrain	61,980	69,040	70,880	2.7%
<b>Subtotal</b>	<b>113,080</b>	<b>117,940</b>	<b>121,370</b>	<b>2.9%</b>
BART Extension (No Daly City)	49,050	47,470	46,640	-1.7%
<b>Grand Total</b>	<b>162,130</b>	<b>165,410</b>	<b>168,010</b>	<b>1.6%</b>

**Chart A  
Grand Total Average Weekday Ridership**



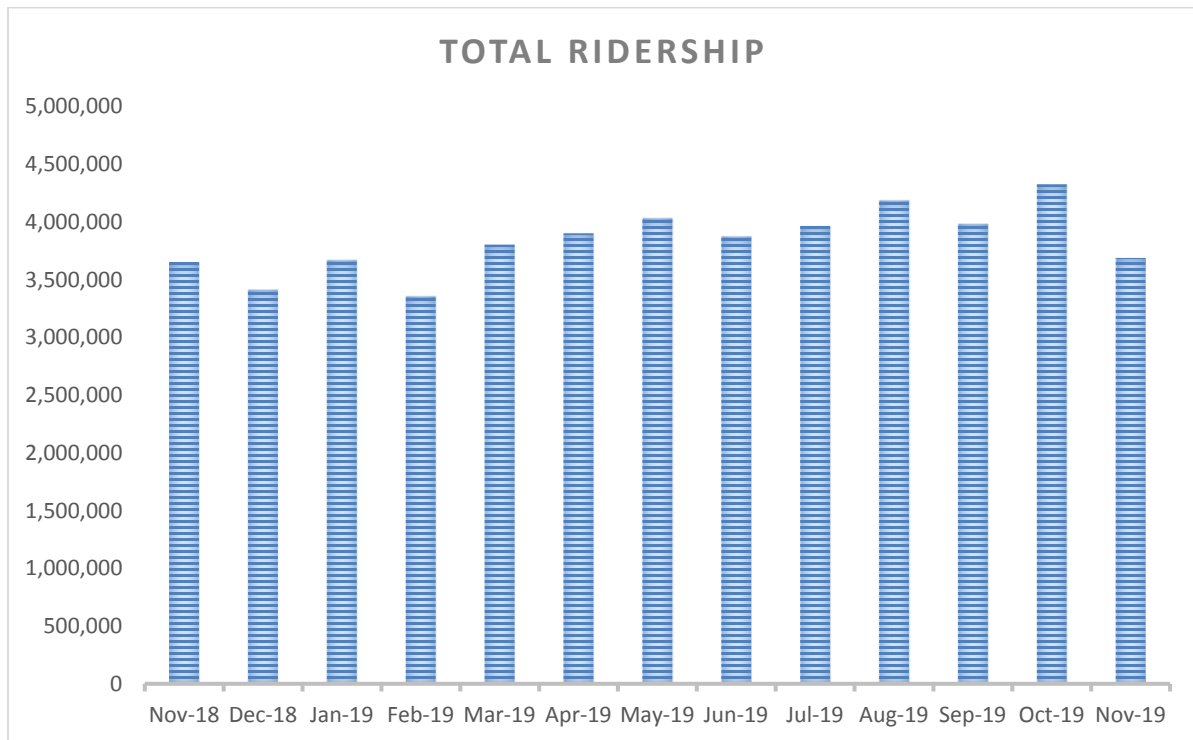
MONTHLY TOTAL RIDERSHIP: November 2019 compared to November 2018

Table B  
Total Monthly Ridership

November 2019 Total Monthly Ridership				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	942,520	876,360	911,870	4.1%
Paratransit	29,960	27,450	26,600	-3.1%
Shuttles	249,140	236,100	234,190	-0.8%
Caltrain	1,555,380	1,435,130	1,472,690	2.6%
<b>Subtotal</b>	<b>2,777,000</b>	<b>2,575,040</b>	<b>2,645,350</b>	<b>2.7%</b>
BART Extension (No Daly City)	1,161,850	1,076,960	1,041,450	-3.3%
<b>Grand Total</b>	<b>3,938,850</b>	<b>3,652,000</b>	<b>3,686,800</b>	<b>1.0%</b>
Weekdays	21	21	20	

November 2019 Year-to-date				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	4,839,750	4,631,670	4,738,170	2.3%
Paratransit	152,970	146,650	142,230	-3.0%
Shuttles	1,283,080	1,239,430	1,296,980	4.6%
Caltrain	8,054,310	7,933,250	8,186,660	3.2%
<b>Subtotal</b>	<b>14,330,110</b>	<b>13,950,990</b>	<b>14,364,040</b>	<b>3.0%</b>
BART Extension (No Daly City)	6,127,050	5,927,920	5,781,030	-2.5%
<b>Grand Total</b>	<b>20,457,150</b>	<b>19,878,910</b>	<b>20,145,080</b>	<b>1.3%</b>

Chart B  
Grand Total Ridership



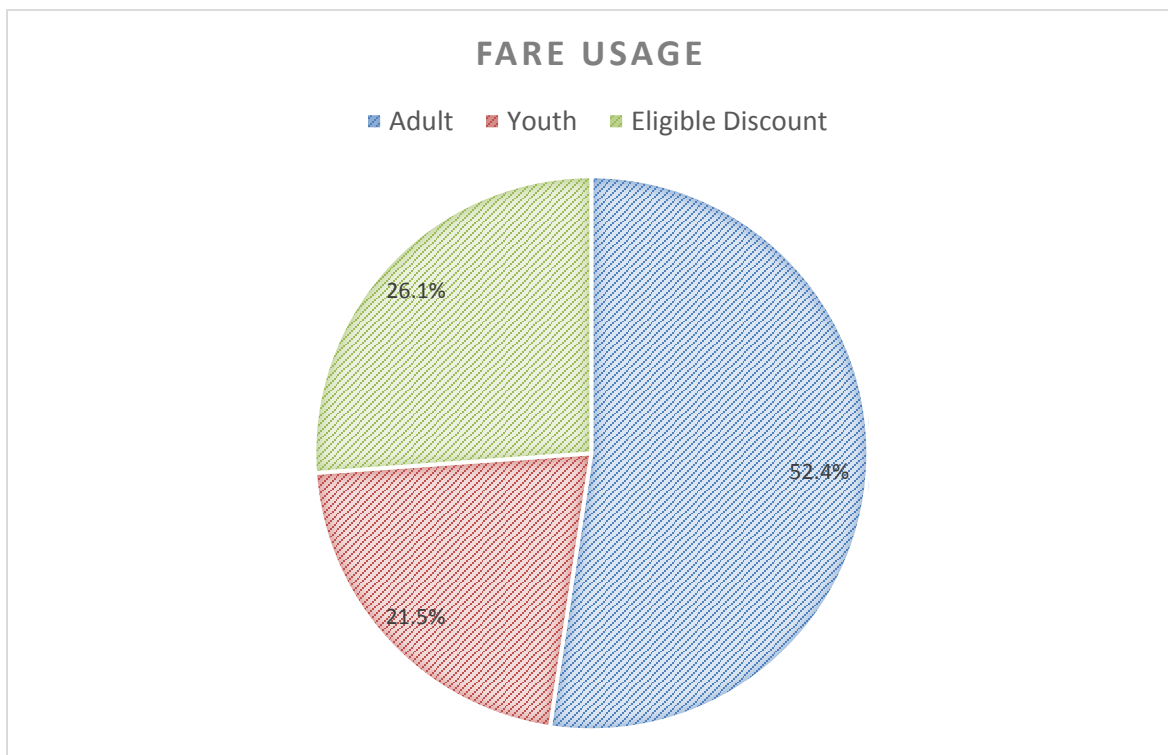
**SAMTRANS BUS FARE USAGE: November 2019**

**Table C** illustrates the number of riders by fare category for November 2019, 2018 and 2017. The ridership numbers in this table do not include Dumbarton Express ridership and the rural demand-response service (not to be confused with the SamTrans OnDemand service in Pacifica’s Linda Mar area).

**Table C  
Bus Riders by Fare Category**

Fare Category	November 2017	November 2018	November 2019
Adult	472,507	448,249	476,069
Youth	230,610	199,597	195,207
Eligible Discount	236,150	225,535	237,452
Total	939,267	873,381	908,708

**Chart C  
Fare Usage by Category**

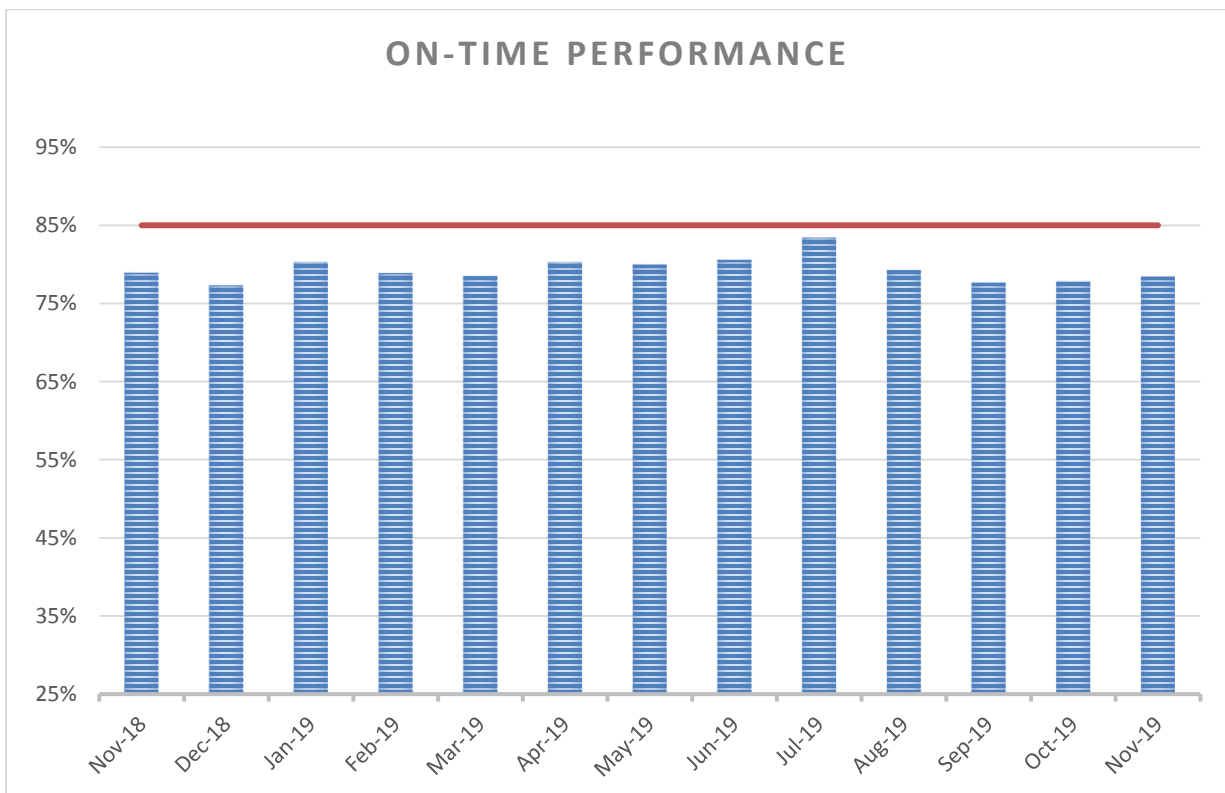


## ON-TIME PERFORMANCE: November 2019

On-Time Performance (OTP) – is calculated by evaluating all the time points within the route’s schedules across the system for late, early, and on-time arrival and departure. A route is late if it exceeds 5 minutes. A route is considered early if it departs 30 seconds ahead of schedule. SamTrans’ OTP goal is 85.0 percent.

The On-Time Performance for November 2019 is **78.44 percent**.

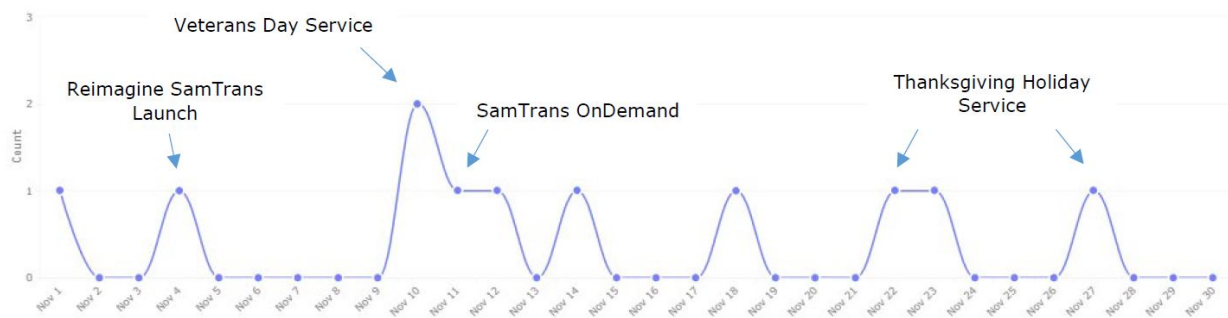
**Chart D**  
**On-Time Performance Statistics**



## SAMTRANS PROMOTIONS: November 2019

**Reimagine SamTrans Survey Campaign (Phase 1)** – In November, SamTrans launched a Reimagine SamTrans ad campaign encouraging both riders and non-riders to participate in an online survey about SamTrans' service and desired improvements. The survey launched on November 1 and remained open through December 31. Organic communications included a news release, extensive outreach/activations at popular transit centers throughout the county and organic in-language social media content. Printed collateral included brochures and ad cards placed onboard all SamTrans buses as well as bus shelter ads and bus sides. Paid promotions included ethnic print ads in English, Spanish and Chinese publications, KCBS News Talk Radio and paid ads on Facebook, Instagram, Nextdoor.com and native geo-targeted ads.

### SamTrans News Coverage Report – November 2019



Total # of articles: 11 (compared to 2 in October)

# SamTrans Digital Metrics - NOV 2019



## *New Followers*

**+142**

**Nov 19 - 9,989**

Oct 19 - 9,847

Nov 18 - 8,521

## *SamTrans.com Sessions*

**Nov 19 - 122,551**

Oct 19 - 151,072

Nov 18 - 136,126

## *SamTrans Mobile - Nov*

**Downloads - n/a** (Oct: 1407)

**Accounts - n/a** (Oct: 1331)

**Orders - n/a** (Oct: 11,181)

**Apple Rting - 2.7** - 15 reviews

## *Top Tagged Issues*

**1. Reimagine (34)**

**2. Compliment (7)**

**3. Route SFO (6)**

**4. DNO (5)**

## *Social Engagement*

### **Video Views**

**5,527** (Oct: 7,148)

### **Content Impressions**

**427,409** (Oct: 1.5M)

### **Interactions**

**6,000** (Oct: 9,894)

## *Yelp & FB Rating*

**2.83 (of 5 stars)**

*(0 Nov reviews)*



@SamTrans



@gosamtrans



@samtrans

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

650-508-6227  
650-508-7763  
650-508-7924  
650-508-7845



**A G E N D A**

**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, JANUARY 8, 2020 – 2:45 pm**

or immediately following Community Relations Committee meeting

1. Call to Order

**MOTION**

2. Approval of Minutes of Finance Committee Meeting of December 4, 2019
3. Contribution to Fund Special Legal Counsel for Peninsula Corridor Joint Powers Board on Governance Matters
4. Adjourn

Committee Members: Peter Ratto (Chair), Josh Powell, Marina Fraser

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  
DECEMBER 4, 2019

Committee Members Present: P. Ratto (Committee Chair), M. Fraser, J. Powell

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: R. Collins,  
R. Guilbault, K. Matsumoto, D. Pine, C. Stone

Other Board Members Absent: C. Groom

Staff Present: J. Hartnett, C. Mau, J. Cassman, S. van Hoften, D. Olmeda, D. Hansel, A.  
Chan, J. Brook, D. Seamans

**CALL TO ORDER**

Committee Chair Peter Ratto called the meeting to order at 3:13 pm.

**APPROVAL OF MINUTES OF COMMITTEE MEETING OF NOVEMBER 6, 2019**

Motion/Second: Collins/Pine

Ayes: Collins, Fraser, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Absent: Groom

**ACCEPTANCE OF FISCAL YEAR 2019 COMPREHENSIVE ANNUAL FINANCIAL REPORT**

Derek Hansel, Chief Financial Officer; Grace Martinez, Director of Finance; and Ahmad Gharaibeh, Partner, Eide Bailly LLP, provided a presentation on the comprehensive annual financial report (CAFR).

Motion/Second: Stone/Fraser

Ayes: Collins, Fraser, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Absent: Groom

**AMENDMENT OF CONTRACT WITH MV TRANSPORTATION FOR CONTRACTED URBAN BUS SERVICES**

Mr. Hansel reviewed the staff report.

Director Charles Stone said that MV Transportation provides approximately one-third of the District's operators and advised staff to closely monitor the MV's relationship with SamTrans. Mr. Hansel said that they have worked in close cooperation with MV.

Committee Chair Ratto said that it is critical to give MV enough funding for them to retain operators.

Jim Hartnett, General Manager/CEO, said that the Reimagine SamTrans initiative would help to improve the customer experience.

Motion/Second: Stone/Collins

Ayes: Collins, Fraser, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Absent: Groom

**AMENDMENT OF AGREEMENT WITH FIRST TRANSIT FOR REDI-WHEELS PARATRANSIT SERVICES AND AMENDMENT TO INCREASE THE FY 2020 OPERATING BUDGET**

Mr. Hansel noted that the liability for claims had been shifted from the District to First Transit.

Director Ron Collins asked if there were a way to measure claims liability in physical terms. Mr. Hansel said it will be hard to tell exactly what that is because the District will get some rebate this year from its insurance providers, which may not be as much as desired. He said the liability insurance premium is expected to go up substantially.

Public Comment:

Ben McMullan, Chair, Paratransit Coordinating Council, said that the contract could have a greater impact on reliable service for paratransit riders.

Motion/Second: Guilbault/Powell

Ayes: Collins, Fraser, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Absent: Groom

**ADJOURN**

The meeting adjourned at 3:36 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 650-508-6242 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 General Manager/CEO

Derek Hansel  
Chief Financial Officer

SUBJECT: **CONTRIBUTION TO FUND SPECIAL LEGAL COUNSEL FOR PENINSULA  
CORRIDOR JOINT POWERS BOARD ON GOVERNANCE MATTERS**

**ACTION**

Staff proposes that the Committee recommend the San Mateo County Transit District (District) contribute \$83,333 to the Peninsula Corridor Joint Powers Board (JPB) to fund a contract for special legal counsel services (1) related to Caltrain governance matters identified in Section 7 of Chapter 4 of the Organizational Assessment prepared for the Caltrain Business Plan, and (2) for matters in which Hanson Bridgett LLP, which serves as General Counsel for both the JPB and the District, has a conflict of interest arising from its representation of both agencies, as defined under Rule 1.7 of the California Rules of Professional Conduct.

**SIGNIFICANCE**

At its December 4, 2019 Board of Directors meeting, the JPB directed staff to solicit proposals from attorneys/law firms for the services described above and suggested that staff obtain equal contributions from the JPB's three member agencies to fund the resulting contract(s). Later in December, a letter requesting proposals was sent to potential special counsel in anticipation of contract award at the JPB's February meeting. Staff is now seeking \$83,333 each from the District, the Santa Clara Valley Transportation Authority (VTA) and the City and County of San Francisco (CCSF) to fund a contract valued at up to \$250,000.

**BUDGET IMPACT**

Pursuant to the General Manager/CEO's authority, existing budgetary authority from Fiscal Year 2020 will be redirected to provide budget for this contribution. Staff anticipates returning to the District's Board of Directors later this fiscal year with a broader operating budget amendment which would include an addition to total budget authority related to the proposed expenditure.

**BACKGROUND**

The District, VTA and CCSF are the three member agencies of the JPB, which owns and operates the Caltrain commuter railroad between San Francisco and Gilroy, and the

rail right of way on which Caltrain runs between San Francisco and San Jose. The Joint Exercise of Powers Agreement that formed the JPB provides that the three member agencies contribute equal shares of the JPB's annual capital budget and proportional shares of the JPB's annual operating budget in accordance with a formula based on average weekday boardings. The District serves as managing agency for the JPB.

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of electric railcars. Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system. The initial concept for a Caltrain "Business Plan" was brought to the JPB in April of 2017. The JPB reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. Technical work on the Business Plan commenced in the summer of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain's interface with the communities it traverses.

The Organizational Assessment work stream is a distinct component of the overall Caltrain Business Plan process and presents research, analysis and recommendations across a spectrum of organizational areas including service delivery, internal organization and governance. The draft report, which includes several alternative governance and administrative structures, was presented to the JPB for the first time on August 1, 2019. In 2020, the JPB will conduct a several-months-long process to build upon the Governance portion of the Organizational Assessment, focusing on how the District delivers services to the JPB both for Caltrain-specific requirements and shared services.

In light of Hanson Bridgett's concurrent general counsel representation of the JPB and the District, and the firm's work as special counsel for the other two member agencies of the JPB on unrelated matters, it is foreseeable that legal conflicts may interfere with Hanson Bridgett's ability to represent the JPB (or its member agencies) in the next steps of evaluating and possibly pursuing governance changes as contemplated in Section 7, Chapter 4 of the Organizational Assessment. Accordingly, the JPB is in the process of obtaining special counsel for work on this matter and for other matters concerning the relationship between the JPB and the District which give rise to a conflict of interest for Hanson Bridgett under the Rules of Professional Conduct applicable to all licensed attorneys practicing in California. Notably, the District also engages special counsel for such matters.

Prepared by: Derek Hansel, Chief Financial Officer

650-508-6466

RESOLUTION NO. 2020 –

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

\*\*\*

**AUTHORIZING A CONTRIBUTION OF \$83,333 TO THE PENINSULA CORRIDOR JOINT POWERS BOARD TO FUND SPECIAL COUNSEL SERVICES ON GOVERNANCE MATTERS**

**WHEREAS**, the Peninsula Corridor Joint Powers Board (JPB), which owns and operates the Caltrain commuter rail service, is a joint powers agency formed by agreement of the San Mateo County Transit District (District), Santa Clara Valley Transportation Authority and City and County of San Francisco; and

**WHEREAS**, the District serves as managing agency of the JPB, and Hanson Bridgett LLP serves as General Counsel for both the District and the JPB; and

**WHEREAS**, the JPB has undertaken development of the Caltrain Business Plan to articulate a long-term business strategy for the future of the Caltrain system, including an Organizational Assessment that presents research, analysis and recommendations across a spectrum of organizational areas including service delivery, internal organization and governance; and

**WHEREAS**, the draft Organizational Assessment, which included several alternative governance and administrative structures, will form the basis for further study in 2020 on how the District delivers services to the JPB both for Caltrain-specific requirements and shared services; and

**WHEREAS**, in light of Hanson Bridgett's concurrent general counsel representation of the JPB and the District, and the firm's work as special counsel for the other two member agencies of the JPB on unrelated matters, it is foreseeable that legal conflicts

may interfere with Hanson Bridgett's ability to represent the JPB (or its member agencies) in the next steps of evaluating and possibly pursuing governance changes as contemplated in Section 7, Chapter 4 of the Organizational Assessment; and

**WHEREAS**, the JPB is in the process of obtaining special counsel for work on this matter and for other matters related to the relationship between the JPB and the District which give rise to a conflict of interest for Hanson Bridgett under the Rules of Professional Conduct applicable to all licensed attorneys practicing in California; and

**WHEREAS**, the JPB is seeking equal contributions of \$83,333 from each of its three member agencies to fund these special counsel services; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors (1) authorize the District to contribute up to \$83,333 to fund one third of the contract value for special counsel services for the JPB as described above and (2) authorize the General Manager/CEO, or his designee, to take any actions necessary to make such contribution.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby (1) authorizes the District to contribute up to \$83,333 to fund one third of the contract value for special counsel services for the Peninsula Corridor Joint Powers Board as described above and (2) authorizes the General Manager/CEO, or his designee, to take any actions necessary to make such contribution.

Regularly passed and adopted this 8<sup>th</sup> day of January, 2020 by the following

vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary



BOARD OF DIRECTORS 2020

CAROLE GROOM, CHAIR  
KARYL MATSUMOTO, VICE CHAIR  
RON COLLINS  
MARINA FRASER  
ROSE GUILBAULT  
DAVE PINE  
JOSH POWELL  
PETER RATO  
CHARLES STONE

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, JANUARY 8, 2020 – 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 December 4, 2019

#### INFORMATIONAL

3. Update on Dumbarton Rail Corridor Project
4. Adjourn

Committee Members: Charles Stone (Chair), Dave Pine, Karyl Matsumoto

NOTE:

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



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

**MINUTES OF STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE /  
COMMITTEE OF THE WHOLE  
DECEMBER 4, 2019**

Committee Members Present: C. Stone (Committee Chair), K. Matsumoto, D. Pine

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: R. Collins,  
M. Fraser, R. Guilbault, J. Powell, P. Ratto

Other Board Members Absent: C. Groom

Staff Present: J. Hartnett, C. Mau, J. Cassman, S. van Hoften, D. Olmeda, D. Hansel,  
A. Chan, J. Brook, D. Seamans

## **CALL TO ORDER**

Committee Chair Charles Stone called the meeting to order at 3:36 pm.

## **APPROVAL OF MINUTES OF COMMITTEE MEETING OF NOVEMBER 6, 2019**

Motion/Second: Fraser/Powell

Ayes: Collins, Fraser, Matsumoto, Pine, Powell, Ratto, Stone

Abstentions: Guilbault

Absent: Groom

## **ADOPTION OF THE SAMTRANS 2019 TITLE VI PROGRAM**

Carter Mau, Deputy General Manager/CEO, introduced Wendy Lau, Title VI Officer, who provided the presentation.

Committee Member Karyl Matsumoto asked about the nature of Title VI-related complaints received by the District. Ms. Lau said complaints are primarily based on perception. Committee Member Matsumoto asked about safe harbor language access. Ms. Lau said that printed materials are available for languages with 1,000 or more speakers (or 5 percent of the population). She added that 11 languages in the Bay Area fit this category.

Motion/Second: Ratto/Collins

Ayes: Collins, Fraser, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Absent: Groom

**ADJOURN**

The meeting adjourned at 3:52 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 650-508-6242 or by email to [board@samtrans.com](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Strategic Planning, Development, and Sustainability Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Carter Mau  
Deputy General Manager

SUBJECT: **UPDATE ON DUMBARTON RAIL CORRIDOR PROJECT**

**ACTION**

No action is required. This is an informational item.

**SIGNIFICANCE**

In August of 2018, the San Mateo County Transit District (District) entered into an Exclusive Negotiating Agreement (ENA) with Cross Bay Transit Partners (CBTP), also noted herein as the Developer, to determine the feasibility of development within the Dumbarton Rail Corridor. This report provides an update on the status of the partnership since the execution of the ENA, and staff is providing a full update via PowerPoint.

**BUDGET IMPACT**

This informational update has no impact on the budget.

**BACKGROUND**

Since the execution of the ENA, the Developer has on-boarded a team of technical consultants and subject matter experts developing environmental clearance documentation, engineering plans, financial assessment, and other technical studies to advance Dumbarton Rail Corridor Project (Project) to the implementation phase. The District and the Developer are also concurrently developing a funding and implementation strategy and have begun coordination with its various partners.

**Project Description**

The Project is in the San Francisco Bay Area (Bay Area) in northern California and includes portions of Alameda and San Mateo counties. The Project alignment is primarily within existing District, Union Pacific Railroad (UPRR), and public right-of-way (ROW) along approximately 18 miles of existing rail infrastructure and public roadways on the San Francisco Peninsula (Peninsula) and San Francisco East Bay (East Bay), including the existing Dumbarton Rail Bridge. The Project would provide a critical mass transit connection between southern portions of the San Francisco Peninsula (Peninsula) and southern portions of the San Francisco East Bay (Easy Bay).

### Partner Agency Coordination

Partnerships with other agencies and entities are required to obtain project approvals to advance to implementation. Since the ENA, the District, in collaboration with the Developer, CBTP, has led coordination with its federal, state and local agencies pursuant to the requirements of the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). The Project is a likely candidate for FTA's Capital Improvements Grant Programs (CIG) such as New Starts or Expedited Delivery Pilot Programs. FTA must serve as the lead federal agency for the environmental review under NEPA, to define a path toward eligibility for these funding opportunities. Meetings are held with FTA Region IX representatives regularly to coordinate Project activities, seek early input from FTA staff on critical documents, and foster a strong working relationship between the District, the Developer, and FTA.

Support from other agencies and inclusion in certain plans are necessary to secure public funding sources. For example, support from MTC and inclusion of the project in the upcoming Plan Bay Area 2050 are necessary to secure public funding from multiple public sources. The Dumbarton Rail Corridor, as one of only a few existing Bay crossings, would provide a critical east-west link for the regional transportation network considered in PBA 2050. The District and the Developer are also actively coordinating with San Mateo and Alameda County partners to include the Project in various planning and programming documents.

FTA has also been actively supporting the Project team in conversations with resource and permitting agencies. Given the timeline for environmental clearance and project development activities, engagement with resource, permitting, and approval agencies has already begun to understand each agency's needs for issuing permits and project approvals.

### Project Funding Plan and Upcoming Grant Opportunities

The funding plan for the Project considers multiple eligible sources, both public and private, including but not limited to USDOT programs, regional transportation measures, and State cap & trade programs. Stakeholder coordination, environmental clearance process, conceptual engineering, ridership and financial modeling are informing the project definition and the funding strategy, including application content for discretionary grants.

The Project team is currently collaborating on an upcoming funding opportunity to submit an application for the state's Transit & Intercity Capital Rail Program (TIRCP), applications for which are due January 16, 2020.

The TIRCP was created to fund transformative capital improvements that modernize California's intercity rail, bus, rail transit systems, among others, to reduce emissions of greenhouse gases, expand and improve transit service to increase ridership, integrate the rail service of the state's various rail operations, and improve transit safety. Staff believes the Project would be a good candidate for this competitive program.

The District will be the applicant, with the Developer, CBTP, as its private sector partner

for the TIRCP project. The proposed project for TIRCP funding in the 2020 cycle will be a phase of the project description listed above, where the alignments under evaluation are common and include scalable elements, such as station investments and grade-separations that collectively will demonstrate a reduction in greenhouse gas emissions using the California Air Resources Board quantification methodology. Key areas of focus for the proposed TIRCP project will include demonstrating attention to integration among rail and transit services, identifying phases or priorities of the overall Project, leveraging funding sources with matching funds, and prioritizing project benefits.

#### Dumbarton Rail Corridor Project Next Steps

In addition to submitting the TIRCP application for the Dumbarton Rail Corridor Project, the District will continue to work with the Developer to refine the Project funding plan, identifying grant and loan programs and other opportunities to fund the Project's implementation.

In addition, staff is working with the Developer on the environmental document (NEPA/CEQA), conceptual engineering, ridership modeling, conceptual cost estimating, and coordination with resource, permitting and approval agencies.

#### *Upcoming Project Milestones (anticipated dates, subject to change):*

- Publication of NOI: Q1 2020
- Scoping: Q1 2020
- TIRCP Application: January 2020
- Solutions for Congested Corridors Program Applications: June 2020
- Additional Funding Applications: 2020-2022
- Identification of Preferred Alternative and Locally Preferred Alternative: Q1 2021
- Public Draft EIR/EIS: Q2 2021
- FEIS/ROD: Q1 2022

#### Renewal of Exclusive Negotiating Agreement (ENA)

The currently executed ENA between the District and the Developer will expire in February of 2020. An extension, at the discretion of the District General Manager, may be granted to extend the ENA for up to three consecutive periods of six months each.

Prepared by: Melissa DuMond, Project Manager

919-605-1388



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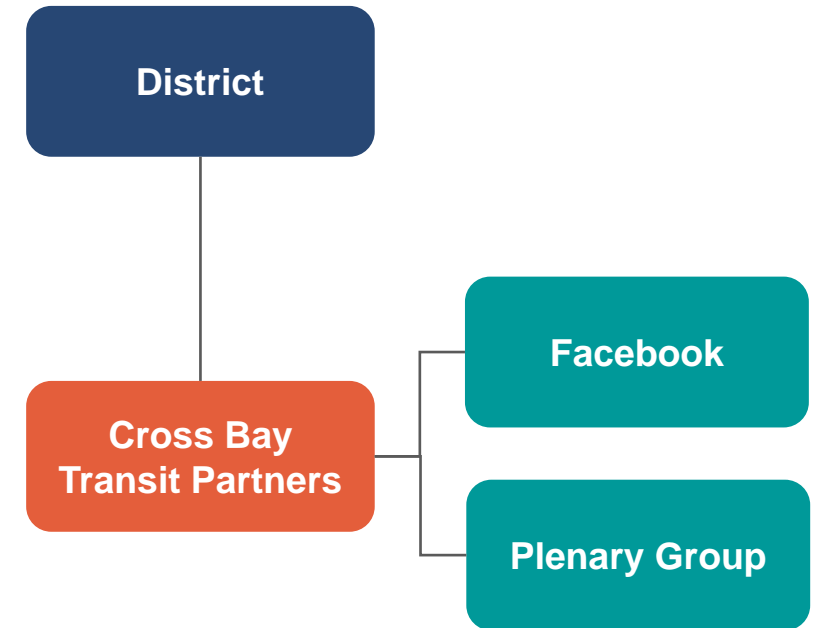
## **Dumbarton Rail Corridor Project Update**

January 8, 2020

# Cross Bay Transit Partners

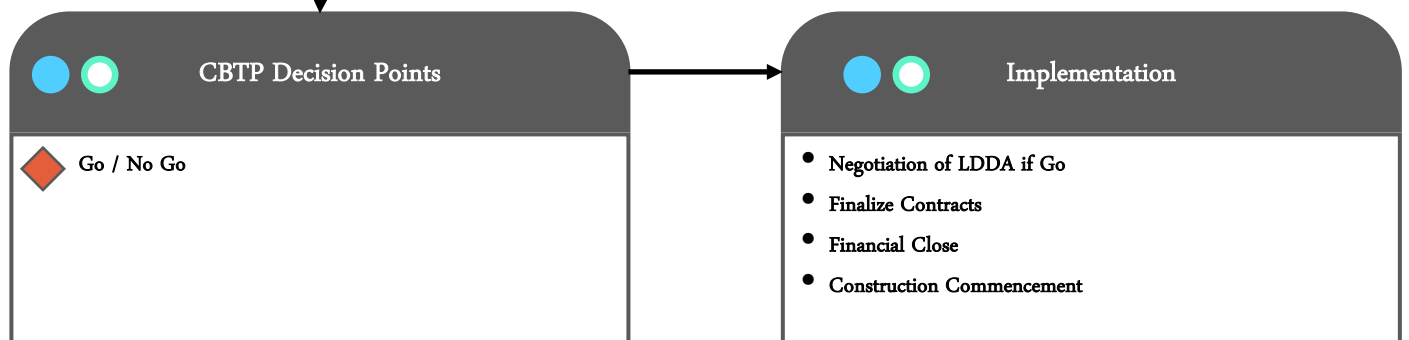
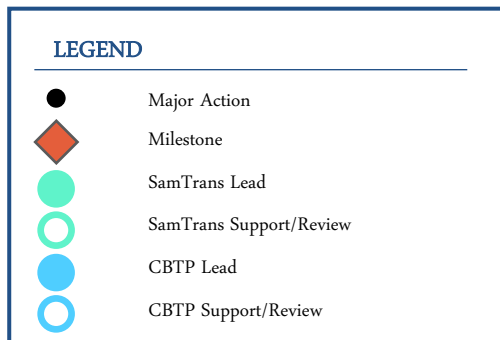
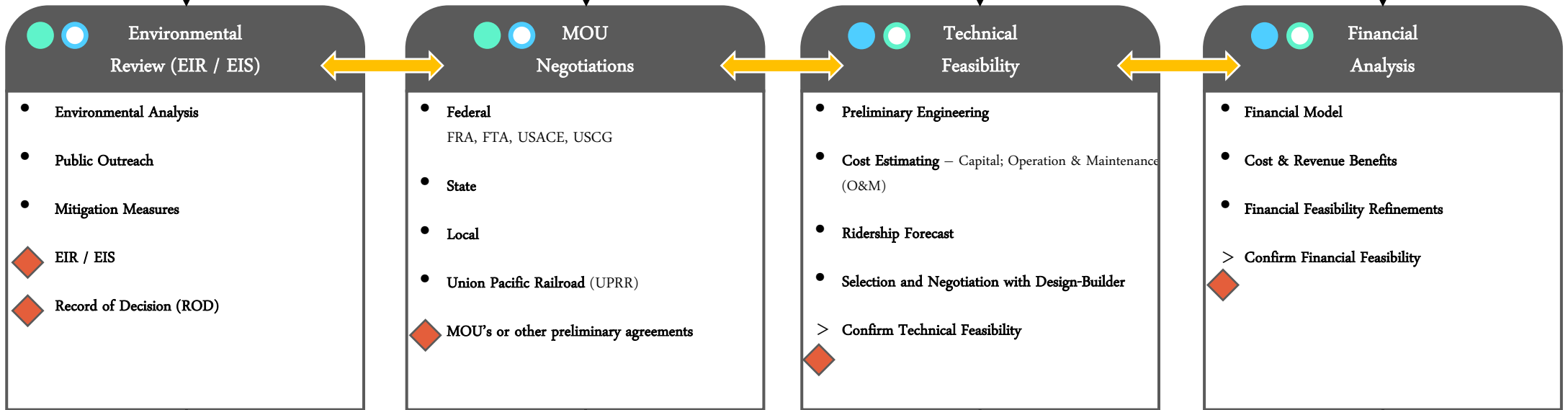
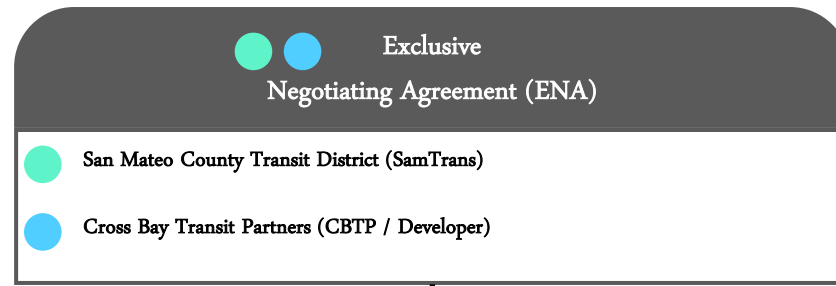
## Who We Are

- **Facebook and Plenary Group** are collaborating on the Dumbarton Corridor project through a new company, **Cross Bay Transit Partners (CBTP)**
- CBTP and the District executed an **Exclusive Negotiating Agreement (ENA)** on August 14, 2018
- Current agreement is only for investigation, feasibility analysis and conduct of environmental process (CEQA/NEPA)



**Exclusive Negotiating Agreement**

# ENA Process





# CBTP Organizational Chart

**Cross Bay Transit Partners**  
*Project Leads*

Winsome Bowen      Eliot Jamison

**JV Support** (Facebook + Plenary)

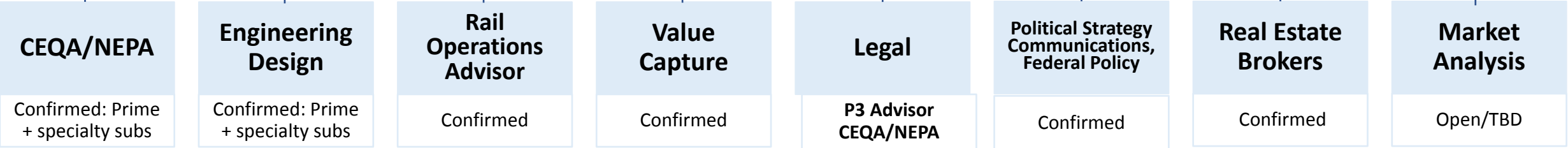
**Professional specialties**

Transportation and Regional Planning      Federal and State Policy Communications

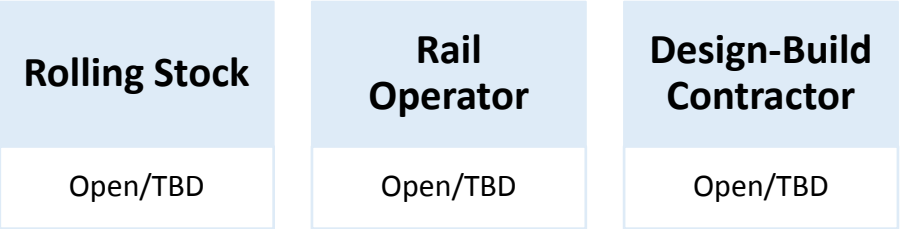
Real Estate Strategy      Corporate Counsel

Finance and Funding      Civil Engineering Strategy

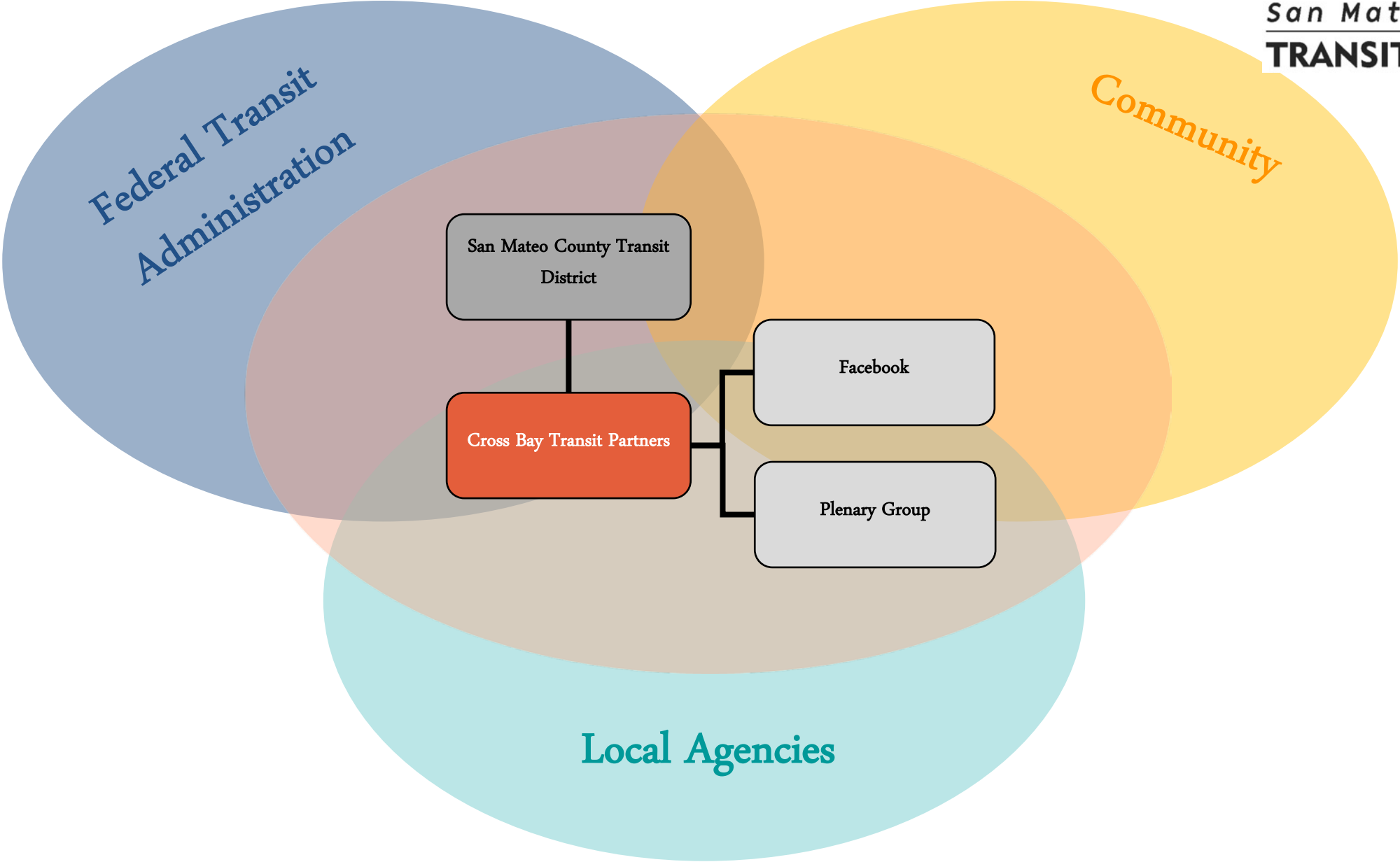
Stage 1:










Stage 2:  
2020 Q1



# Partnership



# Regional Passenger Rail Map

-  Dumbarton Corridor
-  Altamont Commuter Express (ACE)
-  BART
-  Caltrain
-  Amtrak Capitol Corridor
-  Amtrak (other)
-  Other rail





# Regional Rail Connectivity





# Dumbarton Rail Corridor Project Map


November 2019

## LEGEND

### PROPOSED ALIGNMENT

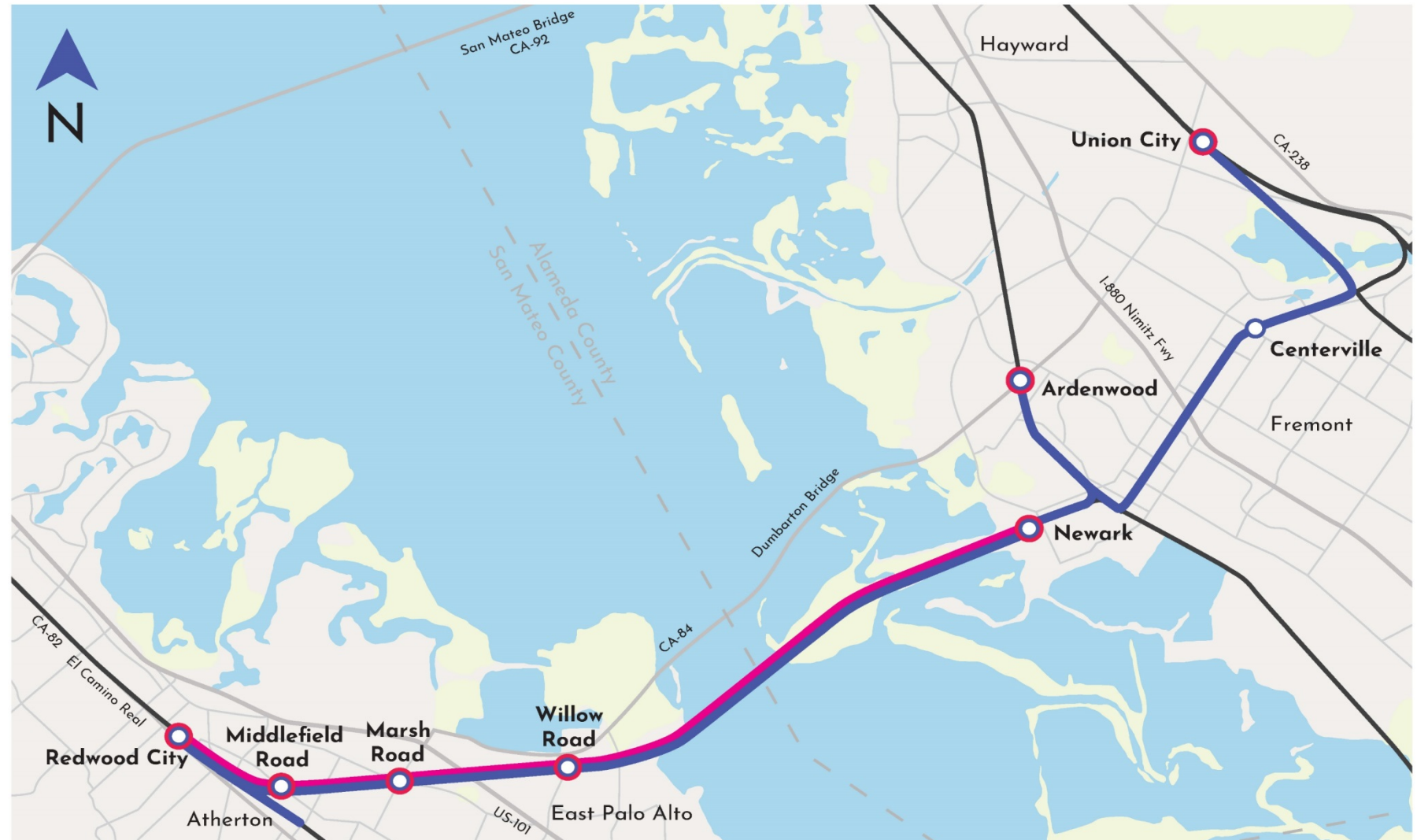
-  Commuter Rail Alignment
-  Light Rail / Other Mass Transit Technology Alignment

### PROPOSED STATIONS

-  Commuter Rail Station
-  Light Rail / Other Mass Transit Technology Station
-  Other Existing Rail Lines

Note: Preliminary; subject to change

## PROJECT AREA



# Transit Modes Under Consideration



Regional Rail



Light Rail



Other Mass Transit Technology



# Key Environmental Topics

- Construction-related impacts
- Biological and Wetland Resources
- Noise and Vibration
- Air Quality
- Historic Resources/Section 4(f)
- Hydrology/Water Quality
- Transportation (Multi-modal analysis)



# Introductory Meetings: Recap



Four introductory public meetings were held in late February and early March in the Peninsula and East Bay:

- Newark
- Redwood City
- Fremont
- Menlo Park

## Purpose

- Provide an overview of the project
- Introduce the recently formed partnership

Approximately 400 attendees





# Community Feedback

## Key Themes



Overall, feedback from the community was generally neutral to positive – with an expressed desire to proceed with the project.

- Alternative Bus Options
- Bicycle Infrastructure
- Communities as “Pass-Through”
- EIR and Environmental Concerns
- Grade Separation
- Project Costs and Allocation of Funds
- Regional and Local Connectivity
- Train Infrastructure
- Train Station Options
- Train Technology
- Transit Oriented Development
- Noise and Vibration

# Transportation Public Sector

## Coordination



<i>Name</i>	<i>Jurisdiction/Area of Interest</i>
Caltrain	Caltrain Business Plan, Redwood City Station, HSR
Altamont Corridor Express (ACE)	Fremont Centerville Station
Capitol Corridor (Amtrak)	Coast Sub, Ardenwood Station
Bay Area Rapid Transit (BART)	Union City Station, Shinn Connection
Union Pacific Railroad (UPRR)	Commuter rail option, Coast Sub / Niles Sub / Oakland Sub
Metropolitan Transportation Commission (MTC)	Plan Bay Area 2050 process
Alameda County Transportation Commission (ACTC)	Southern Alameda County Integrated Rail Plan
CalSTA and Caltrans	State Rail Plan coordination, Northern California Mega Region coordination of rail projects

# Resource Agencies Coordination



*Name*

*Areas of Interest*

State Historic Preservation Office	National Historic Preservation Act, Section 106 Consultation
State Lands Commission	State lands lease agreement
US Environmental Protection Agency	Clean Water Act and Section 309 (Clean Air Act) review of NEPA documents
US Fish & Wildlife Service	Endangered Species Act Section 7 Consultation and Biological Opinion, Depredation Permit, Encroachment Permit
Don Edwards SF Bay Wildlife Refuge	Encroachment permit, owner of parcels within 300 feet of alignment
US Coast Guard	Bridge permits, technical design assistance
SF Bay Conservation and Development Commission	401 Water Quality Certification and other permits for construction
US Army Corps of Engineers	Nationwide Permit 14 or Individual Permit, Section 10 Permit, Joint Aquatic Resource Permit Application
National Marine Fisheries Service	Endangered Species Act Section 7 Consultation and Biological Opinion, Essential Fish Habitat Consultation, and Incidental Harassment Authorization/Letter of Authorization
San Francisco Bay Regional Water Quality Control Board	401 Water Quality Certification and other permits for construction

# Stakeholder

## Engagement



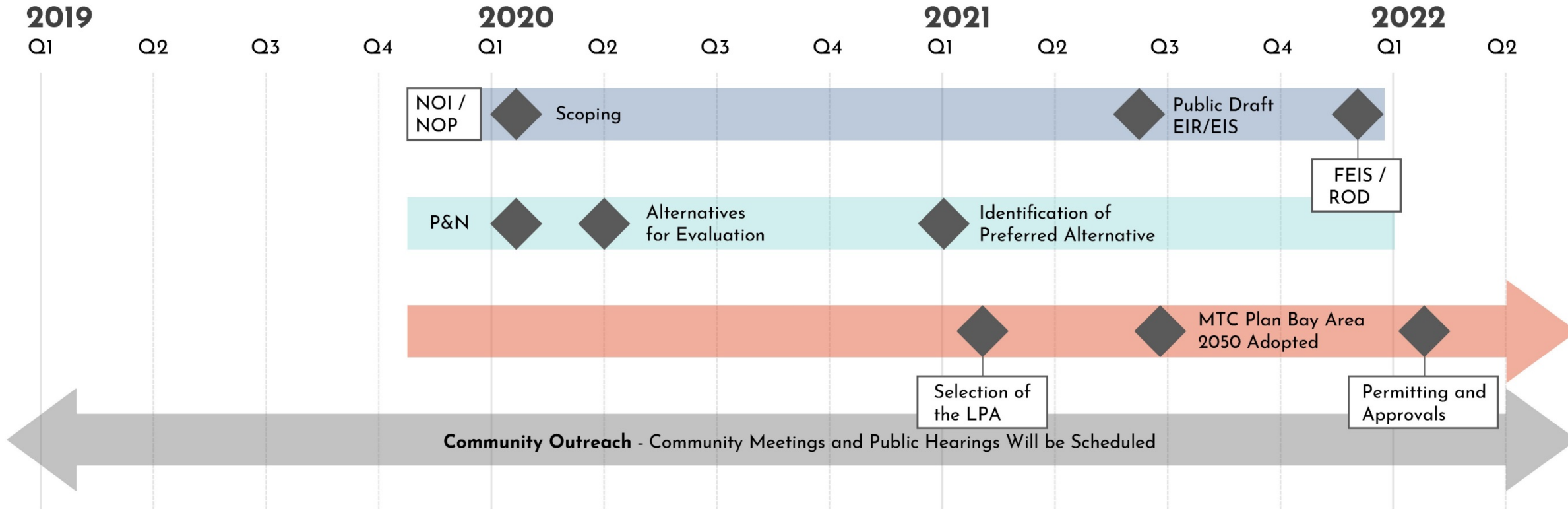
<i>Name</i>	<i>Key Issues</i>
Tri-Cities (Fremont, Newark, Union City)	Proposed and planned projects related to development, corridors, and stations and connection to existing rail providers
Fremont	Connection to existing rail providers
Newark	Coordination with planned projects
Union City	Connection to Union City BART and associated TOD development
East Palo Alto	Coordination with planned development. Focus on transportation and reducing traffic congestion
Menlo Park	Coordination of area projects in environmental review and grade separations
Redwood City	Coordination with proposed and planned projects
Belle Haven	Grade separations and impacts to the community
North Fair Oaks	Community desire for local station
Suburban Park	Timeline, technology, and mitigations
Lorelai Manor	Community outreach, regular project updates

*Note: meetings held to date*

# Update on MTC Plan Bay Area 2050

MTC Action	MTC Timelines	SamTrans & CBTP Action	Dumbarton Rail Corridor EIS Milestones
Major project update- Summer 2018	Summer 2018	Submitted application for Horizon Program in 9/2018	NA
Transformative Projects Solicitation	Fall 2018	Submitted project for consideration as transformative	
Project Performance Methodology Development	Fall 2018	Provided 2017 project description	
Analysis and Model Runs	Winter 2019-Summer 2019	<p>Provided updated project description and cost estimate based on 2019 Q2-Q3 engineering analysis</p> <p>Periodic updates provided to MTC staff</p> <p>Coordination meetings as needed with MTC</p>	Pre-scoping
Results Release	November 2019	Ongoing collaboration with MTC	Pre-scoping
High- and Low- Performers Process	Fall 2019	Collaboration as required	Pre-scoping
Integration into Plan Bay Area 2050 Blueprint Blueprint	Winter 2020	Collaboration as required	Admin draft EIR/EIS
			Public Draft EIR/EIS- Q2 2021
			Final EIS/ROD Q4 2021

# Project Schedule



KEY			
<b>NOI</b>	Notice of Intent	<b>LPA</b>	Locally Preferred Alternative
<b>NOP</b>	Notice of Preparation	<b>P&amp;N</b>	Purpose and Need
<b>FEIS</b>	Final Environmental Impact Statement	<b>NEPA</b>	National Environmental Policy Act
<b>EIR</b>	Environmental Impact Report	<b>CEQA</b>	California Environmental Quality Act
<b>EIS</b>	Environmental Impact Statement	<b>MOU</b>	Memorandum of Understanding
<b>ROD</b>	Record of Decision	<b>MTC</b>	Metropolitan Transportation Commission
			Other Project Development Milestones
			Environmental Clearance (NEPA / CEQA) Process
			Cooperating Agency Concurrence Points - MOU Implementing One Federal Discussion
			Milestone

\*Revised November 2019



BOARD OF DIRECTORS 2020

CAROLE GROOM, CHAIR  
KARYL MATSUMOTO, VICE CHAIR  
RON COLLINS  
MARINA FRASER  
ROSE GUILBAULT  
DAVE PINE  
JOSH POWELL  
PETER RATIO  
CHARLES STONE

JIM HARTNETT  
GENERAL MANAGER/CEO

## 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, JANUARY 8, 2020 – 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 December 4, 2019
3. Adoption of 2020 Legislative Program

#### INFORMATIONAL

4. State and Federal Legislative Update
5. Adjourn

Committee Members: Josh Powell (Chair), Ron Collins, Rose Guilbault

NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE /  
COMMITTEE OF THE WHOLE  
DECEMBER 4, 2019**

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Fraser, K. Matsumoto, D. Pine, P. Ratto, C. Stone

Other Board Members Absent: C. Groom

Staff Present: J. Hartnett, C. Mau, J. Cassman, S. van Hoften, D. Olmeda, D. Hansel, A. Chan, J. Brook, D. Seamans

## **CALL TO ORDER**

Committee Chair Josh Powell called the meeting to order at 3:53 pm.

## **APPROVAL OF MINUTES OF COMMITTEE MEETING OF NOVEMBER 6, 2019**

Motion/Second: Ratto/Powell

Ayes: Collins, Fraser, Guilbault, Matsumoto, Pine, Powell, Ratto, Stone

Absent: Groom

## **STATE AND FEDERAL LEGISLATIVE UPDATE**

Casey Fromson, Director, Government and Community Affairs, briefly summarized highlights of recent federal and state legislation. She said that new grant opportunities were being added to the monthly legislative packet.

Director Dave Pine asked about a hybrid voucher incentive program for 60-foot battery-operated buses.

David Olmeda, Chief Operating Officer, Bus, concurred that there were incentives for early adopters. He said that grants staff will monitor this closely.

Jim Hartnett, General Manager/CEO, said that there were no manufacturers at that time that could meet District vehicle requirements.

Committee Member Ron Collins mentioned private sector investments and CEQA (California Environmental Quality Act) exemptions.

Committee Chair Powell noted the addition of a section on grade separation programs and asked about the current availability of public funding. Ms. Fromson said that there was a recent move to make grade separations a part of corridor-wide funding programs.



## **2020 DRAFT LEGISLATIVE PROGRAM**

Ms. Fromson provided highlights of the 2020 Draft Legislative Program, which she said was also presented to the CAC members for their feedback. She noted the addition of a new subcategory on the connection between transportation and housing.

## **ADJOURN**

The meeting adjourned at 4:05 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 650-508-6242 or by email to [board@samtrans.com](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Legislative Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **2020 LEGISLATIVE PROGRAM**

**ACTION**

Staff proposes that the Committee recommend the Board adopt the attached Legislative Program to guide the San Mateo County Transit District's (District) policy advocacy efforts over the course of the 2020 calendar year.

**SIGNIFICANCE**

The 2020 Legislative Program (Program) establishes the principles that will guide the San Mateo County Transit District's (District) legislative and regulatory advocacy efforts through the 2020 calendar year, including the second half of the 2019-20 State legislative session and second session of the 116th Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the District to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of the District's priorities.

*Objectives*

The 2020 Program is organized to guide the District's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support the District's programs, projects, and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the District's ability to meet public transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership and improve quality transportation choices.

The Program is structured to apply these core objectives to a series of issues detailed in the 2020 Legislative Program.

Should other issues surface that require the District's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the District's Board of Directors for consideration.

#### *Advocacy Process*

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the agency taking a position.

The District and its legislative consultants will employ a variety of engagement tools to support the 2020 Legislative Program, including:

1. Direct Engagement  
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the District's legislative priorities and positions.
2. Coalition-based Engagement  
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2020 Program.
3. Media Engagement  
Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

#### **BUDGET IMPACT**

There is no impact on the budget.

#### **BACKGROUND**

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further the District's legislative objectives and to provide support for our advocacy efforts. Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Casey Fromson, Director Government and Community Affairs      650-508-6493

# San Mateo County Transit District

## 2020 Legislative Program

### Purpose

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transit District (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2020 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2020 calendar year, including the second half of the 2019-20 State legislative session and second session of the 116<sup>th</sup> Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

### Objectives

The 2020 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership and improve quality transportation choices.

### Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Projects Funding Requests and Needs
- Regulatory and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

### **Advocacy Process**

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the agency taking a position.

### **Public Engagement Strategies**

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2020 Legislative Program, including:

- Direct Engagement  
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement  
Engage local and regional stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2020 Legislative Program.
- Media Engagement  
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the agency's legislative advocacy efforts until approval of the next program.

**State and Regional**

**Funding Opportunities and Challenges**

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>General Funding</b> In 2017, the State enacted SB 1, which provides \$5.2 billion to maintain local streets and roads and highways, ease traffic congestion, and provide mobility options through investments in public transportation and bicycle and pedestrian programs.</p> <p>In 2014, the Legislature called for, via SB 1077, a pilot program to study a road charge model as an alternative to the gas tax. The nine-month pilot began in July 2016, with over 5,000 participating vehicles statewide. The California State Transportation Agency (CalSTA) reported its findings from the Legislature to the CTC and the Legislature in 2018.</p>	<ul style="list-style-type: none"> <li>● Protect against the elimination or diversion of any State or regional funds that support the agency’s transportation needs.</li> <li>● Support State funding allocation requests for investments that benefit the agency’s transportation programs and services.</li> <li>● Work with statewide transit coalitions to identify and advance opportunities for funding that would support the agency’s transportation priorities.</li> <li>● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure.</li> <li>● Monitor recommendations of the Road Usage Charge (RUC) Technical advisory Committee and implementation of a RUC program by the California State Transportation Agency (CalSTA).</li> <li>● Monitor efforts to implement a mileage-based user fee as a potential revenue source.</li> </ul>
<p><b>Formula Funding</b> After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce highway congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.</p>	<ul style="list-style-type: none"> <li>● Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation.</li> <li>● Advocate for the regularly scheduled issuance of State infrastructure bonds that support the Agency’s services and programs.</li> <li>● Support full and timely allocation of the Agency’s STIP share.</li> <li>● Participate in the California Transit Association’s TDA taskforce and support CTA efforts to engage the Legislature on TDA reform and the review of performance measures for transit.</li> </ul>

<p>In 2019, the California Transit Association convened a working group, at the request of the Senate and Assembly Transportation Committees to review and provide potential changes to the Transportation Development Act (TDA). The Agency is part of the working group.</p>	
<p><b>Cap-and-Trade Revenues</b> In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	<ul style="list-style-type: none"> <li>• Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs.</li> <li>• Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment.</li> <li>• Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation.</li> <li>• Work to direct additional revenues to transit-eligible programs, including efforts to secure funding from the remaining discretionary funds and revenues dedicated to the high-speed-rail project.</li> <li>• Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.</li> </ul>
<p><b>Voter Threshold</b> Legislation has been considered in recent years that provide a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.</p>	<ul style="list-style-type: none"> <li>• Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.</li> </ul>

<p><b>Other State or Local Funding Options</b> Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p> <p>In 2017, SB797 gave Caltrain the authority to place a three county, 1/8 sales tax measure on the ballot. There is no sunset date for the measure to be enacted.</p> <p>A potential regional transportation measure (called FASTER) is being led by the Bay Area Council, Silicon Valley Leadership Group and SPUR. They are working towards a November 2020 ballot and many details about the expenditure plan are still being discussed.</p>	<ul style="list-style-type: none"> <li>• Advocate for legislation that would create new local funding tools to support transportation infrastructure and services.</li> <li>• Support innovative local and regional funding options that will provide financial support for the agency.</li> <li>• Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin.</li> <li>• Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions.</li> <li>• Support funding for workforce development, retention and housing to attract and retain quality personnel.</li> <li>• Support efforts to implement SB797</li> <li>• Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion.</li> <li>• Work to ensure the agency is at the table and appropriately funded as part of any “FASTER” regional funding measure.</li> </ul>
<p><b>Transportation &amp; Housing Connection</b> Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding</p>	<ul style="list-style-type: none"> <li>• Evaluate state or regional efforts that directly link transportation funding to housing</li> <li>• Advocate for solutions that appropriately match decision making authority with funding (i.e – An agency shouldn’t be financially penalized for decisions that are outside the authority of the agency)</li> </ul>
<p><b>Transportation Projects</b></p>	
<p><b>General</b> As the Bay Area’s population continues to grow, the region’s transportation infrastructure is being negatively impacted. Highways, local streets and roads are becoming heavily congested, Caltrain is nearing its capacity limits, and the demand for housing with easy access to public transit is increasing.</p>	<ul style="list-style-type: none"> <li>• Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area.</li> </ul>



<p><b>Dumbarton Corridor</b> In 2018, the San Mateo County Transit District entered into an Exclusive Negotiating Agreement (ENA) with Cross Bay Transit Partners, a joint venture between Facebook and Plenary Group. The ENA kicks off a process to evaluate the technical and financial feasibility of a transit project along the currently inactive Dumbarton rail bridge. FTA is the led federal agency and environmental scoping is anticipated to kick-off in early 2020. MTC is leading an effort related to the Dumbarton Highway called Dumbarton Forward.</p> <p>These efforts are building on the 2017 San Mateo County Transit District “Dumbarton Transportation Corridor Study” that looked at short- and long-term strategies that reduce traffic congestion and improve mobility between Alameda, San Mateo and Santa Clara counties.</p>	<ul style="list-style-type: none"> <li>• Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.</li> <li>• Support policies that will allow for effective public private partnerships.</li> <li>• Support policies that will promote long-term transit use and access in the Dumbarton Corridor.</li> </ul>
<p><b>The Grand Boulevard Initiative (GBI)</b> The GBI is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. Starting at Daly City and ending near the Diridon Caltrain Station in central San Jose, the initiative brings together for the first time all of the agencies having responsibility for the condition, use and performance of the street.</p>	<ul style="list-style-type: none"> <li>• Support funding for GBI projects such as complete streets, bike and pedestrian projects, parking improvements, signal improvements, sustainability features like storm water capture, and transportation demand management features.</li> </ul>
<p><b>101 Express Lanes</b> The project includes the connection of existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection</p>	<ul style="list-style-type: none"> <li>• Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.</li> <li>• Support policies that will allow for effective public private partnerships.</li> </ul>

<p>infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County. Phase II of the project, that could extend the managed lane into San Francisco will be ramping up planning and environmental efforts in 2020.</p>	
<p><b>Transit Oriented Development / First and Last Mile</b> First and last mile projects, as well as transit oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> <li>• Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination.</li> <li>• Support the development of new and innovative first and last mile options.</li> <li>• Support increased funding opportunities for first and last mile projects.</li> <li>• Advocate for policies that promote transit-oriented developments in ways that with compliment transit services.</li> <li>• Support the State’s GHG reduction goals by supporting transit oriented developments.</li> <li>• Support state funding incentives and streamlining processes for transit oriented development.</li> </ul>
<p><b>Transportation Demand Management (TDM)</b> TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> <li>• Support efforts that provide more TDM tools and funding opportunities.</li> <li>• Support policies that encourage use of TDM.</li> </ul>
<p><b>Caltrain Modernization (CalMod) Program</b> In 2012, the State Legislature appropriated \$705m in Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment was matched with a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace Caltrain’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. The CalMod</p>	<ul style="list-style-type: none"> <li>• Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor and work to include funding for Caltrain in any future Proposition 1A appropriations.</li> <li>• Support the allocation of cap-and-trade funding to advance implementation of the CalMod Program.</li> <li>• Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the CalMod Program.</li> <li>• Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits.</li> <li>• Advocate for funding and policies to support grade separation projects.</li> <li>• Support the allocation of cap-and-trade or other state / regional funding to advance</li> </ul>

program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.

**Caltrain 2040 Business Plan** In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. The plan is expected to be complete in 2020.

**High-Speed Rail Blended System** In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. HSR may ask for another Prop 1A allocation in 2020. HSR will also release a 2020 Business Plan.

implementation of Caltrain projects.

- Work to address regulatory actions or policies that negatively impact Caltrain future capacity or service improvements.
- Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan.
- Ensure relevant state and regional agencies incorporate relevant elements of the Caltrain business plan in their long-term plans.
- Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.
- Ensure Caltrain is positioned to receive funding if there is an appropriation of Cap and Trade funds and/or bond funds in support of the state’s rail modernization efforts.

Regulatory and Administrative Issues	
<p><b>General</b> Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> <li>• Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency.</li> <li>• Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.</li> </ul>
<p><b>California Environmental Quality Act (CEQA)</b> Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process.</p>	<ul style="list-style-type: none"> <li>• Closely monitor efforts to modernize CEQA. Without compromising CEQA’s effectiveness as an environmental protection policy, support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects.</li> </ul>
<p><b>Sustainable Communities Strategies</b> Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. MTC and ABAG are in the process of updating the Plan. The final Plan Bay Area 2050 is expected to be adopted in 2021.</p>	<ul style="list-style-type: none"> <li>• Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area.</li> <li>• Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning, especially the Caltrain Business Plan.</li> </ul>
<p><b>Transit Bus Electrification</b> December 2018, the California Air Resources Board adopted the Innovative Clean Transit regulation. This regulation, which aims to transition all transit</p>	<ul style="list-style-type: none"> <li>• Advocate for priority funding and investment from ARB, CEC and CPUC for meeting compliance with the ICT regulation.</li> <li>• Continue to monitor implementation of Pacific Gas &amp; Electric’s Commercial Electric Vehicle Rate.</li> </ul>

<p>buses operating in California to zero-emission bus technologies by 2040, presents transit agencies with new funding and operational challenges. Addressing these challenges requires ongoing engagement with regulatory bodies, including ARB, the California Energy Commission and the California Public Utilities Commission, to unlock new funding and to design programs supportive of compliance with the regulation.</p>	
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**Federal**

**Funding Opportunities and Challenges**

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Federal Appropriations</b> Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p> <p>In September 2019, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through November 21, 2019. Congress is expected to pass a CR or omnibus appropriations bill to fund the government for the fiscal year 2020.</p> <p>The President and the Department of Transportation (DOT) have proposed phasing out the Capital Investment Grant program (New Starts/Small Starts/Core Capacity) in the annual budget request. However, Congress continues to provide funding for the program and has include language in the annual Transportation/HUD Appropriations bills requiring the Federal Transit Administration (FTA) to allocate funding for projects and to continue to sign full funding grant agreements.</p>	<ul style="list-style-type: none"> <li>• Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the agency’s transportation services and needs.</li> <li>• Work with local and regional coalitions to support requests for funding from discretionary programs, including the Capital Investment Grant program and BUILD.</li> <li>• Communicate frequently with the agency’s federal delegation and key appropriators on the needs or concerns of pending appropriation bills.</li> </ul>
<p><b>Tax and Finance</b> Congress considers legislation that governs tax and finance issues that impact</p>	<ul style="list-style-type: none"> <li>• Support efforts to ensure tax provisions that benefit the agency’s priorities are included in any tax or finance proposal.</li> </ul>

transit agencies.	<ul style="list-style-type: none"> <li>• Protect against the elimination or diversion of any tax policies that support the agency’s transportation needs.</li> </ul>
<b>Transportation Projects</b>	
<p><b>General</b> Support the efforts of partnering agencies to obtain federal funding for the Agency’s related transit projects.</p>	<ul style="list-style-type: none"> <li>• Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for our partner transit agencies on projects that provide complimentary services for the agency.</li> </ul>
<p><b>Caltrain Modernization (CalMod) Program</b> The current Caltrain Electrification Project funding plan includes funding from several federal funding sources including the FTA Core Capacity Program.</p> <p>Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC) project includes funding from the Federal Railroad Administration (FRA).</p> <p>The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p><b>Caltrain 2040 Business Plan</b> In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the this vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network.</p>	<ul style="list-style-type: none"> <li>• Advocate for the Caltrain Electrification Project FTA Core Capacity funding to be included in the President’s budget request and in the annual THUD Appropriations bills.</li> <li>• Work with federal delegation members, as well as local, regional, and state coalitions to support the Caltrain requests for funding.</li> <li>• Advocate for additional PTC funding for capital and operating expenses.</li> <li>• Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations.</li> <li>• Support the allocation of federal funding to advance implementation of Caltrain-related projects.</li> <li>• Advocate for funding and policies to support grade separation projects.</li> <li>• Work to address regulatory actions or policies that negatively impact future capacity or service improvements.</li> <li>• Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan.</li> <li>• Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.</li> </ul>

<p><b>High-Speed Rail Blended System</b> In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. HSR may ask for another Prop 1A allocation in 2020. HSR will also release a 2020 Business Plan.</p>	
<p><b>101 Express Lanes</b> The project includes the connection of existing auxiliary lanes between interchanges; reconstructing ramp connections to US 101; and installing electronic toll collection infrastructure on US 101 between Whipple Road to the I-380 interchange in San Mateo County. Phase II of the project, that could extend the managed lane into San Francisco will be ramping up planning and environmental efforts in 2020.</p>	<ul style="list-style-type: none"> <li>• Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.</li> <li>• Support policies that will allow for effective public private partnerships.</li> </ul>
<p><b>Regulatory and Administrative Issues</b></p>	
<p><b>General</b> Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> <li>• Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency.</li> <li>• Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.</li> </ul>



<p><b>FAA Rule</b> In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures.</p>	<ul style="list-style-type: none"> <li>• Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated.</li> <li>• Support the State of California in its efforts to respond and address FAA’s requests</li> </ul>
<p><b>FAST Act Reauthorization and other Regulations</b>  The FAST Act expires in September 2020. Congressional authorization committees have been holding hearings throughout 2019. The Senate Environment and Public Works Committee passed its bill, America’s Transportation Infrastructure Act of 2019 (S. 2302), on July 30, 2019. The bill authorizes \$287 billion over five years, including \$259 billion for highway formula programs. The total represents an increase of over 27 percent from FAST Act funding. The legislation maintains the existing rail-highway grade crossing set-aside at the current \$245 million per year but increases the federal cost share for the grants from 90 percent to 100 percent. The bill also allows states to use these funds for projects to reduce pedestrian injuries and fatalities from trespassing on railroad right-of-way.</p> <p>Funding has still not been identified to pay for the bill. The other authorization committees in the Senate and House still need to draft and pass their bills. During Congress’ consideration of the reauthorization bill, there will be an opportunity to change, increase funding, and implement new</p>	<ul style="list-style-type: none"> <li>• Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users.</li> <li>• Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for FAST Act reauthorization.</li> <li>• Monitor and review guidance and rulemaking proposals affecting FAST Act implementation and other transportation issues.</li> </ul>

<p>policy for highway, transit, and rail programs.</p> <p>USDOT will also issue guidance, new rulemaking, and take action in response to Executive Orders on a variety of issues outside the scope of the FAST Act.</p>	
<p><b>Infrastructure Proposals</b> Congress could consider an infrastructure package in 2020 that would include increased funding for highways, transit, aviation, and water programs. Funding for these programs has yet to be identified.</p>	<ul style="list-style-type: none"> <li>• Monitor closely and take action as needed on new Administration or Congressional policies that may have a significant impact on transit / transportation projects and programs.</li> <li>• Advocate for funding for the Agency’s projects and needs in a broad infrastructure proposal.</li> </ul>

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Legislative Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

The 2020 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board.

Prepared By: Casey Fromson, Government and  
Community Affairs Director

650-508-6493

# Holland & Knight

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## SamTrans As of December 16, 2019 Federal Transportation Report

### FY 2020 Appropriations Update

On November 21, President Donald Trump signed a stopgap bill passed by both the House and Senate to fund the federal agencies at fiscal year FY 2019 levels through December 20. The measure permanently repealed a \$7.57 billion rescission in highway funding scheduled for July 1, 2020, under the 2015 highway bill, the FAST Act. The legislation also included a Senate amendment to prevent a \$1.2 billion (12 percent across-the-board) cut to public transit formula funds that would have negatively impacted every public transit agency in the country.

On December 12, top congressional appropriators announced that they reached a deal to avert a shutdown and fund the federal government for the remainder of FY 2020. Text of the measure is expected to be released late on Monday, December 16. The agreement on all 12 appropriations bills for fiscal year FY 2020 allows Congress to move forward on \$22 billion for defense and \$27 billion for non-defense budgets compared to FY 2019 – levels secured by the *Bipartisan Budget Act of 2019* ([H.R. 3877](#)) reached in August.

As of Monday, December 16, lawmakers are still working through sticking points in the bills, but House Appropriations Committee Chairwoman Nita Lowey (D-NY) told reporters “We’ll have a good product that we can vote on Tuesday.” The House must pass this bill by Tuesday, December 17, to give the Senate necessary time for approval and President signing the legislation into law before the current CR expires on December 20.

The House and Senate will pass all 12 appropriations bills in two big packages, or “minibuses”. The bill is expected to be released late on Monday, December 16. The first minibus will include funding for Defense, Commerce-Justice-Science, Financial Services, and Homeland Security. The second package will include Labor/HHS, Agriculture, Energy & Water, Interior, Legislative Branch, Military Construction/Veterans Affairs, State-Foreign Operations, and Transportation-Housing-Urban Development. The second package is also expected to carry a number of policy riders. Potential riders include:

- Full repeal of the Cadillac Tax
- Full repeal of the Medical Device Tax
- Raising the tobacco purchase age from 18 to 21 years
- Healthcare extenders (DSH, CHC, and Behavioral Health) extended through May 22, 2020. The short-term extension is being used to apply pressure and set a cliff to pass surprise medical billing and prescription drugs legislation next year.
- The Creating and Restoring Equal Access to Equivalent Samples (CREATES Act)
- Seven year reauthorization of the Ex-Im Bank
- Seven year reauthorization of the Terrorism Risk Insurance Program

- Extension of the National Flood Insurance Program through September 30, 2020
- Two years of additional funding for the Secure Rural Schools program
- SECURE Act

President Trump will get \$1.375 billion for border barrier construction, significantly less than the \$5 billion the White House requested. Congress will not backfill \$3.6 billion in military construction funds that the White House had taken under its emergency declaration. Trump will be able to retain his ability to transfer funding from Pentagon accounts to the border wall.

### **Continued Work on Surface Transportation Bill**

The House Transportation and Infrastructure Committee is planning to release a draft of the surface transportation authorization bill in February for comments and the committee will markup in the spring.

The Senate EPW Committee earlier this year on July 30, 2019, unanimously approved a five-year highway reauthorization bill, *America's Transportation Infrastructure Act (S. 2302)*, authorizing \$287 billion in Highway Trust Fund contract authority and an additional \$5.7 billion from the U.S. Department of the Treasury general fund. This funding is a 27 percent increase over the current surface transportation bill, the *Fixing America's Surface Transportation (FAST) Act*. The Senate Banking Committee that oversees transit and the Senate Commerce, Science, and Transportation Committee that oversees rail still need to pass their bills, as well as the House Ways & Means/Senate Finance Committees to address how to pay for the bill. The current surface transportation authorization bill, the FAST Act, expires on September 30, 2020 to agree on a deal for reauthorization.

### **Commuter Railroads Lag Behind Freight Railroads in PTC Implementation**

The Federal Railroad Administration (FRA) on November 25 [released data](#) showing that in total, nearly 93 percent of required routes are operating using Positive Train Control (PTC) systems. Freight railroads are operating with more than 95 percent of route miles complete, while commuter railroad PTC systems are operating on less than half of the 3,129 required routes. The American Public Transportation Association (APTA) said that through the third quarter of 2019, 37 percent of commuter railroads are operating with PTC or have been certified by the FRA, and of those, 50 percent are in an advanced level of field testing, 10 percent are in field testing, and 3 percent are still preparing for field testing. Railroads have nearly a year to comply with the statutory mandate and install PTC before the December 2020 deadline.

### **DOT Solicits Comments on Use of NETT Council**

In April of this year, the U.S. Department of Transportation (DOT) created the Non-Traditional and Emerging Transportation Technology (NETT) Council to identify and resolve jurisdictional and regulatory gaps associated with non-traditional and emerging transportation projects. DOT issued a [notice](#) in the Federal Register on November 26, 2019 requesting comments on projects, issues, or topics that DOT should consider through the NETT Council, including regulatory models and other alternative approaches for non-traditional and emerging transportation technologies. DOT noted that they are not requesting comment on issues related to automated vehicles (AVs) or unmanned aerial

systems (UAS) as the agency already provides resources to the two industry areas. Comments are requested by January 10, 2020.

## **Congress Shifts Focus Towards AV Legislation and Safety**

Bipartisan staff from the Senate Commerce Committee and the House Energy and Commerce (E&C) Committee have jointly released draft language for potential driverless car legislation in the last month as pressure grows from industry related to the need for government guidelines to address the rapid development of AV technology. A partial draft was released on October 28 that included exemptions, testing and evaluations, and the creation of an automated vehicles advisory council. On December 2, another partial draft was released to stakeholders for comment (due December 9, 2019), that included definitions, federal, state, and local roles, and rulemaking. The draft bill would allow state and local governments to continue the regulation of sale, distribution, repair, and service of AVs, along with the authority to enforce local or state traffic laws. The federal government would be responsible for issuing safety standards.

Last Congress, the House and Senate committees both passed AV legislation to create federal standards for AVs. However, both bills were held up because of Senate Democrats concern around safety and security language. Timing is unclear for introduction of a bill this Congress, and anything introduced is likely to face an uphill battle. Safety will be a sticking point for lawmakers, especially after a loose safety regulation contributed to the death of a pedestrian in Tempe, Arizona who was hit by Uber AV test vehicle.

On November 20, the Senate Committee on Commerce, Science, and Technology (CST) [held a hearing titled](#), “Highly Automated Vehicles: Federal Perspectives on the Deployment of Safety Technology.” The witnesses were:

**Robert Sumwalt**, Chairman, National Transportation Safety Board (NTSB)

**James Owens**, Acting Administrator, National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (USDOT)

**Joel Szabat**, Acting Under Secretary of Transportation for Policy, U.S. Department of Transportation (USDOT)

While many members emphasized the nearly 40,000 car fatalities annually in the U.S. mainly attributed to human error, the safety of drivers, passengers, pedestrians, bicyclists, and others were the focal point of the hearing. AV industry leaders were surprised to hear James Owens repeatedly say, “All vehicles on the road today require an operator to be in control or ready to take control as a fall back and the operator is responsible for ensuring the safe operation of their vehicle at all times.” Timing around introduction is unclear, especially as the focus shifts to the impeachment inquiry, 2020 elections, and many other must-do legislation items.

## **Grants**

### **Coming Soon: INFRA Grants**

DOT has said that they will issue a NOFO in December. \$1 billion is available for FY 2020. The NOFO will not change much from FY 2019 NOFO.

## **Grant Opportunity: State and Local Government Data Analysis Tools for Roadway Safety (DOT)**

The purpose of this one-time funding opportunity is to partner with State and local governments, along with their supporting partners, to develop, refine, and implement data tool applications that address specific roadway safety problems and can demonstrate deployment applications through technical assistance and peer exchanges. All applications are due by January 17, 2020. More information can be found in the [Funding Opportunity Announcement via Grants.gov](#).

## **Grant Award Announcement: Bus and Bus Facilities Grants**

On November 25, DOT Secretary Elaine Chao announced that the Federal Transit Administration (FTA) awarded \$423 million in transit infrastructure grants to improve the safety and reliability of American bus systems and enhance mobility for transit riders. The funding supports projects to replace, rehabilitate, and purchase buses and related equipment, as well as projects to purchase, rehabilitate, and construct bus-related facilities. A total of [94 projects in 42 states and the District of Columbia were awarded funding](#) from FTA's Grants for [Buses and Bus Facilities Program](#). There were seven awards in the state of California which are included below. Holland & Knight secured a conference call with FTA staff to provide a debrief for Caltrain's bus and bus facilities grant. FTA said that the grant was highly recommended (highest possible rating) and was very complementary of the grant application. FTA offered valuable feedback on how to improve the application for the next round and encouraged Caltrain to submit next year.

- \$466,883 for the California Department of Transportation on behalf of Full Access and Coordinated Transportation, Inc. (FACT) Full Access and Coordinated Transportation, Inc. (FACT), which provides specialized transportation services for residents of San Diego County. The funding will be used to purchase accessible vehicles to improve access, mobility and service reliability for people with disabilities, seniors, and others who use the service.
- \$260,000 for the California Department of Transportation on behalf of Redwood Coast Transit Authority (RCTA) Redwood Coast Transit Authority (RCTA). The funding will be used to purchase new buses that will replace buses that have exceeded their useful life in rural Del Norte County.
- \$592,998 for the California Department of Transportation on behalf of Tehama County Transit Agency Board Tehama County Transit Agency Board to renovate existing buildings at the Tehama Rural Area Express (TRAX) transit facility in Red Bluff, California.
- \$4,335,000 for the California Department of Transportation on behalf of Yosemite Area Regional Transportation System (YARTS) Yosemite Area Regional Transportation System (YARTS) to purchase battery-electric over-the-road coach buses equipped with ADA lifts and restrooms.
- \$5,145,281 for the Fresno County Rural Transit Agency to construct a new state-of-the-art bus maintenance and operations facility.
- \$1,800,000 for Solano County Transit to plan, construct, and install electrical charging infrastructure to accommodate an all-electric bus fleet that is planned for the future.

- \$2,000,000 for the Transit Joint Powers Authority for Merced County to purchase zero-emission electric buses and associated charging equipment to replace the agency's gasoline-fueled buses that have exceeded their useful life.

**Grant Award Announcement: BUILD**

On November 12, DOT Secretary Elaine Chao announced \$900 million in funding for American infrastructure through the Better Utilizing Investments to Leverage Development (**BUILD**) Transportation Discretionary Grants program. [Funding was awarded to 55 projects in 35 states](#) that will be used to support roads, bridges, transit, rail, ports or intermodal transportation. There were only two BUILD awards in the state of California: \$8,683,480 for the Lancaster Urban Transit Leveraged-Infrastructure Fleet Expansion Project and \$10,540,582 for Fresno’s Veterans Boulevard Interchange, Extension, and Grade Separation Project.

Holland & Knight has spoken with DOT and they will start doing debriefs in January.

According to U.S.DOT, the modal breakdown of the 2019 grant awards is:

Road/Bridge	\$603,321,144	68.3%
Transit	\$84,610,032	9.6%
Rail	\$48,300,000	5.5%
Port/Maritime	\$128,550,000	14.6%
Bike-Ped	\$0	0.0%
Aviation	\$18,690,047	2.1%
<b>TOTAL</b>	<b>\$883,471,223</b>	<b>100.0%</b>





December 13, 2019

TO: Board of Directors, San Mateo County Transit District

FM: Joshua W. Shaw, Matt Robinson & Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange  
Mike Robson & Trent Smith, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – January 2020**

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***Legislative Update***

The Legislature is currently on recess and will reconvene for the second year of the 2019-20 Legislative Session on January 6. When the Legislature returns, they will have until January 31 to move bills that were introduced in 2019 (2-year bills) out of the house of origin. For new bills introduced in 2020, the Legislature has until February 21 to get those bills in print to be heard in the second year of the Session.

***FASTER Bay Area***

Starting in early 2018, the FASTER Bay Area initiative began to gain momentum. An idea conceptualized and led primarily by the Bay Area Council, the Silicon Valley Leadership Group, SPUR, and other equity, environmental and community groups. The goal of the FASTER effort is to put a revenue measure to a vote of the region's citizens that would raise approximately \$100 billion over 40 years for transportation projects in the nine-county San Francisco Bay Area region. The revenue is currently proposed to be generated by a one-cent sales tax imposed in all nine counties. (The proponents considered and polled on several other possible revenue options.)

The FASTER measure is proposed to fund primarily large-scale, mass transportation infrastructure projects throughout the Bay Area (e.g. second transbay crossing for at least BART, additional Caltrain improvements, regional express bus/managed lanes, subway improvements, etc.). Some proponents are also pushing for more traditional highway and local streets & roads spending.

Transportation leaders throughout the Bay Area have been meeting regularly to establish a list of priorities for consideration in the final expenditure plan that would go to voters. Initially, the goal for the FASTER measure was the November 2020 ballot; however, more recently it seems the path to the ballot is becoming more difficult, and proponents may instead now be looking to 2022. A final decision has not yet been made.

The revenue-raising authority and other policy elements of the proposal must first be approved by the California Legislature and governor; Senator Jim Beall (D-San Jose) and his staff have been spearheading the FASTER legislative effort. He is likely considering such elements as: funding authorization; voter-approval requirements; local process for ballot placement; specification of the revenue collection, disbursement and oversight agency; and, the specific programs & projects that will receive funding.

Senator Beall and various stakeholders are currently working to develop an approach to the expenditures. For instance, Senator Beall's staff is coordinating a process of soliciting expenditure priorities from various Bay Area transit operators, transportation agencies and local governments.

### ***Statewide Competitive Grant Programs***

At the request of SamTrans Staff, we have included in this report a list of major competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded.

### **Transit and Intercity Rail Capital Program (TIRCP)**

The TIRCP was created to fund capital improvements to modernize California's intercity rail, bus, ferry, and rail transit systems to reduce emissions, expand and improve transit service and ridership, integrate rail services and improve transit safety. Funds available are estimated at \$450-500 million for Cycle 4 but could change on auction proceeds and changing cash flow requirements of already awarded projects.

Important Dates:

January 2020 – Applications Due

April 2020 – CalSTA Award Announcement

### **Solutions for Congested Corridors Program (SCCP)**

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements.

Important Dates:

October 2019 – Guidelines Adopted

January 2020 – Applications Due

June 2020 – Program Adoption

### **Local Partnership Program (LPP)**

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$100 million annually.

Important Dates:

October 2019 – Guidelines Adopted

January 2020 – Applications Due

June 2020 – Program Adoption

### **Trade Corridor Enhancement Program (TCEP)**

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. There is approximately \$300 million provided per year (programmed in 2-year increments) for the competitive program.

Important Dates:

January 2020 – Guidelines Adopted

March 2020 – Applications Due

June 2020 – Program Adoption

### ***Additional Funding Opportunities for Clean Vehicles***

In 2019, the State introduced several incentive programs, designed to offset the incremental cost of ZEBs over conventionally-fueled equivalent buses. The most relevant are highlighted below:

#### **Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) – \$142 million**

Historically, HVIP has provided point-of-sale vouchers to offset the incremental cost of zero- and near-zero emission buses and trucks as well as charging infrastructure. Due to growing demand on HVIP, ARB narrowed the eligible uses in Fiscal Year 2019-20 to zero-emission buses and trucks *only* and eliminated the voucher enhancement for charging infrastructure.

The voucher amounts that transit agencies can claim for zero-emission buses are as follows: \$150,000 for 40-foot battery-electric buses (\$165,000, if in DAC); \$175,000 for 60-foot articulated battery-electric buses (\$190,000, if in DAC); and, \$300,000 for 40-foot hydrogen fuel cell buses (\$315,000, if in DAC).

Funding for HVIP is subject to an annual appropriation by the Legislature and is administered by CALSTART, though overseen by ARB, on a *first-come/first-serve* basis to fleet owners. *As of the drafting of this report, all funding for FY 2019-20 has been exhausted and the voucher waitlist has been suspended. Funding for this program will not be reupped until FY 2020-2021.*

#### **ARB's Volkswagen Mitigation Trust – \$65 million**

The VW mitigation trust allows transit agencies to claim vouchers to offset the incremental cost of zero-emission buses and supporting infrastructure.

The voucher amounts are as follows: up to \$180,000 for new battery electric buses; and, up to \$400,000 for a new fuel cell electric transit bus.

The VW mitigation trust is a one-time funding opportunity resulting from a consent decree between US EPA, ARB and VW. Funding in the VW Mitigation Trust is being administered in two phases by the San Joaquin Valley Air Pollution Control District on a first-come/first-serve basis. The \$65 million available to fleet owners in FY 2019-20 through a solicitation open now will be followed by another \$65 million, likely in FY 2020-2021.

#### **CEC's Medium- and Heavy-Duty Trucks and Bus Funding – \$47.5 million**

In October 2019, the California Energy Commission released a strawman proposal for funding medium- and heavy-duty infrastructure for zero-emission buses and trucks. Comments on the proposal were due to CEC on November 5 and the CEC is now planning a workshop for late-2019 to review the comments received and to discuss its proposed changes to the proposal.

As introduced, the proposal would fund:

- New installations of, or upgrades to fueling infrastructure for battery electric and hydrogen fuel cell transit vehicles (sometimes referred to as “make-ready” infrastructure).
- Engineering assessments that analyze existing site capacity and costs associated with fueling infrastructure deployment necessary for zero-emission transit and truck vehicles.
- Grid integration, integrated storage solutions, and charging management projects that support zero-emission transit and truck vehicles.

We will continue to monitor the development of this proposal and will report on major developments. Funding from this proposal is expected to come online in Q1 2020.

### ***Grade Separation Funding***

At the December 5 SamTrans Board meeting, we were asked to include in the SamTrans Board Report a list of state funding options for rail grade separations. Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

**PUC Section 190 Grade Separation Program** – The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding.

**State Transportation Improvement Program** – The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues.

**Transit and Intercity Rail Capital Program** – The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

**Proposition 1A** – This \$9.9 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo.