



## AGENDA

### BOARD OF DIRECTORS MEETING

**Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the [Governor's Executive Orders N-25-20 and N-29-20](#).**

Directors, staff and the public may participate remotely via Zoom at <https://zoom.us/j/97177813805> for audio/visual capability or by calling **1-669-900-9128**, **Webinar ID: 971 7781 3805** for audio only. The video live stream will be available during or after the meeting at <http://www.samtrans.com/about/boardofdirectors/video.html>.

**Public Comments:** Members of the public are encouraged to participate remotely. Public comments may be submitted to [publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online

at: [http://www.samtrans.com/about/boardofdirectors/Board\\_of\\_Directors\\_Calendar.html](http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html)

Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Use the Raise Hand feature to request to speak. For participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use the Raise Hand feature for public comment. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

**WEDNESDAY, JUNE 3, 2020**

**2:00 pm**

1. CALL TO ORDER
2. ROLL CALL
3. CONSENT CALENDAR

#### MOTION

- a. Approval of Minutes of the Board of Directors Meeting of May 6, 2020
- b. Acceptance of Statement of Revenues and Expenses for April 2020
- c. Acceptance of Capital Projects Quarterly Status Report 3<sup>rd</sup> Quarter FY 2020

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

- d. Authorizing the Execution of Contracts for Information Technology Licenses, Maintenance Services, and Professional Services
- e. Authorizing the Execution of Contracts for Technology-related Products and Services Through Piggybacking Contracts and Cooperative Purchasing Programs

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

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

**5. REPORT OF THE CHAIR**

**6. REPORT OF THE GENERAL MANAGER/CEO**

- a. COVID-19 Status Update

**7. BOARD MEMBER REQUESTS/COMMENTS**

**8. RECESS TO COMMITTEE MEETINGS**

**A. COMMUNITY RELATIONS COMMITTEE / COMMITTEE OF THE WHOLE\***

**(M. Fraser, Chair, R. Guilbault, J. Powell)**

1. Call to Order

**MOTION**

2. Approval of Minutes of Community Relations Committee Meeting of May 6, 2020
3. Appointment of Alex Madrid, Representing Multimodal Riders, to the Citizens Advisory Committee for a Term Ending April 2023

**INFORMATIONAL**

4. Accessible Services Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Multimodal Ridership Report – April 2020
8. Quarterly Dashboard Reports – October-December 2019 and January-March 2020
9. Adjourn

**B. FINANCE COMMITTEE / COMMITTEE OF THE WHOLE\***

**(J. Powell, Chair, R. Collins, C. Stone)**

1. Call to Order

**MOTION**

2. Approval of Minutes of Finance Committee Meeting of May 6, 2020
3. Adoption of FY 2021 Operating and Capital Budgets
4. Award of Contract for Website Redesign and Development

5. Award of Contracts for Investment Management and Custody Services
6. Authorize the Purchase of Twenty-one Non-revenue Support Vehicles Through State of California Department of General Services Contracts
7. Approval of an Amended and Restated Measure W Sales Tax Administration Agreement and Measure W Sales Tax Transfer Agreement
8. Award of Contract for Law Enforcement Services
9. Adjourn

**C. LEGISLATIVE COMMITTEE / COMMITTEE OF THE WHOLE\***  
**(R. Collins, Chair, M. Fraser, P. Ratto)**

1. Call to Order

**MOTION**

2. Approval of Minutes of Legislative Committee Meeting of May 6, 2020

**INFORMATIONAL**

3. State and Federal Legislative Update
4. Adjourn

**9. RECONVENE BOARD OF DIRECTORS MEETING**

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

**MOTION**

- a. Appointment of Alex Madrid, Representing Multimodal Riders, to the Citizens Advisory Committee for a Term Ending April 2023

**SUBJECTS DISCUSSED**

- b. Accessible Services Update
- c. Paratransit Coordinating Council Update
- d. Citizens Advisory Committee Update
- e. Multimodal Ridership Report – April 2020
- f. Quarterly Dashboard Reports – October-December 2019 and January-March 2020

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

**RESOLUTIONS**

- a. [Adoption of FY 2021 Operating and Capital Budgets]
- b. Awarding a Contract to FivePaths, LLC, for Website Redesign and Development Services for a Not-to-exceed Amount of \$729,650 for a Five-year Term
- c. Awarding a Contract to PFM Asset Management LLC for the Provision of Investment Management Services for a Not-to-exceed Amount of \$425,000 for a Five-year Term and a Contract to U.S. Bank N.A. for the Provision of Custody and Safekeeping Services for a Not-to-exceed Amount of \$50,000 for a Five-year Term

- d. Authorizing the Purchase and Delivery of Twenty-one Non-revenue Support Vehicles through State of California Contracts for a Total Not-to-exceed Amount of \$557,000
- e. Execution of an Amended and Restated Measure W Sales Tax Administration Agreement and a Sales Tax Transfer Agreement with the San Mateo County Transportation Authority and the Bank of New York Mellon Trust Company Pertaining to the Measure W Sales Tax
- f. Awarding a Contract to the San Mateo County Sheriff's Office for the Provision of Law Enforcement Services for a Not-to-exceed Amount of \$9,768,000 for a Five-year Term

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

**SUBJECT DISCUSSED**

- a. State and Federal Legislative Update

**13. GENERAL COUNSEL REPORT**

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

**15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday, July 8, 2020 at 2:00 pm, via Zoom teleconference or at the San Mateo County Transit District, Bacciocco Auditorium, 2<sup>nd</sup> Floor, 1250 San Carlos Avenue, San Carlos, CA

**16. 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. 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 Citizens Advisory Committee Meetings**

San Mateo County Transit District Committees and Board: First Wednesday of the month, 2:00 pm; SamTrans Citizens Advisory Committee (CAC): 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**

**Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.**

### **Public Comment**

Members of the public are encouraged to participate remotely. Public comments may be submitted to [publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online

at: [http://www.samtrans.com/about/boardofdirectors/Board\\_of\\_Directors\\_Calendar.html](http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html).

Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM and each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

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

Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 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  
MAY 6, 2020**

**MEMBERS PRESENT:** R. Collins, M. Fraser (arrived at 2:05 pm), C. Groom, R. Guilbault,  
**(Via Teleconference)** K. Matsumoto (Chair), D. Pine, J. Powell, P. Ratto (Vice Chair),  
C. Stone  
**MEMBERS ABSENT:** None  
**STAFF PRESENT:** J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, A. Chan, J.  
Brook, D. Seamans

**1. CALL TO ORDER**

Chair Karyl Matsumoto called the meeting to order at 2:00 pm.

**2. ROLL CALL**

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

**3. CONSENT CALENDAR**

- a. Approval of Minutes of the Board of Directors Meeting of April 1, 2020**
- b. Acceptance of Statement of Revenues and Expenses for March 2020**
- c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended March 31, 2020**

Motion/Second: Collins/Guilbault

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

Noes: None

Absent: Fraser

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

None.

**5. REPORT OF THE CHAIR**

Chair Matsumoto thanked staff and the Board for their contributions.

**6. REPORT OF THE GENERAL MANAGER/CEO**

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

*Director Marina Fraser arrived at 2:05 pm*

**a. COVID-19 Status Update**

Derek Hansel, Chief Financial Officer, provided a presentation.

Carter Mau, Deputy General Manager/CEO, provided a report on how the District has been responding to the COVID-19 pandemic. He said that the County had been working closely with the District, including inviting the District to participate in daily conference calls. Mr. Hartnett praised the industriousness and cooperation of staff and operations.

Director Rose Guilbault asked how CARES (Coronavirus Aid, Relief, and Economic Security Act) money would be divided between Caltrain and SamTrans. Mr. Hartnett said \$49 million would be allocated to Caltrain and \$28.5 million would be allocated to SamTrans.

Director Guilbault asked about the future of fare collection. Mr. Mau said that social distancing will likely remain in place. He said physical barriers may need to be installed on buses.

Director Ron Collins asked if a fare collection mechanism was possible for rear-door entry. Mr. Mau said they were looking into various options for enabling Clipper at the rear doors.

Director Josh Powell asked what the pre-COVID remote working policy was at the District. Mr. Mau explained that it had been allowed on a case-by-case basis per the supervisors.

Director Charles Stone said that CARES money will not be enough to satisfy the shortfall created by the lack of demand for services, which he anticipated would persist even after the shelter in place order is lifted.

Chair Matsumoto asked about the two largest generators for the District sales tax and Measure W. Mr. Hansel said food and beverage was number one and motor vehicles and parts dealers was the number two category.

Mr. Hartnett said that as the orders are lessened or lifted, riders will come back since SamTrans serves the transit-dependent population. He added that it will be complicated to achieve social distancing with the school service.

**b. Authorize the General Manager/CEO to Apply for Emergency Funds and Execute Related Agreements, and Exercise Certain Emergency Powers in Response to the COVID-19 Pandemic**

Joan Cassman, Legal Counsel, provided details on the two resolutions.

Director Powell asked if there was any requirement to report back to the Board each time and said he would like feedback about fund expenditures.

Chair Matsumoto said she would like to have a monthly listing of procurements that were pursued, and Ms. Cassman agreed.

- Authorizing the General Manager/CEO to Submit Applications and Execute Agreements for Financial Assistance Relating to Federal, State, and Local Declared States of Emergency – *Approved by Resolution No. 2020-18*
- Authorizing and Directing the General Manager/CEO to Exercise Certain Emergency Powers in Response to the COVID-19 Pandemic – *Approved by Resolution No. 2020-19*

Motion/Second: Guilbault/Groom

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

Noes: None

Absent: None

## **7. BOARD MEMBER REQUESTS/COMMENTS**

Chair Matsumoto thanked Mr. Hartnett for his General Manager's report and asked for a mid-month District update. Mr. Hartnett acknowledged that it would be provided.

Director Dave Pine gave a brief update on the recent JPB Ad Hoc Governance Committee meeting. Director Stone asked to receive courtesy copies of documentation from the Committee, which Director Pine agreed to provide.

## **8. RECESS TO COMMITTEE MEETINGS**

The Board meeting recessed to Committee meetings at 3:07 pm.

## **9. RECONVENE BOARD OF DIRECTORS MEETING**

Chair Matsumoto reconvened the Board meeting at 3:40 pm.

## **10. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE**

Director Guilbault reported on the following items:

SUBJECTS DISCUSSED:

- a. Accessible Services Update
- b. Paratransit Coordinating Council Update
- c. Citizens Advisory Committee Update
- d. Multimodal Ridership Report – March 2020

## **11. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE**

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

RESOLUTION:

- a. Awarding a Contract to Bellanti Plumbing, Inc., for the South Base Bus Facility Gas Line Replacement Project for a Total Amount of \$342,500 – *Approved by Resolution No. 2020-20*



Motion/Second: Powell/Stone

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

Noes: None

Absent: None

SUBJECT DISCUSSED:

- b. Update on San Mateo County Transportation Authority's Administration of Measure W Sales Tax and Plans to Issue Bonds to Finance a Loan for Construction of US 101 Express Lanes Project

## **12. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE**

Director Collins reported on the following item:

SUBJECT DISCUSSED:

- a. State and Federal Legislative Update

## **13. GENERAL COUNSEL REPORT**

Ms. Cassman said she had no report.

## **14. COMMUNICATIONS TO THE BOARD OF DIRECTORS**

Chair Matsumoto noted that the correspondence was in the packet.

## **15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING**

Chair Matsumoto announced the time and location of the next meeting as Wednesday, June 3, 2020 at 2:00 pm, with teleconference details to be provided prior to the meeting.

## **16. ADJOURN**

The Board meeting adjourned at 3:44 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  
APRIL 30, 2020**

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of April 2020 and supplemental information.

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

**SIGNIFICANCE**

**Year to Date Revenues:**

As of April year-to-date actual, the Total Sources of Funds (page 1, line 17) are \$39.1 million higher than the prior year. This is primarily driven by the Local TDA and STA Funds (page 1, line 2), Measure A Sales Tax (page 1, line 10) and Measure W Sales Tax (page 1, line 11). The accruals for sales tax revenues have been adjusted to reflect the decline due to covid-19 pandemic.

**Year to Date Expenses:**

As of April year-to-date actual, the Total Uses of Funds (page 1, line 37) are \$13.4 million higher than the prior year-to-date actual. This is primarily due to increases in Wages and Benefits for Motor Bus (page 1, line 21), increases in Member Funding for Caltrain (page 1, line 23), and increases in District Sales Tax Capital (page 1, line 31), and Measure W Sales Tax Capital (page 1, line 32).

**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.

Due to the impact of Covid-19 pandemic in the passenger fares, sales tax revenues and other major line items in the financial statements, the forecast column was eliminated from the reports until more information are available for accurate revenue and expense forecast.

**BUDGET IMPACT**

There is no budget impact for the month of April 2020.

**STRATEGIC INITIATIVE**

This item does not achieve a strategic initiative.

Prepared By:	Maria Pascual, Accountant	650-508-6288
	Jennifer Ye, Manager, General Ledger	650-622-7890

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

**% OF YEAR ELAPSED: 83.3%**

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>SOURCES OF FUNDS</b>					
<b>Operating Revenues</b>					
1 Passenger Fares	12,624,392	11,630,451	(993,941)	(7.9%)	15,264,000
2 Local TDA and STA Funds	39,661,662	49,788,562	10,126,900	25.5%	59,746,274
3 Pass through to Other Agencies	618,023	263,333	(354,690)	(57.4%)	316,000
4 Operating Grants	1,697,934	1,040,304	(657,629)	(38.7%)	2,810,717
5 SMCTA Measure A	9,240,440	10,663,436	1,422,995	15.4%	12,879,456
6 SM County Measure K & Other	2,083,333	-	(2,083,333)	(100.0%)	-
7 AB434 Funds, TA Funded Shuttle & Other	345,000	562,121	217,121	62.9%	417,100
8 <b>Subtotal - Operating Revenues</b>	<b>66,270,784</b>	<b>73,948,208</b>	<b>7,677,423</b>	<b>11.6%</b>	<b>91,433,547</b>
<b>Other Revenue Sources</b>					
10 District Sales Tax	83,273,285	76,181,138	(7,092,147)	(8.5%)	91,000,000
11 Measure W Sales Tax	-	36,845,641	36,845,641	100.0%	45,500,000
12 Investment Income	1,896,145	3,762,551	1,866,406	98.4%	3,600,000
13 Other Interest, Rent & Other Income	8,205,565	7,351,634	(853,931)	(10.4%)	8,068,323
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	20,917,635	21,563,539	645,905	3.1%	41,573,346
15 <b>Subtotal - Other Revenues</b>	<b>114,292,629</b>	<b>145,704,503</b>	<b>31,411,873</b>	<b>27.5%</b>	<b>189,741,669</b>
16 <b>Total Revenues</b>	<b>180,563,413</b>	<b>219,652,710</b>	<b>39,089,297</b>	<b>21.6%</b>	<b>281,175,215</b>
17 <b>Total Sources of Funds</b>	<b>180,563,414</b>	<b>219,652,710</b>	<b>39,089,297</b>	<b>21.6%</b>	<b>281,175,215</b>
<b>USES OF FUNDS</b>					
20 PCJPB, SMCTA & SAMTR Capital W&B	20,917,635	21,563,539	645,905	3.1%	41,573,346
21 Motor Bus	104,393,699	113,123,207	8,729,508	8.4%	148,489,400
22 A. D. A. Programs	14,426,348	13,906,684	(519,664)	(3.6%)	20,473,135
23 Caltrain	6,362,000	7,630,102	1,268,102	19.9%	9,239,456
24 Other Multi-modal Programs	2,077,171	1,968,381	(108,790)	(5.2%)	2,681,911
25 Pass through to Other Agencies	618,023	263,333	(354,690)	(57.4%)	316,000
26 Land Transfer Interest Expense	-	-	-	0.0%	45,716
27 <b>Total Operating Expense</b>	<b>148,794,876</b>	<b>158,455,246</b>	<b>9,660,371</b>	<b>6.5%</b>	<b>222,818,964</b>
28					
29 <b>Total Operating Surplus / (Deficit)</b>	<b>31,768,538</b>	<b>61,197,464</b>	<b>29,428,926</b>	<b>92.6%</b>	<b>58,356,252</b>
30					
31 District Sales Tax Capital	5,012,975	7,078,433	2,065,458	41.2%	8,494,119
32 Measure W Sales Tax Capital	-	2,029,167	2,029,167	100.0%	2,435,000
33 <b>Sales Tax Allocation - Capital Program</b>	<b>5,012,975</b>	<b>9,107,599</b>	<b>4,094,624</b>	<b>81.7%</b>	<b>10,929,119</b>
34					
35 <b>Total Debt Service</b>	<b>8,094,762</b>	<b>7,781,193</b>	<b>(313,569)</b>	<b>(3.9%)</b>	<b>19,358,210</b>
36					
37 <b>Total Uses of Funds</b>	<b>161,902,613</b>	<b>175,344,038</b>	<b>13,441,426</b>	<b>8.3%</b>	<b>253,106,293</b>
38					
39 <b>NET SURPLUS / (DEFICIT)</b>	<b>18,660,802</b>	<b>44,308,672</b>	<b>25,647,870</b>	<b>137.4%</b>	<b>28,068,921</b>

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

**% OF YEAR ELAPSED: 83.3%**

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>OPERATING REVENUES - MOTOR BUS</b>					
PASSENGER FARES	11,892,883	10,944,956	(947,927)	(8.0%)	14,355,000
LOCAL (TDA) TRANSIT FUND	33,104,727	38,007,694	4,902,968	14.8%	45,609,233
STATE TRANSIT ASSISTANCE	4,814,581	8,339,018	3,524,437	73.2%	10,006,821
OPERATING GRANTS	1,163,984	631,649	(532,335)	(45.7%)	735,193
DISTRICT SALES TAX REVENUE	45,990,792	47,103,354	1,112,562	2.4%	69,990,846
INVESTMENT INTEREST INCOME	1,602,128	3,214,609	1,612,481	100.6%	3,005,000
<b>OTHER REVENUE SOURCES:</b>					
Rental Income	1,026,346	2,368,952	1,342,606	130.8%	1,672,487
Advertising Income	1,112,066	1,248,749	136,683	12.3%	1,233,331
Other Income	3,686,193	1,264,226	(2,421,967)	(65.7%)	1,881,488
<b>TOTAL OTHER REVENUES</b>	<b>5,824,605</b>	<b>4,881,927</b>	<b>(942,678)</b>	<b>(16.2%)</b>	<b>4,787,307</b>
<b>TOTAL MOTOR BUS</b>	<b>104,393,699</b>	<b>113,123,207</b>	<b>8,729,508</b>	<b>8.4%</b>	<b>148,489,400</b>
<b>AMERICAN DISABILITIES ACT:</b>					
Passenger Fares Redi-Wheels	731,509	685,495	(46,014)	(6.3%)	909,000
Local TDA 4.5 Redi-Wheels	1,742,354	2,059,788	317,433	18.2%	2,471,745
Local STA - Paratransit	-	1,382,063	1,382,063	100.0%	1,658,475
Operating Grants	533,950	408,655	(125,294)	(23.5%)	2,075,524
Sales Tax Revenue - ADA	5,031,688	4,808,926	(222,763)	(4.4%)	7,723,391
Interest Income - Paratransit Fund	294,017	547,942	253,925	86.4%	595,000
SMCTA Measure A Redi-Wheels	2,878,440	3,033,333	154,893	5.4%	3,640,000
SM County Measure K	2,083,333	-	(2,083,333)	(100.0%)	-
Measure M Paratransit	1,131,056	980,482	(150,574)	(13.3%)	1,400,000
<b>TOTAL ADA PROGRAMS</b>	<b>14,426,348</b>	<b>13,906,684</b>	<b>(519,664)</b>	<b>(3.6%)</b>	<b>20,473,135</b>
<b>MULTI-MODAL TRANSIT PROGRAMS:</b>					
Transfer from SMCTA for Caltrain	5,756,880	6,532,849	775,969	13.5%	7,922,752
Other Sources - Caltrain	605,120	1,097,253	492,133	81.3%	1,316,704
AB434 Funds-SamTrans Shuttle	345,000	562,121	217,121	62.9%	417,100
Employer SamTrans Shuttle Funds	1,249,904	1,137,828	(112,076)	(9.0%)	1,594,700
Dumbarton Rental Income	-	351,397	351,397	100.0%	286,316
Sales Tax Revenue - Gen. Operating Asst.	482,267	(82,965)	(565,232)	(117.2%)	383,795
<b>TOTAL MULTIMODAL</b>	<b>8,439,171</b>	<b>9,598,483</b>	<b>1,159,312</b>	<b>13.7%</b>	<b>11,921,367</b>
<b>TOTAL REVENUES</b>	<b>127,259,217</b>	<b>136,628,373</b>	<b>9,369,156</b>	<b>7.4%</b>	<b>180,883,902</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2020  
APRIL 2020**

**% OF YEAR ELAPSED: 83.3%**

<u>EXPENSES</u>	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>DISTRICT OPERATED BUSES</b>					
Motor Bus Wages & Benefits	58,421,616	63,488,305	5,066,689	8.7%	78,048,176
Services:					
Board of Directors	39,344	88,884	49,540	125.9%	132,116
Contracted Vehicle Maintenance	833,013	1,080,631	247,618	29.7%	1,335,519
Property Maintenance	1,119,754	1,208,506	88,753	7.9%	1,791,144
Professional Services	2,718,115	2,847,512	129,397	4.8%	5,778,743
Technical Services	5,806,975	6,663,087	856,112	14.7%	10,438,813
Other Services	2,083,316	2,461,456	378,140	18.2%	3,675,419
Materials & Supply:					
Fuel and Lubricants	2,770,678	2,553,830	(216,848)	(7.8%)	3,824,141
Bus Parts and Materials	1,678,055	1,569,281	(108,773)	(6.5%)	2,084,863
Uniforms and Driver Expense	311,297	282,231	(29,066)	(9.3%)	656,813
Timetables and Tickets	68,805	119,332	50,526	73.4%	283,500
Office Supplies / Printing	452,290	411,827	(40,463)	(8.9%)	615,104
Other Materials and Supply	96,372	137,584	41,212	42.8%	143,600
Utilities:					
Telephone	386,100	441,592	55,492	14.4%	712,500
Other Utilities	844,497	916,152	71,655	8.5%	1,271,530
Insurance	1,667,782	1,280,640	(387,142)	(23.2%)	1,524,531
Claims Reserves and Payments	2,624,115	1,173,929	(1,450,186)	100.0%	2,455,563
Workers' Compensation	621,943	2,657,054	2,035,111	327.2%	3,732,568
Taxes and License Fees	809,237	696,230	(113,007)	(14.0%)	919,556
Leases and Rentals	151,474	84,052	(67,422)	(44.5%)	191,926
Promotional and Legal Advertising	556,722	478,761	(77,960)	(14.0%)	1,460,867
Training and Business Travel	264,212	295,283	31,071	11.8%	869,793
Dues and Membership	108,897	105,659	(3,238)	(3.0%)	172,143
Postage and Other	31,830	93,136	61,307	192.6%	184,780
<b>Total District Operated Buses</b>	<b>84,466,438</b>	<b>91,134,956</b>	<b>6,668,518</b>	<b>7.9%</b>	<b>122,303,709</b>
<b>CONTRACTED BUS SERVICES</b>					
Contracted Urban Bus Service	17,270,563	17,780,404	509,840	3.0%	21,551,200
Coastside Services	1,352,671	1,336,303	(16,368)	(1.2%)	1,738,200
Redi Coast Non-ADA	185,069	193,660	8,591	4.6%	263,700
La Honda - Pescadero	39,113	41,685	2,573	6.6%	55,130
SamCoast - Pescadero	91,194	69,136	(22,058)	(24.2%)	143,700
CUB Related Wages & Benefits	257,813	294,311	36,499	100.0%	499,764
CUB Related Other Support	43,062	90,055	46,993	109.1%	118,500
CUB Insurance	373,723	382,833	9,109	2.4%	597,097
CUB Claims Reserves & Payments	314,052	1,799,864	1,485,812	100.0%	1,218,400
<b>Total Contracted Bus Service</b>	<b>19,927,261</b>	<b>21,988,251</b>	<b>2,060,990</b>	<b>10.3%</b>	<b>26,185,691</b>
<b>TOTAL MOTOR BUS</b>	<b>104,393,699</b>	<b>113,123,207</b>	<b>8,729,507</b>	<b>8.4%</b>	<b>148,489,400</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2020  
APRIL 2020**

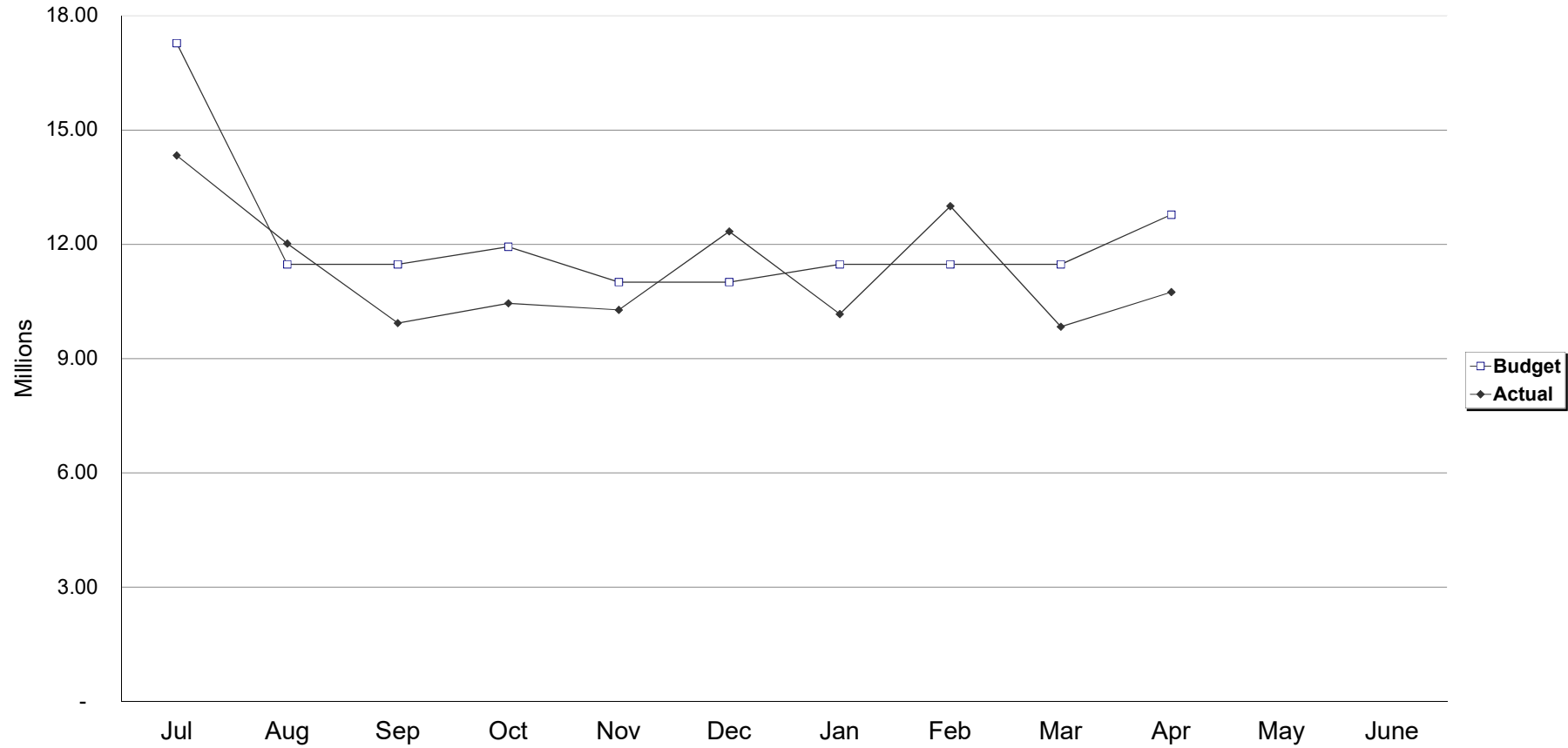
**% OF YEAR ELAPSED: 83.3%**

<u>EXPENSES</u>	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
<b>AMERICAN DISABILITY ACT PROGRAMS</b>					
Elderly & Disabled/Redi-Wheels	4,258,428	4,709,599	451,171	10.6%	6,832,050
ADA Sedans / Taxi Service	4,568,469	4,288,818	(279,651)	(6.1%)	5,834,100
Coastside ADA	1,524,441	1,484,482	(39,959)	(2.6%)	1,921,400
ADA Related Wages & Benefits	2,410,695	2,182,730	(227,965)	(9.5%)	2,530,107
ADA Related Other Support	1,084,389	1,270,020	185,631	17.1%	2,710,214
ADA Insurance	311,053	319,257	8,205	2.6%	426,864
ADA Claims Reserves & Payments	268,873	(348,223)	(617,096)	100%	218,400
<b>TOTAL ADA PROGRAMS</b>	<b>14,426,348</b>	<b>13,906,684</b>	<b>(519,664)</b>	<b>(3.6%)</b>	<b>20,473,135</b>
<b>MULTI-MODAL TRANSIT PROGRAMS</b>					
<b>CALTRAIN SERVICE</b>					
Peninsula Rail Service	6,362,000	7,630,102	1,268,102	19.9%	9,239,456
<b>Total Caltrain Service</b>	<b>6,362,000</b>	<b>7,630,102</b>	<b>1,268,102</b>	<b>19.9%</b>	<b>9,239,456</b>
<b>OTHER SUPPORT</b>					
SamTrans Shuttle Service	1,779,642	1,655,489	(124,153)	(7.0%)	2,128,700
Shuttle Related Wages & Benefits	56,304	52,982	(3,322)	100%	89,095
Dumbarton M.O.W.	98,187	144,958	46,771	100%	286,316
Maintenance Multimodal Facilities	143,039	114,952	(28,087)	100%	177,800
<b>Total Other Support</b>	<b>2,077,171</b>	<b>1,968,381</b>	<b>(108,790)</b>	<b>(5.2%)</b>	<b>2,681,911</b>
<b>TOTAL MULTI-MODAL PROGR</b>	<b>8,439,171</b>	<b>9,598,483</b>	<b>1,159,312</b>	<b>13.7%</b>	<b>11,921,367</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>127,259,218</b>	<b>136,628,373</b>	<b>9,369,156</b>	<b>7.4%</b>	<b>180,883,902</b>

# SAN MATEO COUNTY TRANSIT DISTRICT

## MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

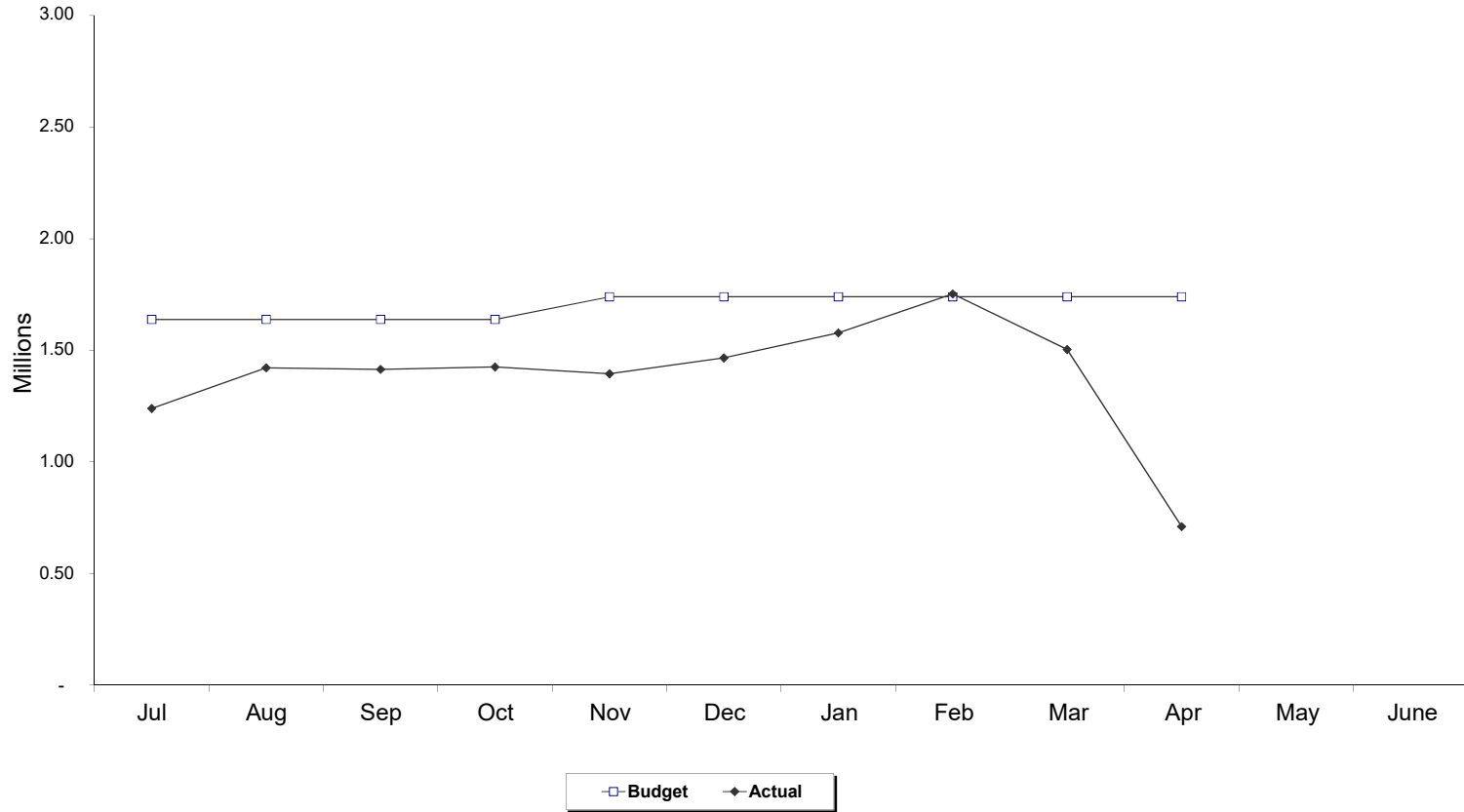
### FISCAL YEAR 2020



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
<b>Budget</b>	17,281,484	11,473,720	11,473,720	11,938,461	11,008,979	11,473,720	11,473,720	11,473,720	12,781,050	12,729,090		
<b>Actual</b>	14,335,970	12,020,594	9,934,437	10,452,200	10,279,078	12,340,779	10,169,345	13,003,720	9,839,623	10,747,461		
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	17,281,484	28,755,205	40,228,924	52,167,385	63,176,365	74,650,085	86,123,806	97,597,526	110,378,576	123,107,667		
<b>Actual</b>	14,335,970	26,356,563	36,291,001	46,743,201	57,022,279	69,363,058	79,532,402	92,536,122	102,375,745	113,123,206		
<b>Variance - F(U)</b>	2,945,514	2,398,641	3,937,924	5,424,185	6,154,086	5,287,028	6,591,404	5,061,404	8,002,831	9,984,461		
<b>Variance %</b>	17.04%	8.34%	9.79%	10.40%	9.74%	7.08%	7.65%	5.19%	7.25%	8.11%		

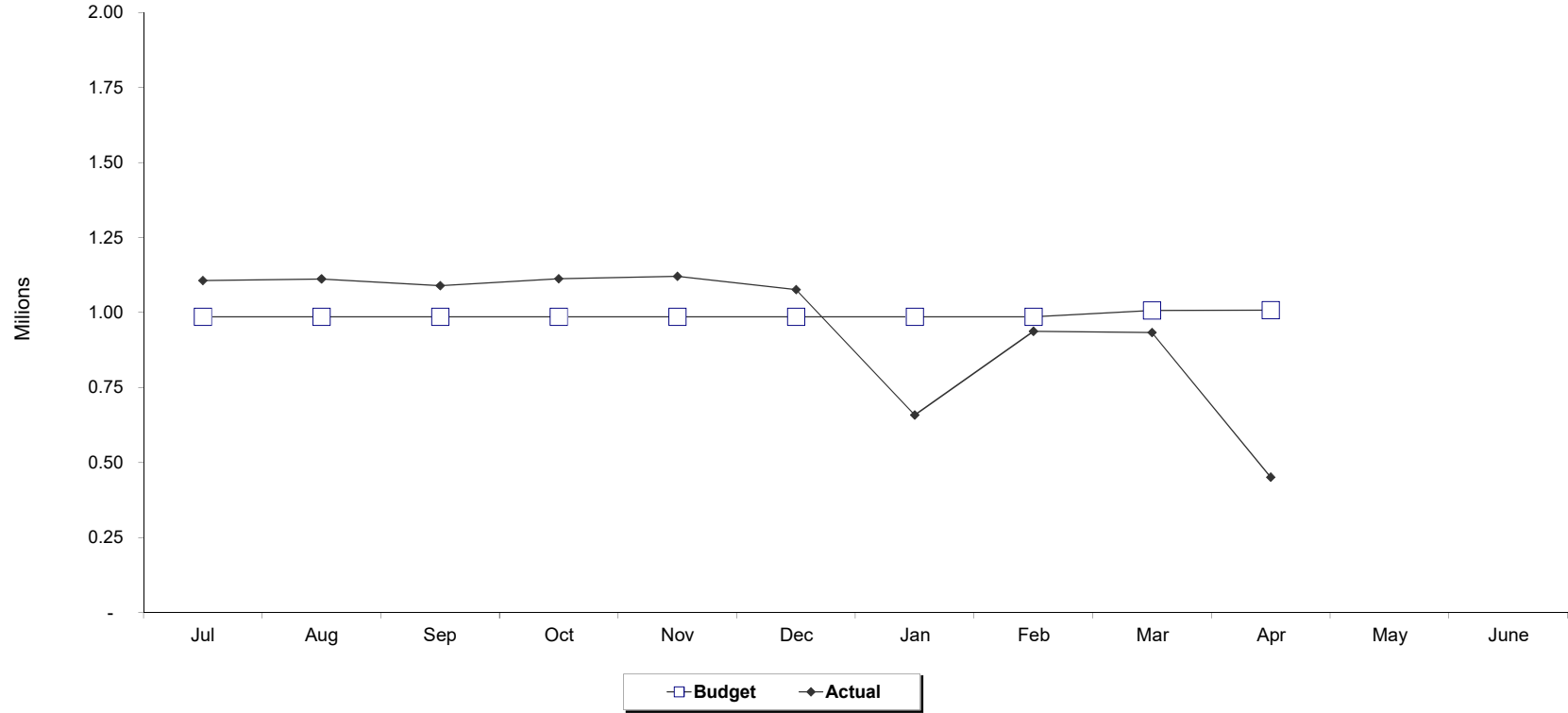


**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2020**



	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	1,739,751	1,739,751	1,739,751	1,739,751	1,739,751		
Actual	1,239,506	1,421,472	1,414,210	1,425,262	1,394,710	1,466,173	1,578,670	1,752,686	1,503,970	710,024		
<b>CUMULATIVE EXPENSES</b>												
Budget	1,638,782	3,277,564	4,916,346	6,555,128	8,294,879	10,034,630	11,774,381	13,514,132	15,253,882	16,993,633		
Actual	1,239,506	2,660,978	4,075,188	5,500,450	6,895,161	8,361,333	9,940,004	11,692,690	13,196,660	13,906,684		
Variance - F(U)	399,276	616,586	841,158	1,054,678	1,399,718	1,673,297	1,834,377	1,821,442	2,057,222	3,086,950		
Variance %	24.36%	18.81%	17.11%	16.09%	16.87%	16.68%	15.58%	13.48%	13.49%	18.17%		

**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>												
<b>Budget</b>	986,253	986,253	986,253	986,253	986,253	986,253	986,253	986,253	1,007,086	1,008,086		
<b>Actual</b>	1,106,649	1,111,913	1,089,259	1,112,801	1,120,481	1,076,752	658,406	937,558	933,530	451,136		
<b>CUMULATIVE EXPENSES</b>												
<b>Budget</b>	986,253	1,972,506	2,958,758	3,945,011	4,931,264	5,917,517	6,903,770	7,890,022	8,897,108	9,905,195		
<b>Actual</b>	1,106,649	2,218,561	3,307,820	4,420,621	5,541,102	6,617,853	7,276,259	8,213,817	9,147,347	9,598,483		
<b>Variance - F(U)</b>	(120,396)	(246,056)	(349,062)	(475,610)	(609,838)	(700,337)	(372,490)	(323,795)	(250,238)	306,712		
<b>Variance %</b>	(12.2%)	(12.5%)	(11.8%)	(12.1%)	(12.4%)	(11.8%)	(5.4%)	(4.1%)	(2.8%)	3.1%		

**SAN MATEO COUNTY TRANSIT DISTRICT  
CASH AND INVESTMENTS AS OF APRIL 30, 2020**

4/30/2020

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	\$ 45,603,023.35
Bank of America Checking (Restricted)	7,966,464.95
Wells Fargo	8,968.00
LAIF	74,910,069.58

**INVESTMENT FUNDS**

Investment Portfolio (Market Values+ Accrued interest)*	122,960,159.03
MMF - US Bank Custodian Account	11,182,349.39

**Debt Service Reserves Held By Trustee** 13,134,310.29

**TOTAL** \$ 275,765,344.59

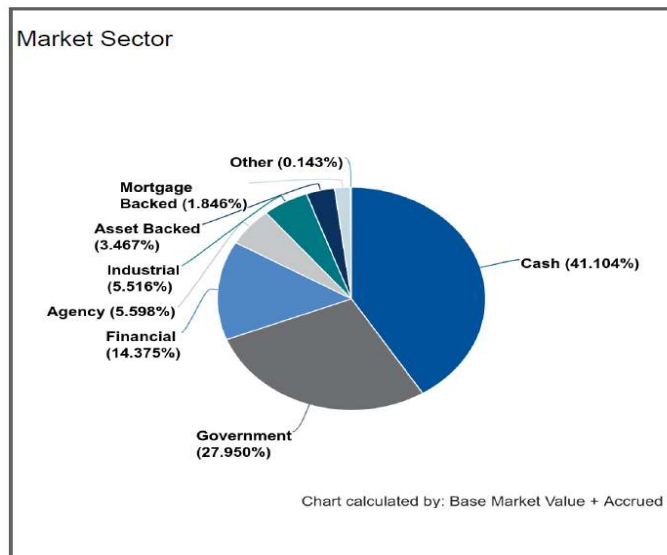
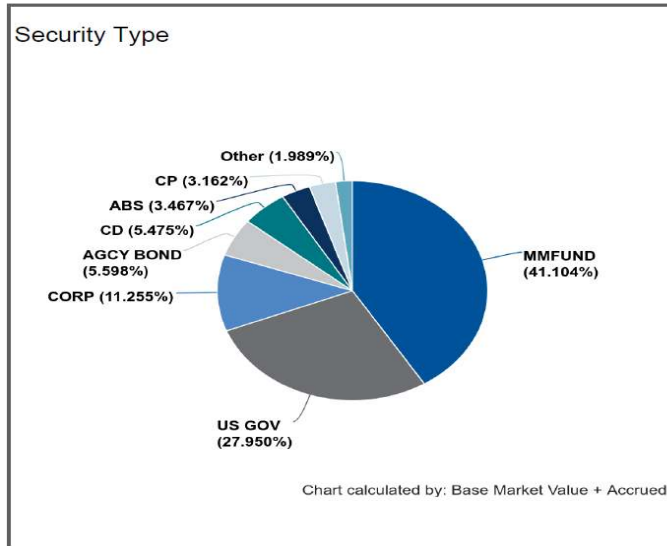
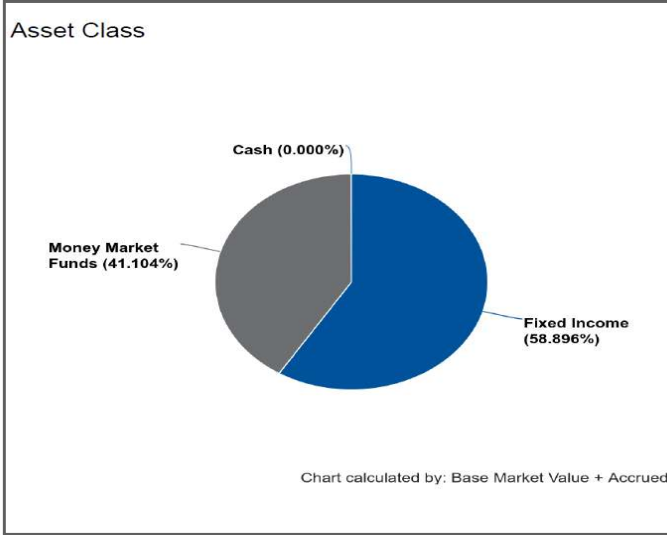
\* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	441.74
MMFund (incl LAIF)	86,092,418.97
Fixed Income	122,959,717.29
Duration	1.994
Convexity	0.073
WAL	1.297
Years to Final Maturity	1.353
Years to Effective Maturity	1.297
Yield	0.198
Book Yield	1.227
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
(SM - LAIF) State of California	35.748%
United States	27.950%
Other	21.766%
U.S. Bancorp	5.356%
Federal National Mortgage Association	3.594%
Federal Home Loan Banks	2.424%
Mitsubishi UFJ Financial Group, Inc.	1.641%
Groupe BPCE	1.521%
---	<b>100.000%</b>

Footnotes: 1,2

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

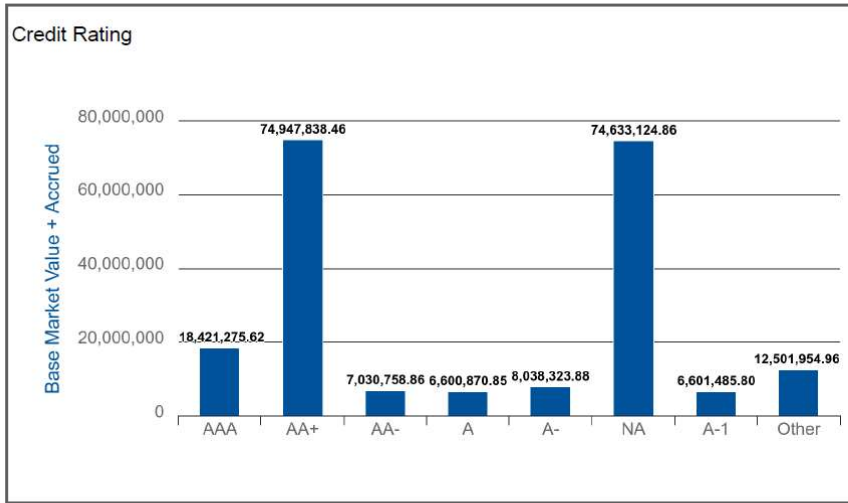


Risk Summary

04/01/2020 - 04/30/2020

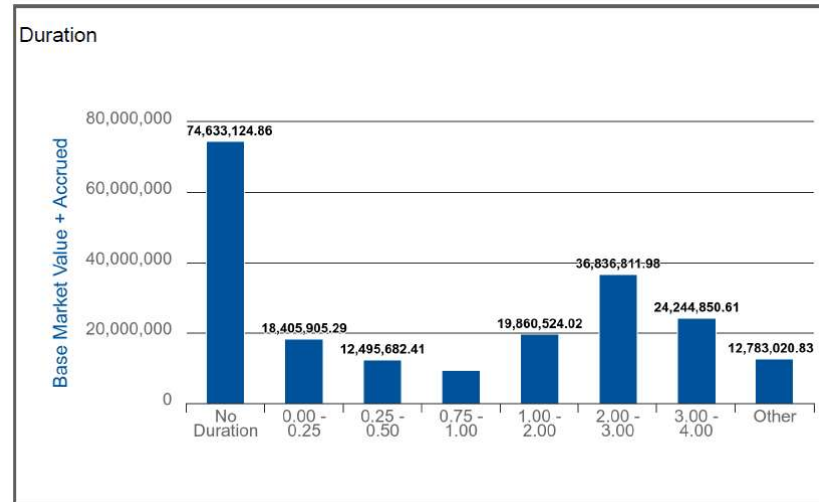
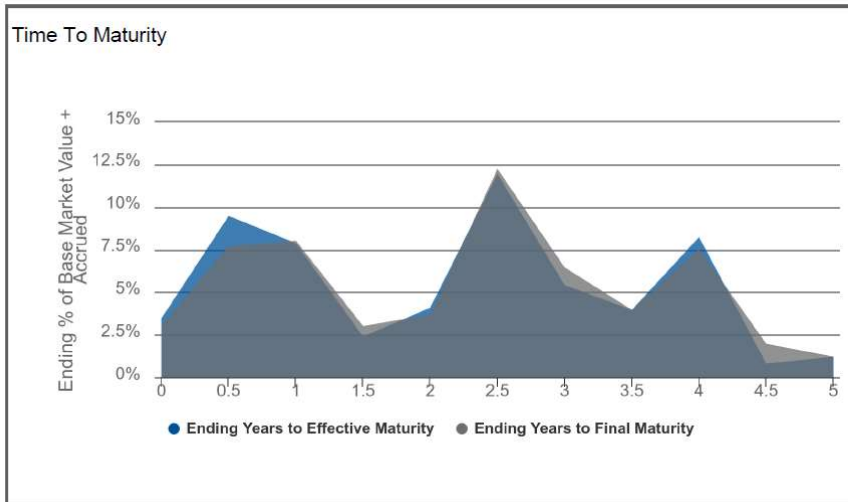
SAM Transit District Agg (136232)

Dated: 05/11/2020



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	6.930%	0.258%	1.333%	0.000%	0.000%	0.000%	0.303%	0.000%	0.000%
AA	5.867%	7.145%	15.723%	9.299%	1.793%	0.000%	0.000%	0.000%	0.000%
A	8.063%	2.110%	0.589%	1.721%	0.830%	0.000%	0.000%	0.000%	0.000%
BBB	1.697%	0.000%	0.000%	0.593%	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%



Industry Sector

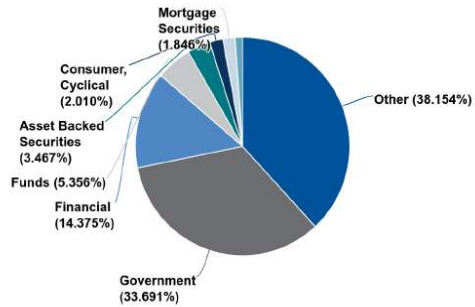


Chart calculated by: Base Market Value + Accrued

Industry Group

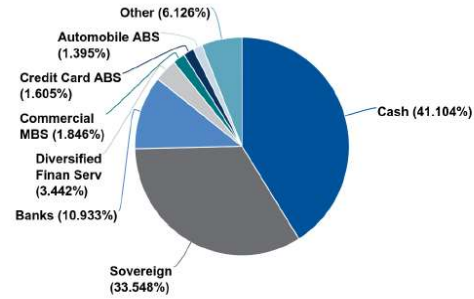


Chart calculated by: Base Market Value + Accrued

Industry Subgroup

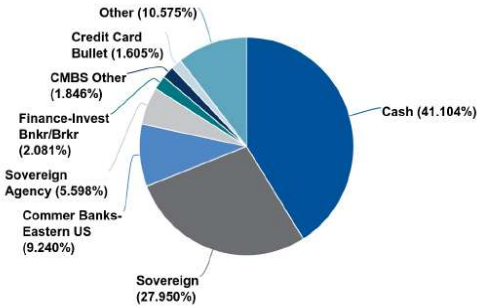


Chart calculated by: Base Market Value + Accrued

MMF Asset Allocation

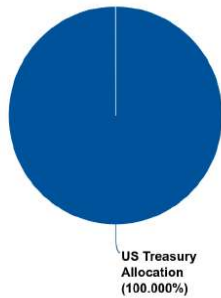


Chart calculated by: Base Market Value

Currency

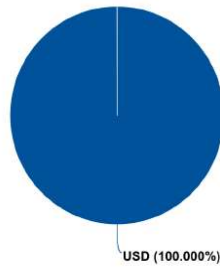


Chart calculated by: Base Market Value + Accrued

Country

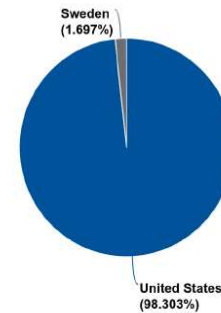


Chart calculated by: Base Market Value + Accrued

clearwater

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reimbursement Fund (136225)  
 As of: 04/30/2020  
 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	Receivable	312.51	---	04/30/2020	312.51	0.00	312.51	312.51
<b>CASH</b>			<b>312.51</b>			<b>312.51</b>	<b>0.00</b>	<b>312.51</b>	<b>312.51</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	8,440,432.66	---	04/30/2020	8,440,432.66	0.00	8,440,432.66	8,440,432.66
<b>MMFUND</b>			<b>8,440,432.66</b>			<b>8,440,432.66</b>	<b>0.00</b>	<b>8,440,432.66</b>	<b>8,440,432.66</b>

**Summary**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>8,440,745.17</b>			<b>8,440,745.17</b>	<b>0.00</b>	<b>8,440,745.17</b>	<b>8,440,745.17</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 TR Reserve Fund (136226)  
 As of: 04/30/2020  
 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 2018-2 A3	490,888.91	04/30/2018	11/15/2022	490,799.76	637.06	491,115.26	491,752.32
ABS	02007HAC5	ALLYA 2017-2 A3	110,794.58	03/29/2017	08/16/2021	110,781.52	87.65	110,821.15	110,908.80
ABS	02007PAC7	ALLYA 2017-1 A3	7,736.09	01/31/2017	06/15/2021	7,735.41	5.85	7,736.77	7,742.62
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,693,208.73	1,694,477.71
ABS	14313FAD1	CARMX 2018-3 A3	420,000.00	07/25/2018	06/15/2023	419,942.75	584.27	426,526.09	427,110.36
ABS	17305EGK5	CCCIT 2018-A1 A1	900,000.00	01/31/2018	01/20/2021	899,875.44	6,287.25	911,059.79	917,347.04
ABS	34531EAD8	FORDO 2017-A A3	54,214.69	01/25/2017	06/15/2021	54,214.49	40.24	54,219.00	54,259.24
ABS	36255JAD6	GMCAR 2018-3 A3	392,390.65	07/18/2018	05/16/2023	392,299.15	493.76	398,326.71	398,820.47
ABS	43814PAC4	HAROT 2017-3 A3	105,574.01	09/29/2017	09/18/2021	105,562.58	68.24	105,712.57	105,780.81
ABS	47788BAD6	JDOT 2017-B A3	128,945.61	07/18/2017	10/15/2021	128,936.17	104.30	128,936.64	129,040.94
ABS	47788CAC6	JDOT 2018 A3	160,290.10	02/28/2018	04/18/2022	160,278.57	189.50	160,556.68	160,746.18
ABS	89190BAD0	TAOT 2017-B A3	366,754.02	05/17/2017	07/15/2021	366,725.89	286.88	366,826.20	367,113.08
ABS	89238BAD4	TAOT 2017-A A3	307,007.03	01/31/2018	05/16/2022	307,003.50	320.65	308,479.18	308,799.83
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	477,276.67	477,545.18
<b>ABS</b>			<b>5,579,595.67</b>			<b>5,578,681.61</b>	<b>10,643.14</b>	<b>5,640,801.44</b>	<b>5,651,444.57</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	3130A8QS5	FEDERAL HOME LOAN BANKS	2,700,000.00	07/15/2016	07/14/2021	2,683,581.30	9,028.13	2,728,101.60	2,737,129.73
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	440,000.00	09/08/2017	09/28/2020	438,587.60	554.58	442,097.92	442,652.50
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	208.33	994,960.00	995,168.33
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	121.53	1,001,055.00	1,001,176.53
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	3,918.40	1,544,341.58	1,548,259.98
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	1,220.49	481,024.43	482,244.91
AGCY BOND	3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	600,000.00	08/01/2017	07/30/2020	598,182.00	2,275.00	601,917.00	604,192.00
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	7,218.75	935,372.70	942,591.45
AGCY BOND	3137EAEJ4	FREDDIE MAC	580,000.00	09/29/2017	09/29/2020	578,950.20	837.78	583,379.66	584,217.44
<b>AGCY BOND</b>			<b>9,220,000.00</b>			<b>9,183,831.88</b>	<b>25,382.99</b>	<b>9,312,249.88</b>	<b>9,337,632.87</b>

**CASH**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	RECEIVABLE	103.31	---	04/30/2020	103.31	0.00	103.31	103.31
<b>CASH</b>			<b>103.31</b>			<b>103.31</b>	<b>0.00</b>	<b>103.31</b>	<b>103.31</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	06417GU22	BANK OF NOVA SCOTIA, HOUSTON BRANCH	900,000.00	06/07/2018	06/05/2020	899,658.00	11,242.00	900,247.98	911,489.98
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	900,000.00	04/04/2019	04/01/2022	900,000.00	1,768.75	900,000.00	901,768.75
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	7,913.50	950,000.00	957,913.50
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	3,173.26	950,000.00	953,173.26
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	1,500,000.00	06/08/2018	06/07/2021	1,500,000.00	19,440.00	1,503,960.00	1,523,400.00
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	950,000.00	09/03/2019	08/26/2022	950,000.00	3,190.42	950,000.00	953,190.42
CD	86565BPC9	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	900,000.00	10/18/2018	10/16/2020	898,776.00	1,271.25	899,717.93	900,989.18
CD	87019U6D6	SWEDBANK AB (PUBL)	1,800,000.00	11/17/2017	11/16/2020	1,800,000.00	18,727.50	1,791,393.31	1,810,120.81
<b>CD</b>			<b>8,850,000.00</b>			<b>8,848,434.00</b>	<b>66,726.68</b>	<b>8,845,319.21</b>	<b>8,912,045.89</b>

**CORP (COPORATE 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	900,000.00	05/17/2018	05/17/2021	899,847.00	13,837.50	915,966.90	929,804.40
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	7,440.00	900,057.60	907,497.60
CORP	037833CS7	APPLE INC	820,000.00	05/11/2017	05/11/2020	819,163.60	6,970.00	820,196.80	827,166.80
CORP	05531FBH5	BB&T CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	5,625.00	930,386.70	936,011.70
CORP	06051GFW4	BANK OF AMERICA CORP	100,000.00	11/03/2017	04/19/2021	100,776.00	87.50	101,544.30	101,631.80
CORP	06051GGS2	BANK OF AMERICA CORP	550,000.00	09/18/2017	10/01/2021	550,000.00	1,067.00	550,778.25	551,845.25
CORP	06051GHH5	BANK OF AMERICA CORP	250,000.00	05/17/2018	05/17/2022	250,000.00	3,984.97	254,064.75	258,049.72
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	153.13	385,557.00	385,710.13
CORP	14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	650,000.00	09/07/2017	09/04/2020	649,454.00	1,903.96	651,979.25	653,883.21
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	3,809.38	461,286.00	465,095.38
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	1,726.67	180,690.30	182,416.97
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	2,909.38	965,284.55	968,193.93
CORP	38141EC23	GOLDMAN SACHS & CO	900,000.00	07/11/2019	07/08/2024	941,922.00	10,876.25	957,477.60	968,353.85
CORP	427866BA5	HERSHEY CO	360,000.00	05/10/2018	05/15/2021	359,751.60	5,146.00	368,140.32	373,286.32
CORP	437076BQ4	HOME DEPOT INC	450,000.00	06/05/2017	06/05/2020	449,739.00	3,285.00	450,245.70	453,530.70
CORP	44932HAG8	IBM CREDIT LLC	900,000.00	02/06/2018	02/05/2021	899,559.00	5,697.50	909,466.20	915,163.70
CORP	46647PBB1	JPMORGAN CHASE & CO	900,000.00	03/22/2019	04/01/2023	900,000.00	2,405.25	925,932.60	928,337.85
CORP	6174467P8	MORGAN STANLEY	1,800,000.00	11/10/2016	07/24/2020	2,009,250.00	26,675.00	1,816,563.60	1,843,238.60
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	375,000.00	02/26/2018	03/15/2021	374,583.75	1,389.58	381,399.75	382,789.33
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	515,000.00	04/19/2018	03/15/2021	512,821.55	1,908.36	523,788.99	525,697.35
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	8,575.00	960,513.30	969,088.30
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	1,543.75	331,953.70	333,497.45
CORP	713448DX3	PEPSICO INC	600,000.00	10/10/2017	04/15/2021	599,880.00	533.33	607,017.60	607,550.93
CORP	808513AW5	CHARLES SCHWAB CORP	570,000.00	05/22/2018	05/21/2021	569,982.90	8,233.33	579,731.61	587,964.94
CORP	89236TEU5	TOYOTA MOTOR CREDIT CORP	660,000.00	04/13/2018	04/13/2021	659,736.00	973.50	669,629.40	670,602.90
CORP	904764AZ0	UNILEVER CAPITAL CORP	725,000.00	03/22/2018	03/22/2021	721,295.25	2,159.90	736,913.93	739,073.82
CORP	931142EA7	WAL-MART STORES INC	900,000.00	10/20/2017	12/15/2020	898,695.00	6,460.00	907,654.50	914,114.50
<b>CORP</b>			<b>17,900,000.00</b>			<b>18,143,470.15</b>	<b>135,376.23</b>	<b>18,244,221.20</b>	<b>18,379,597.42</b>

**CP (COMMERCIAL PAPER)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479LJ14	MUFG BANK LTD. (NEW YORK BRANCH)	1,800,000.00	12/06/2019	09/01/2020	1,774,890.00	0.00	1,788,561.00	1,788,561.00
CP	62479LK61	MUFG BANK LTD. (NEW YORK BRANCH)	1,000,000.00	01/13/2020	10/06/2020	986,650.00	0.00	992,100.00	992,100.00
CP	63873JK90	NATIXIS, NEW YORK BRANCH	2,500,000.00	01/17/2020	10/09/2020	2,467,673.61	0.00	2,480,434.03	2,480,434.03
<b>CP</b>			<b>5,300,000.00</b>			<b>5,229,213.61</b>	<b>0.00</b>	<b>5,261,095.03</b>	<b>5,261,095.03</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	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	707,037.50	708,696.08
FHLMC	3137BM6P6	FHMS K-721 A2	450,000.00	04/09/2018	08/25/2022	453,832.03	1,158.75	466,506.00	467,664.75
FHLMC	3137FKK39	FHMS K-P05 A	249,359.64	12/17/2018	07/25/2023	249,358.89	665.58	257,147.14	257,812.73
FHLMC	3137FQ3V3	FHMS K-J27 A1	302,178.97	11/26/2019	07/25/2024	302,171.72	526.80	311,090.23	311,617.03
<b>FHLMC</b>			<b>1,651,538.61</b>			<b>1,687,557.95</b>	<b>4,009.71</b>	<b>1,741,780.87</b>	<b>1,745,790.59</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 2014-M6 A2	889,579.84	12/15/2016	05/25/2021	907,579.93	1,985.62	901,393.46	903,379.08
FNMA	3136B1XP4	FNA 2018-M5 A2	365,646.32	04/30/2018	09/25/2021	372,919.39	1,084.75	372,655.76	373,740.51
<b>FNMA</b>			<b>1,255,226.16</b>			<b>1,280,499.32</b>	<b>3,070.37</b>	<b>1,274,049.22</b>	<b>1,277,119.59</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	2,145,623.99	---	04/30/2020	2,145,623.99	0.00	2,145,623.99	2,145,623.99
<b>MMFUND</b>			<b>2,145,623.99</b>			<b>2,145,623.99</b>	<b>0.00</b>	<b>2,145,623.99</b>	<b>2,145,623.99</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	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,208.08	235,533.80	236,741.88
<b>MUNI</b>			<b>230,000.00</b>		<b>08/01/2024</b>	<b>230,000.00</b>	<b>1,208.08</b>	<b>235,533.80</b>	<b>236,741.88</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	912828L32	UNITED STATES TREASURY	410,000.00	07/12/2016	08/31/2020	417,840.49	949.80	411,665.63	412,615.42
US GOV	912828N30	UNITED STATES TREASURY	2,275,000.00	12/13/2018	12/31/2022	2,218,658.21	16,203.13	2,389,105.47	2,405,308.59
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	42,021.29	6,195,921.88	6,237,943.17
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	21,366.76	3,150,468.75	3,171,835.51
US GOV	912828Q78	UNITED STATES TREASURY	1,640,000.00	01/05/2017	04/30/2021	1,607,456.25	61.28	1,659,475.00	1,659,536.28
US GOV	912828R69	UNITED STATES TREASURY	5,400,000.00	03/06/2019	05/31/2023	5,204,039.06	36,682.38	5,626,125.00	5,662,807.38
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	6,453.38	989,781.25	996,234.63
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	11,548.16	1,771,187.50	1,782,735.66
US GOV	912828R77	UNITED STATES TREASURY	350,000.00	03/17/2017	05/31/2021	340,908.21	2,011.78	354,484.38	356,496.16
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	130.26	3,088,281.25	3,088,411.51
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	101.56	2,407,812.50	2,407,914.06
US GOV	912828TJ9	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	8,482.14	2,580,468.75	2,588,950.89
US GOV	912828VF4	UNITED STATES TREASURY	255,000.00	12/07/2015	05/31/2020	251,702.93	1,465.73	255,199.22	256,664.95
US GOV	912828VP2	UNITED STATES TREASURY	575,000.00	05/18/2016	07/31/2020	593,785.56	2,875.00	577,605.47	580,480.47
US GOV	912828X47	UNITED STATES TREASURY	3,700,000.00	05/07/2018	04/30/2022	3,581,773.44	188.52	3,821,984.38	3,822,172.89
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	33,516.48	5,346,093.75	5,379,610.23
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	9,887.36	1,577,097.66	1,586,985.02
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	4,357.14	694,992.19	699,349.33
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,016.48	481,148.44	484,164.92
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	9,049.45	1,443,445.31	1,452,494.76
<b>US GOV</b>			<b>42,830,000.00</b>			<b>42,335,359.47</b>	<b>210,368.08</b>	<b>44,822,343.75</b>	<b>45,032,711.83</b>

**SUMMARY**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	<b>94,962,087.74</b>			<b>94,662,775.29</b>	<b>456,785.28</b>	<b>97,523,121.69</b>	<b>97,979,906.97</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: 04/30/2020  
 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 2018-2 A3	139,714.54	04/30/2018	11/15/2022	139,689.16	181.32	139,778.96	139,960.28
ABS	02007HAC5	ALLYA 2017-2 A3	30,669.78	03/29/2017	08/16/2021	30,666.16	24.26	30,677.13	30,701.40
ABS	02007PAC7	ALLYA 2017-1 A3	2,196.67	01/31/2017	06/15/2021	2,196.47	1.66	2,196.86	2,198.52
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	484,502.50	484,865.61
ABS	14313FAD1	CARMX 2018-3 A3	110,000.00	07/25/2018	06/15/2023	109,985.01	153.02	111,709.21	111,862.24
ABS	17305EGK5	CCCIT 2018-A1 A1	250,000.00	01/31/2018	01/20/2021	249,965.40	1,746.46	253,072.16	254,818.62
ABS	34531EAD8	FORDO 2017-A A3	15,812.62	01/25/2017	06/15/2021	15,812.56	11.74	15,813.88	15,825.61
ABS	36255JAD6	GMCAR 2018-3 A3	117,717.20	07/18/2018	05/16/2023	117,689.75	148.13	119,498.01	119,646.14
ABS	43814PAC4	HAROT 2017-3 A3	31,992.12	09/29/2017	09/18/2021	31,988.66	20.68	32,034.11	32,054.79
ABS	47788BAD6	JDOT 2017-B A3	36,534.59	07/18/2017	10/15/2021	36,531.92	29.55	36,532.05	36,561.60
ABS	47788CAC6	JDOT 2018 A3	44,993.71	02/28/2018	04/18/2022	44,990.48	53.19	45,068.54	45,121.73
ABS	89190BAD0	TAOT 2017-B A3	101,876.12	05/17/2017	07/15/2021	101,868.30	79.69	101,896.17	101,975.86
ABS	89238BAD4	TAOT 2017-A A3	85,279.73	01/31/2018	05/16/2022	85,278.75	89.07	85,688.66	85,777.73
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	125,599.12	125,669.78
<b>ABS</b>			<b>1,566,787.06</b>			<b>1,566,528.38</b>	<b>2,972.54</b>	<b>1,584,067.37</b>	<b>1,587,039.91</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	3130A8QS5	FEDERAL HOME LOAN BANKS	520,000.00	07/15/2016	07/14/2021	516,837.88	1,738.75	525,412.16	527,150.91
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	85,000.00	09/08/2017	09/28/2020	84,727.15	107.14	85,405.28	85,512.42
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	57.29	273,614.00	273,671.29
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	33.42	275,290.13	275,323.55
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	359.72	141,775.62	142,135.34
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	1,181.94	465,834.18	467,016.12
AGCY BOND	3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	150,000.00	08/01/2017	07/30/2020	149,545.50	568.75	150,479.25	151,048.00
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	2,005.21	259,825.75	261,830.96
AGCY BOND	3137EAEJ4	FREDDIE MAC	165,000.00	09/29/2017	09/29/2020	164,701.35	238.33	165,961.46	166,199.79
<b>AGCY BOND</b>			<b>2,320,000.00</b>			<b>2,311,359.44</b>	<b>6,290.56</b>	<b>2,343,597.82</b>	<b>2,349,888.38</b>

**CASH**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	RECEIVABLE	25.92	---	04/30/2020	25.92	0.00	25.92	25.92
<b>CASH</b>			<b>25.92</b>			<b>25.92</b>	<b>0.00</b>	<b>25.92</b>	<b>25.92</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	06417GU22	BANK OF NOVA SCOTIA, HOUSTON BRANCH	250,000.00	06/07/2018	06/05/2020	249,905.00	3,122.78	250,068.88	253,191.66
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEV	250,000.00	04/04/2019	04/01/2022	250,000.00	491.32	250,000.00	250,491.32
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	2,290.75	275,000.00	277,290.75
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	918.58	275,000.00	275,918.58
CD	78012UEE1	ROYAL BANK OF CANADA NEW YORK BRANCH	425,000.00	06/08/2018	06/07/2021	425,000.00	5,508.00	426,122.00	431,630.00
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL.)	275,000.00	09/03/2019	08/26/2022	275,000.00	923.54	275,000.00	275,923.54
CD	86565BPC9	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BR	250,000.00	10/18/2018	10/16/2020	249,660.00	353.13	249,921.65	250,274.77
CD	87019U6D6	SWEDBANK AB (PUBL)	500,000.00	11/17/2017	11/16/2020	500,000.00	5,202.08	497,609.25	502,811.34
<b>CD</b>			<b>2,500,000.00</b>			<b>2,499,565.00</b>	<b>18,810.17</b>	<b>2,498,721.78</b>	<b>2,517,531.95</b>

CORP (COPORATE 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	3,843.75	254,435.25	258,279.00
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,066.67	250,016.00	252,082.67
CORP	037833CS7	APPLE INC	225,000.00	05/11/2017	05/11/2020	224,770.50	1,912.50	225,054.00	226,966.50
CORP	05531FBH5	BB&T CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	1,562.50	258,440.75	260,003.25
CORP	06051GFW4	BANK OF AMERICA CORP	25,000.00	11/03/2017	04/19/2021	25,194.00	21.88	25,386.08	25,407.95
CORP	06051GGS2	BANK OF AMERICA CORP	160,000.00	09/18/2017	10/01/2021	160,000.00	310.40	160,226.40	160,536.80
CORP	06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2018	05/17/2022	75,000.00	1,195.49	76,219.43	77,414.92
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	40.83	102,815.20	102,856.03
CORP	14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	185,000.00	09/07/2017	09/04/2020	184,844.60	541.90	185,563.33	186,105.22
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	973.51	117,884.20	118,857.71
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	493.33	51,625.80	52,119.13
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	826.88	274,344.03	275,170.91
CORP	38141EC23	GOLDMAN SACHS & CO	250,000.00	07/11/2019	07/08/2024	261,645.00	3,021.18	265,966.00	268,987.18
CORP	427866BA5	HERSHEY CO	100,000.00	05/10/2018	05/15/2021	99,931.00	1,429.44	102,261.20	103,690.64
CORP	437076BQ4	HOME DEPOT INC	125,000.00	06/05/2017	06/05/2020	124,927.50	912.50	125,068.25	125,980.75
CORP	44932HAG8	IBM CREDIT LLC	250,000.00	02/06/2018	02/05/2021	249,877.50	1,582.64	252,629.50	254,212.14
CORP	46647PBB1	JPMORGAN CHASE & CO	250,000.00	03/22/2019	04/01/2023	250,000.00	668.13	257,203.50	257,871.63
CORP	6174467P8	MORGAN STANLEY	500,000.00	11/10/2016	07/24/2020	558,125.00	7,409.72	504,601.00	512,010.72
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	100,000.00	02/26/2018	03/15/2021	99,889.00	370.56	101,706.60	102,077.16
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	150,000.00	04/19/2018	03/15/2021	149,365.50	555.83	152,559.90	153,115.73
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	2,381.94	266,809.25	269,191.19
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	475.00	102,139.60	102,614.60

CORP	713448DX3	PEPSICO INC	165,000.00	10/10/2017	04/15/2021	164,967.00	146.67	166,929.84	167,076.51
CORP	808513AW5	CHARLES SCHWAB CORP	160,000.00	05/22/2018	05/21/2021	159,995.20	2,311.11	162,731.68	165,042.79
CORP	89236TEU5	TOYOTA MOTOR CREDIT CORP	180,000.00	04/13/2018	04/13/2021	179,928.00	265.50	182,626.20	182,891.70
CORP	904764AZ0	UNILEVER CAPITAL CORP	200,000.00	03/22/2018	03/22/2021	198,978.00	595.83	203,286.60	203,882.43
CORP	931142EA7	WAL-MART STORES INC	250,000.00	10/20/2017	12/15/2020	249,637.50	1,794.44	252,126.25	253,920.69

<b>CORP</b>			<b>4,985,000.00</b>			<b>5,052,583.05</b>	<b>37,710.13</b>	<b>5,080,655.83</b>	<b>5,118,365.95</b>
-------------	--	--	---------------------	--	--	---------------------	------------------	---------------------	---------------------

**CP (COMMERCIAL PAPER)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479LJ14	MUFG BANK LTD. (NEW YORK BRANCH)	650,000.00	12/06/2019	09/01/2020	640,932.50	0.00	645,869.25	645,869.25
CP	63873JK90	NATIXIS, NEW YORK BRANCH	700,000.00	01/17/2020	10/09/2020	690,948.61	0.00	694,521.53	694,521.53

<b>CP</b>			<b>1,350,000.00</b>			<b>1,331,881.11</b>	<b>0.00</b>	<b>1,340,390.78</b>	<b>1,340,390.78</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	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	190,356.25	190,802.79
FHLMC	3137BM6P6	FHMS K-721 A2	130,000.00	04/09/2018	08/25/2022	131,107.03	334.75	134,768.40	135,103.15
FHLMC	3137FKK39	FHMS K-P05 A	70,840.81	12/17/2018	07/25/2023	70,840.60	189.09	73,053.17	73,242.25
FHLMC	3137FQ3V3	FHMS K-J27 A1	78,488.04	11/26/2019	07/25/2024	78,486.16	136.83	80,802.66	80,939.49

<b>FHLMC</b>			<b>454,328.85</b>			<b>464,101.76</b>	<b>1,107.21</b>	<b>478,980.47</b>	<b>480,087.68</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 2014-M6 A2	244,634.46	12/15/2016	05/25/2021	249,584.48	546.05	247,883.20	248,429.25
FNMA	3136B1XP4	FNA 2018-M5 A2	100,552.74	04/30/2018	09/25/2021	102,552.84	298.31	102,480.33	102,778.64

<b>FNMA</b>			<b>345,187.19</b>			<b>352,137.31</b>	<b>844.35</b>	<b>350,363.54</b>	<b>351,207.89</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	596,292.74	---	04/30/2020	596,292.74	0.00	596,292.74	596,292.74

<b>MMFUND</b>			<b>596,292.74</b>			<b>596,292.74</b>	<b>0.00</b>	<b>596,292.74</b>	<b>596,292.74</b>
---------------	--	--	-------------------	--	--	-------------------	-------------	-------------------	-------------------

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	315.15	61,443.60	61,758.75
<b>MUNI</b>			<b>60,000.00</b>			<b>60,000.00</b>	<b>315.15</b>	<b>61,443.60</b>	<b>61,758.75</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	589.67	177,652.34	178,242.02
US GOV	912828L32	UNITED STATES TREASURY	80,000.00	07/12/2016	08/31/2020	81,532.14	185.33	80,325.00	80,510.33
US GOV	912828N30	UNITED STATES TREASURY	700,000.00	12/13/2018	12/31/2022	682,664.06	4,985.58	735,109.38	740,094.95
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	11,395.60	1,680,250.00	1,691,645.60
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	6,053.91	892,632.81	898,686.73
US GOV	912828Q78	UNITED STATES TREASURY	185,000.00	01/05/2017	04/30/2021	181,328.91	6.91	187,196.88	187,203.79
US GOV	912828R69	UNITED STATES TREASURY	1,600,000.00	03/06/2019	05/31/2023	1,541,937.50	10,868.85	1,667,000.00	1,677,868.85
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	1,358.61	208,375.00	209,733.61
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	3,736.17	573,031.25	576,767.42
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	37.53	889,843.75	889,881.28
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	27.60	654,296.88	654,324.47
US GOV	912828TJ9	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	2,375.00	722,531.25	724,906.25
US GOV	912828VF4	UNITED STATES TREASURY	200,000.00	12/07/2015	05/31/2020	197,414.06	1,149.59	200,156.25	201,305.84
US GOV	912828VP2	UNITED STATES TREASURY	490,000.00	05/18/2016	07/31/2020	505,996.90	2,450.00	492,220.31	494,670.31
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	66.24	1,342,859.38	1,342,925.61
US GOV	912828XX3	UNITED STATES TREASURY	1,400,000.00	11/06/2019	06/30/2024	1,428,328.13	9,384.62	1,496,906.25	1,506,290.87
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	2,848.90	454,417.97	457,266.87
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	837.91	133,652.34	134,490.26
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,173.08	187,113.28	188,286.36
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,016.48	481,148.44	484,164.92
<b>US GOV</b>			<b>12,680,000.00</b>			<b>12,555,500.53</b>	<b>62,547.58</b>	<b>13,256,718.75</b>	<b>13,319,266.33</b>

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	26,857,621.77			26,789,975.24	130,597.69	27,591,258.59	27,721,856.28

~ 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: 04/01/2020 - 04/30/2020  
 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
31846V534	FIRST AMER:US TRS MM Y	3,951.59	0.000	Buy	04/02/2020	04/02/2020	04/30/2020	3,951.59	0.00	(3,951.59)
31846V534	FIRST AMER:US TRS MM Y	1,834,402.26	0.000	Buy	---	---	04/30/2020	1,834,402.26	0.00	(1,834,402.26)
31846V534	FIRST AMER:US TRS MM Y	(1,954,749.73)	0.000	Sell	---	---	04/30/2020	(1,954,749.73)	0.00	1,954,749.73
31846V534	FIRST AMER:US TRS MM Y	579,317.92	0.000	Buy	---	---	04/30/2020	579,317.92	0.00	(579,317.92)
31846V534	FIRST AMER:US TRS MM Y	(537,473.83)	0.000	Sell	---	---	04/30/2020	(537,473.83)	0.00	537,473.83
3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	0.500	Buy	04/15/2020	04/16/2020	04/14/2025	995,040.00	0.00	(995,040.00)
3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	0.500	Buy	04/15/2020	04/16/2020	04/14/2025	273,636.00	0.00	(273,636.00)
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	0.625	Buy	04/22/2020	04/24/2020	04/22/2025	997,940.00	0.00	(997,940.00)
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	0.625	Buy	04/22/2020	04/24/2020	04/22/2025	274,433.50	0.00	(274,433.50)
3137EAEF2	FREDDIE MAC	(300,000.00)	1.375	Maturity	04/20/2020	04/20/2020	04/20/2020	(300,000.00)	0.00	300,000.00
3137EAEF2	FREDDIE MAC	(150,000.00)	1.375	Maturity	04/20/2020	04/20/2020	04/20/2020	(150,000.00)	0.00	150,000.00
34531EAD8	FORDO 2017-A A3	(50,948.61)	1.670	Principal Paydown	04/15/2020	04/15/2020	06/15/2021	(50,948.60)	0.00	50,948.60
34531EAD8	FORDO 2017-A A3	(14,860.01)	1.670	Principal Paydown	04/15/2020	04/15/2020	06/15/2021	(14,860.01)	0.00	14,860.01
02007PAC7	ALLYA 2017-1 A3	(13,928.25)	1.700	Principal Paydown	04/15/2020	04/15/2020	06/15/2021	(13,928.25)	0.00	13,928.25
02007PAC7	ALLYA 2017-1 A3	(3,954.94)	1.700	Principal Paydown	04/15/2020	04/15/2020	06/15/2021	(3,954.94)	0.00	3,954.94
89238MAD0	TAOT 2017-A A3	(16,404.20)	1.730	Principal Paydown	04/15/2020	04/15/2020	02/16/2021	(16,404.19)	0.00	16,404.19
89238MAD0	TAOT 2017-A A3	(4,556.72)	1.730	Principal Paydown	04/15/2020	04/15/2020	02/16/2021	(4,556.71)	0.00	4,556.71
89190BAD0	TAOT 2017-B A3	(80,542.75)	1.760	Principal Paydown	04/15/2020	04/15/2020	04/20/2020	(80,542.76)	0.00	80,542.76
89190BAD0	TAOT 2017-B A3	(22,372.99)	1.760	Principal Paydown	04/15/2020	04/15/2020	07/15/2021	(22,372.99)	0.00	22,372.99
02007HAC5	ALLYA 2017-2 A3	(52,788.96)	1.780	Principal Paydown	04/15/2020	04/15/2020	08/16/2021	(52,788.96)	0.00	52,788.96
02007HAC5	ALLYA 2017-2 A3	(14,612.86)	1.780	Principal Paydown	04/15/2020	04/15/2020	08/16/2021	(14,612.86)	0.00	14,612.86
43814PAC4	HAROT 2017-3 A3	(15,572.15)	1.790	Principal Paydown	04/18/2020	04/18/2020	09/18/2021	(15,572.15)	0.00	15,572.15
43814PAC4	HAROT 2017-3 A3	(4,718.83)	1.790	Principal Paydown	04/18/2020	04/18/2020	09/18/2021	(4,718.83)	0.00	4,718.83
47788BAD6	JDOT 2017-B A3	(34,500.29)	1.820	Principal Paydown	04/15/2020	04/15/2020	10/15/2021	(34,500.28)	0.00	34,500.28
47788BAD6	JDOT 2017-B A3	(9,775.08)	1.820	Principal Paydown	04/15/2020	04/15/2020	10/15/2021	(9,775.08)	0.00	9,775.08
17305EGB5	CCGIT 2017-A3 A3	0.00	1.920	Maturity	04/07/2020	04/07/2020	04/07/2020	0.00	0.00	0.00
17305EGB5	CCGIT 2017-A3 A3	(900,000.00)	1.920	Principal Paydown	04/07/2020	04/07/2020	04/07/2020	(900,000.00)	0.00	900,000.00
17305EGB5	CCGIT 2017-A3 A3	0.00	1.920	Maturity	04/07/2020	04/07/2020	04/07/2020	0.00	0.00	0.00
17305EGB5	CCGIT 2017-A3 A3	(250,000.00)	1.920	Principal Paydown	04/07/2020	04/07/2020	04/07/2020	(250,000.00)	0.00	250,000.00
3137FQ3V3	FHMS K-J27 A1	(484.27)	2.092	Principal Paydown	04/01/2020	04/01/2020	07/25/2024	(484.27)	0.00	484.27
3137FQ3V3	FHMS K-J27 A1	(125.78)	2.092	Principal Paydown	04/01/2020	04/01/2020	07/25/2024	(125.78)	0.00	125.78
89238BAD4	TAOT 2017-A A3	(28,649.70)	2.350	Principal Paydown	04/15/2020	04/15/2020	05/16/2022	(28,649.70)	0.00	28,649.70
89238BAD4	TAOT 2017-A A3	(7,958.25)	2.350	Principal Paydown	04/15/2020	04/15/2020	05/16/2022	(7,958.25)	0.00	7,958.25
47788CAC6	JDOT 2018 A3	(16,612.86)	2.660	Principal Paydown	04/15/2020	04/15/2020	04/18/2022	(16,612.86)	0.00	16,612.86
47788CAC6	JDOT 2018 A3	(4,663.26)	2.660	Principal Paydown	04/15/2020	04/15/2020	04/18/2022	(4,663.26)	0.00	4,663.26
3136AJ7G5	FNA 2014-M6 A2	(93,899.82)	2.679	Principal Paydown	04/01/2020	04/01/2020	05/25/2021	(93,899.82)	0.00	93,899.82
3136AJ7G5	FNA 2014-M6 A2	(25,822.45)	2.679	Principal Paydown	04/01/2020	04/01/2020	05/25/2021	(25,822.45)	0.00	25,822.45
02004VAC7	ALLYA 2018-2 A3	(39,722.59)	2.920	Principal Paydown	04/15/2020	04/15/2020	11/15/2022	(39,722.59)	0.00	39,722.59
02004VAC7	ALLYA 2018-2 A3	(11,305.66)	2.920	Principal Paydown	04/15/2020	04/15/2020	11/15/2022	(11,305.66)	0.00	11,305.66
36255JAD6	GMCAR 2018-3 A3	(7,609.35)	3.020	Principal Paydown	04/16/2020	04/16/2020	05/16/2023	(7,609.35)	0.00	7,609.35
36255JAD6	GMCAR 2018-3 A3	(2,282.80)	3.020	Principal Paydown	04/16/2020	04/16/2020	05/16/2023	(2,282.80)	0.00	2,282.80
3137FKK39	FHMS K-P05 A	(15,738.45)	3.203	Principal Paydown	04/01/2020	04/01/2020	07/25/2023	(15,738.45)	0.00	15,738.45
3137FKK39	FHMS K-P05 A	(4,471.15)	3.203	Principal Paydown	04/01/2020	04/01/2020	07/25/2023	(4,471.15)	0.00	4,471.15
3136B1XP4	FNA 2018-M5 A2	(5,865.02)	3.560	Principal Paydown	04/01/2020	04/01/2020	09/25/2021	(5,865.02)	0.00	5,865.02
3136B1XP4	FNA 2018-M5 A2	(1,612.88)	3.560	Principal Paydown	04/01/2020	04/01/2020	09/25/2021	(1,612.88)	0.00	1,612.88
---	---	<b>269,087.26</b>	<b>0.578</b>	---	---	---	<b>09/20/2021</b>	<b>260,136.81</b>	<b>0.00</b>	<b>(260,136.81)</b>

Page 13 of 16

\* 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 using them for booking journal entries or reconciliation.

## 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 th

**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 APRIL 2020

BUDGET AMENDMENTS

	Amount	Line Item	Description
Apr-20	APRIL 2020		Line

No Budget Amendments for April 2020

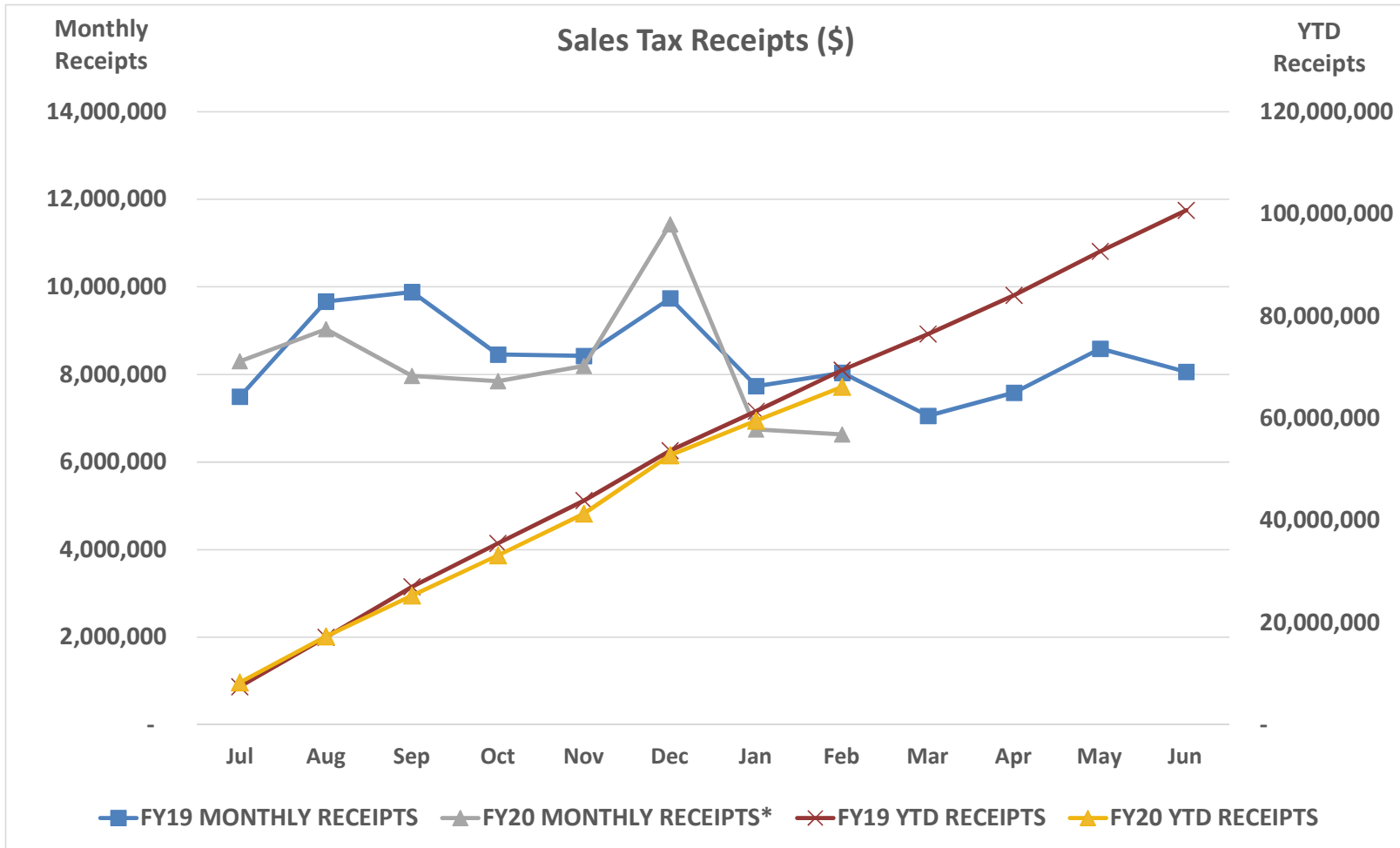
\$ -	Total	\$ -
------	-------	------

BUDGET REVISIONS

	Amount	Line Item	Description
Apr-20			No Budget Revisions for April 2020

\$ -	Total	\$ -	Total
------	-------	------	-------

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2020  
Measure A Sales Tax  
April 2020**



\* Sales tax receipts are received and reconciled two months in arrears with a quarterly true up by the State of California also two months in arrears

San Mateo County Transit District  
 Monthly Sales Tax Receipts  
 FY2020  
 April 2020

	FY19 MONTHLY RECEIPTS	FY20 MONTHLY RECEIPTS	MONTHLY % Change	FY19 YTD RECEIPTS	FY20 YTD RECEIPTS	YTD % Change
Jul	\$7,491,211	8,304,089	10.9%	\$7,491,211	8,304,089	10.9%
Aug	9,665,751	9,033,736	(6.5%)	17,156,962	17,337,826	1.05%
Sep	9,885,148	7,968,941	(19.4%)	27,042,110	25,306,767	(6.4%)
Oct	8,456,110	7,849,372	(7.2%)	35,498,220	33,156,139	(6.6%)
Nov	8,425,556	8,194,769	(2.7%)	43,923,776	41,350,908	(5.9%)
Dec	9,739,351	11,430,057	17%	53,663,127	52,780,965	(1.6%)
Jan	7,734,915	6,746,535	(12.8%)	61,398,042	59,527,500	(3.0%)
Feb	8,037,354	6,631,567	(17.5%)	69,435,396	66,159,067	(4.7%)
Mar	7,057,158			76,492,553		
Apr	7,585,772			84,078,325		
May	8,590,022			92,668,347		
Jun	8,060,197			100,728,544		
	<u>\$100,728,544</u>	<u>66,159,067</u>				

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
Executive Director

FROM: David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT – 3<sup>RD</sup> QUARTER  
FISCAL YEAR 2020**

**ACTION**

The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

**SIGNIFICANCE**

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

Prepared by: Gordon Hail, Cost Engineer

650.508.7795



## Capital Projects

# Quarterly Status Report

**3rd Quarter FY2020: January 01 – March 31, 2020**

Prepared for the June 03, 2020 SamTrans Board Meeting



**San Mateo County Transit District**







## TABLE OF CONTENTS

Capital Program – Budget Status Summary	1
Traffic Light Report	3
<b>Vehicle Replacement Projects:</b>	
021501 - Replacement of 55 - 2002 NABI Buses Project	5
021502 - Major Bus Components Project	6
100113 - Procurement of 10 Electric Buses Project	7
100354 - MB-2000 Bus Simulator System	8
<b>Information Technology Projects:</b>	
021505 - Replace & Upgrade Servers & Out of Warranty Equipment Project	9
100016 - Wi-Fi at Bases for Video Review Project	9
100251 - FY2018 Transit Asset Management Plan	10
<b>Facilities / Construction Projects:</b>	
021507 - Facility Smaller Projects	11
100058 - Facility Smaller Projects	11
100247 - FY2018 Tech Refresh	12
100248 - EPM Replacement	12
100252 - Central Roof Replacement	13
100255 - Traffic Signal Priority Project	14
100348 - Upgrade Current District Website	14
100349 - FY2019 Facilities Eng. Smaller Projects	15
100350 - Central Office Sanitary Sewer Pump Replacement Project	15
100460 - FY2020 Purchase 14 Revenue Para Transit Vehicles (Vans)	16
100461 - FY2020 13 Paratransit (Cutaway) Revenue Vehicles	17
FY2018 Capital Budget	19
FY2019 Capital Budget	20
FY2020 Capital Budget	21
DBE Status Report	23
Definition of Terms	25
Performance Status (Traffic Light) Criteria	27

**This page is intentionally left blank.**

## SamTrans - Capital Program - Budget Status Summary

3rd Quarter FY2020 - January 01, 2020 to March 31, 2020

All Costs in \$1,000's

Programs					
	FY2016	FY2017	FY2018	FY2019	FY2020
1. Revenue Vehicles Replacement	\$35,312	\$7,725	\$0	\$0	\$0
2. Revenue & Non Revenue Vehicle Support	\$1,421	\$1,451	\$5,321	\$2,625	\$3,546
3. Information Technology	\$5,775	\$2,627	\$2,878	\$3,100	\$500
4. Development	\$2,350	\$1,942	\$1,552	\$750	\$250
5. Facilities/Construction	\$1,190	\$2,835	\$7,282	\$1,730	\$10,612
6. Safety and Security	\$1,830	\$1,451	\$0	\$0	\$150
7. Contingency	\$250	\$250	\$250	\$200	\$250
<b>Total Board Approved Budget by FY <sup>(1)</sup></b>	<b>\$48,128</b>	<b>\$18,281</b>	<b>\$17,283</b>	<b>\$8,405</b>	<b>\$15,308</b>

Some of the major projects completed or in progress include, but are not limited to the following:

### Active Projects

Bus Stop Improvement Program  
 Central Office Sanitary Sewer Pump Replacement Project  
 Linda Mar Park-n-Ride Lot Repaving Project  
 Maint. & Op. Facility Pavement Rehabilitation Project  
 Non-Revenue Service Support Vehicles Project  
 North and South Base Industrial Waste Line Replacement Project  
 Procurement of 10 Electric Buses Project  
 Replace & Upgrade Servers & Out of Warranty Equipment Project  
 Replacement of 55 - 2002 NABI Buses Project  
 Traffic Signal Priority Project  
 Wi-Fi at Bases for Video Review Project

### Projects Completed Within the Last Three Years

Facilities Smaller Projects - FY2012  
 Installation of CCTV to Enhance Safety at Central Office Project  
 Lighting Upgrade at North Base and South Bases Project  
 Major Bus Components - FY2012  
 Non-Revenue Service Support Vehicles Project  
 North and South Base Industrial Waste Line Replacement Project  
 Redi-Wheels (3) Expansion Vehicles Project  
 Replace 50 2003 Gillig low-floor buses Project  
 San Carlos Transit Center Project  
 Wi-Fi Installation at North and South Bases Project

### **Note:**

(1) The "Total Board Approved Budget by FY" reflects the annual budget approved by the SamTrans Board of Directors for each fiscal year. This authorizes the amount that can be spent on projects. Unspent budget in a fiscal year may be carried forward to subsequent budget years.

**This page is intentionally left blank.**

**SamTrans Quarterly Report  
TRAFFIC LIGHT REPORT**

The following projects represent a sub-set of the total Capital Program and have been selected for inclusion into the Quarterly Report due to project value, operational significance, and/or impact on customers.

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page	
	Q2 FY20	Q3 FY20	Q2 FY20	Q3 FY20	Q2 FY20	Q3 FY20	Q2 FY20	Q3 FY20		
<b><u>Vehicle Replacement Projects:</u></b>										
021501 - Replacement of 55 - 2002 NABI Buses Project										5
021502 - Major Bus Components Project										6
100113 - Procurement of 10 Electric Buses Project										7
100354 - MB-2000 Bus Simulator System										8
<b><u>Information Technology Projects:</u></b>										
021505 - Replace & Upgrade Servers & Out of Warranty Equipment Project										9
100016 - Wi-Fi at Bases for Video Review Project										9
100251 - FY2018 Transit Asset Management Plan										10
<b><u>Facilities / Construction Projects:</u></b>										
021507 - Facility Smaller Projects										11
100058 - Facility Smaller Projects										11
100247 - FY2018 Tech Refresh										12
100248 - EPM Replacement										12
100252 - Central Roof Replacement										13
100255 - Traffic Signal Priority Project										14
100348 - Upgrade Current District Website										14
100349 - FY2019 Facilities Eng. Smaller Projects										15
100350 - Central Office Sanitary Sewer Pump Replacement Project										15
100460 - FY2020 Purchase 14 Revenue Para Transit Vehicles (Vans)										16
100461 - FY2020 13 Paratransit (Cutaway) Revenue Vehicles										17



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

**This page is intentionally left blank.**

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (h) - (f)	(j)	(k) = (g) - (i)	(l) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
021501	Replacement of 65-2002 NABI Buses Project PM - David Harbour	<p><b>Scope:</b> Procure (65) replacement buses for the 2002 NABI articulated buses that have reached the end of their useful life. The new buses will meet the recommendations for vehicle type to complement the Samtrans Strategic Plan (SSP). The project also purchases major bus components, in accordance with FTA allowable allowance for spare components. The buses will be purchased per the Fixing America's Surface Transportation (FAST) Act which allows grantees to purchase rolling stock and related equipment from a State's cooperative procurement contract. This allows the District to purchase vehicles that meet proven design and construction standards, as well as configure them to the District's specifications, at highly competitive prices.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities</b> <b>This Quarter:</b> (1) All the buses have received, accepted and put in service. (2) Continued any warranty work/bus defect repairs.</p> <p><b>Next Quarter:</b> (1) Continue any warranty work/bus defect repairs.</p> <p><b>Note:</b> This will be the last report for the project. All subsequent activities will be regarding warranty claims and defective repairs. Project is planned to close out in one to two years from the date when all warranty claims have been satisfied.</p>	\$48,972,000	\$48,972,000	\$0	\$47,496,621	\$1,475,379	\$48,972,000	\$0	\$0	96.99%	95.0%	02/04/17 02/04/17A	05/31/20 06/30/20

**VEHICLE REPLACEMENT/MAINTENANCE PROJECTS:**

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (h) - (f)	(j) = (g) - (i)	(k) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
021502	Major Bus Components PM - David Harbour	<p><b>Scope:</b> The objective of this project is to maintain a state of good repair for bus transit. Well maintained capital bus components are essential to keep our revenue equipment in service, reliable, and safe for bus patrons.</p> <p>This project provides funding for new parts, rebuilt parts, and major bus components, not accounted for in the operating budget, that exceed \$1,000 in accordance and compliance with FTA guidelines. Parts and major bus components include, engines, transmissions, differentials, ECU (electronic control unit), HVAC units (heating, ventilation and air conditioning) radiator, muffler, air compressor, Digital Video Recorders (DVRs), Automatic Mobile Data Terminals (AMDTs), etc.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Purchased major bus components and replacement parts.</p> <p><b>Next Quarter:</b> (1) Continue to purchase major bus components and replacement parts, as needed.</p>	\$6,606,636	\$6,606,636	\$0	\$6,606,636	\$5,556,685	\$1,049,951	\$6,606,636	\$0	84.1%	07/01/15 07/01/15A	06/30/20 06/30/20



**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (h) - (h)	(j) = (g) - (i)	(k) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Current Baseline / Current Start	Current Baseline / Current Finish
100113	Procurement of 10 Electric Buses PM - David Harbour	<p><b>Scope:</b> Procure 10 battery-electric, Zero Emissions Buses (ZEBs) to replace 10 of the 2003 Gillig diesel buses and install six charging stations in support of the electric buses. This project will support California Air Resources Board (CARB)'s goal of 100% ZEB transit fleet by 2040. These electric buses will be placed in a pilot service program at North Base.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities</b></p> <p><b>This Quarter:</b></p> <ol style="list-style-type: none"> <li>(1) Continued weekly meeting with Proterra's engineering team regarding bus defects and Lot 2 (remaining eight buses).</li> <li>(2) Corresponded with Resident Inspector about production in 2020.</li> <li>(3) Established the final production schedule with Proterra.</li> <li>(4) Began production of remaining eight buses.</li> <li>(5) Delivery of buses delayed by Proterra.</li> </ol> <p><b>Next Quarter:</b></p> <ol style="list-style-type: none"> <li>(1) Continue weekly meeting with Proterra's engineering team regarding bus defects and Lot 2 (remaining eight buses).</li> <li>(2) Continue corresponding with Resident Inspector about production in 2020.</li> <li>(3) Continue production of remaining eight buses.</li> <li>(4) Manage production delays.</li> </ol> <p><b>Note:</b> The first two buses are in service. Production for the remaining eight buses began in February 2020. Delivery of buses was planned to complete in April 2020. Proterra has delayed delivery of buses due to Covid-19 impact. As per new schedule, delivery of eight buses will begin in May 2020 and complete in July 2020.</p>	\$10,926,668	\$10,326,668	\$0	\$10,926,668	\$2,283,359	\$8,643,309	\$10,926,668	\$0	20.9%	02/01/18 / 02/01/18A	11/30/20 / 03/31/21

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (h) - (f)	(j) = (g) - (i)	(k) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Current Baseline / Current Start	Current Baseline / Current Finish
100354	MB-2000 Bus Simulator System PM - David Harbour	<p><b>Scope:</b> The replacement of the outdated MB-2000 Bus Simulator acquired in 2005. SamTrans has benefited in training awareness from the MB-2000 Bus Simulator technology but is at the end of its life span and can no longer be upgraded. The older Simulator lacks the ability to adapt to the changing advances as a multi functioning training tool. A new simulator gives us the flexibility to manage larger classes in the training room environment and frees up buses in service. Also a primary reason for the simulator is to reduce preventable collisions and incidents. Reducing Risk in a hazards environments. The Simulator has shown positive results in the preventing preventable and at fault collisions.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b></p> <p>(1) Awarded contract to FAAC.                      (2) Secured additional funding.                      (3) Conducted kick off meeting.                      (4) Began working with contractor on finalizing schedule.</p> <p><b>Next Quarter:</b></p> <p>(1) Finalize schedule for delivery of simulator system.</p>	\$310,000	\$310,000	\$165,320	\$475,320	\$1,155	\$474,165	\$475,320	\$0	0.2%	12/01/19 / 12/01/19A	12/31/20 / 12/31/20

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (h) - (f)	(j) = (g) - (i)	(k) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
<b>INFORMATION TECHNOLOGY PROJECTS:</b>													
021505	Replace & Upgrade Servers & Out of Warranty Equipment Project PM - Ed Kelly	<p><b>Scope:</b> This project will replace District's servers and data storages, copiers/printers, routers and switches, AC, UPS and other appliances that are at the end of their expected service life and soon to be out of warranty. The project will procure new equipment to replace old and out of warranty equipment in Central's Data Center, North Base, and South Base as well as professional services for setup and configuration.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities</b> <b>This Quarter:</b> (1) Procured additional servers, network routers and switches to replace the out of warranty equipment.</p> <p><b>Next Quarter:</b> (1) Procure additional servers, network routers and switches to replace the out of warranty equipment.</p>	\$7,079,000	\$995,000	\$6,084,000	\$7,079,000	\$4,446,560	\$2,632,440	\$0	62.8%	63.0%	07/01/14 / 07/01/14A	12/31/20 / 12/31/20
100016	WiFi at Bases for Video Review PM - Karambir Cheema	<p><b>Scope:</b> The project scope will primarily be as follows: 1. Install and test WiFi equipment at North Base and South Base. 2. Specify software configuration based on stakeholder consensus. 3. Install, configure, and test servers, including: a. Application server, which serves as the back end for client computers allowing users to request video, initiates communication with buses when they enter the yard, and uploads Digital Video Recorders (DVRs) health data as well as any requested video. b. Database server, which runs Microsoft SQL server and houses data for the server application. 4. Install and configure client application on specified computers. 5. Configure all new WiFi equipped DVRs to communicate with the application server.</p> <p><b>Issues:</b> (1) PM is requesting a single source option for the software portion of the contract.</p> <p><b>Key Activities:</b> <b>This Quarter:</b> (1) Reviewed deployment options. (2) Gathered server, vehicle licensing, and installation cost estimates. (3) Gathered network requirements for the different deployment options.</p> <p><b>Next Quarter:</b> (1) Provided the IT team with the system architecture guide which included network, systems and security requirements (2) IT team is preparing to install and test the WiFi equipment at North Base and South Base. (3) Submitted an OLR in PS to purchase server licenses, vehicle licenses, and installation services from Luminator Technology Group which included a Sole Source request/justification and Independent Cost Estimate.</p>	\$690,499	\$690,499	\$0	\$690,499	\$2,609	\$687,890	\$0	0.4%	5.0%	03/26/18 / 03/26/18A	06/30/20 / 09/30/20

SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (h) - (f)	(j) = (g) - (i)	(k) = (g) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100251	FY18 Transit Asset Management Plan PM - Jeff Thomas	<p><b>Scope:</b> To implement a Transit Asset Management (TAM) Plan which will include a recognized database platform established within the IT profession. The project will guide the District's efforts to solicit and manage implementation of a new federal mandate/requirement for "condition based" assessment and annual reporting of transit resources across a broad range of assets. Organizations receiving federal funding must gather and report categorized data (finances, operations, service levels, safety, facilities, etc.) in a manner fully consistent with stated National Transit Database (NTD) parameters. A District-wide asset database meeting the NTD parameters does not currently exist within the agency, the District will seek a turnkey database/training solution from an experienced firm. Existing District resources (prior data, IT equipment, etc.) will be utilized to the maximum extent possible.</p> <p><b>Issues:</b> None.</p> <p><b>This Quarter:</b> (1) Project completed. (2) Remaining funding will be transferred to the South Base Gas Line Replacement Project.</p> <p><b>Next Quarter:</b> (1) None.</p> <p><b>Note:</b> This will be the last report for this project. Estimate at completion was revised based on actual cost of the project. Remaining funds to be transferred to another project for emergency use.</p>	\$975,000	\$975,000	\$0	\$975,000	\$170,811	\$4,189	\$175,000	\$800,000	97.6%	02/01/18 02/01/18A	05/31/20 01/31/20A

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (h) - (f)	(j) = (g) - (i)	(k) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
021507	Facility Smaller Projects PM - Greg Moyer	<p><b>Scope:</b> This project will maintain a state of good repair (SOGR) for the District's infrastructure, shops and facilities. This project will maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement, e.g. carpets.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) None.</p> <p><b>Next Quarter:</b> (1) None.</p> <p><b>Note:</b> This will be the last report for this project. Activities of this project are being reported under project # 100058 (included in this quarterly report).</p>	\$1,265,264	\$1,265,264	\$0	\$1,265,264	\$1,227,212	\$38,052	\$1,265,264	\$0	97.0%	07/01/15 07/01/15A	06/30/20 06/30/20
100058	Facility Smaller Projects PM - Greg Moyer	<p><b>Scope:</b> This project will maintain a state of good repair (SOGR) for the District's infrastructure, shops and facilities. This project will maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement, e.g. carpets.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Performed maintenance or repairs work, as needed.</p> <p><b>Next Quarter:</b> (1) Continue with maintenance and repairs work, as needed.</p>	\$1,110,000	\$1,110,000	\$0	\$1,110,000	\$471,765	\$638,235	\$1,110,000	\$0	42.5%	07/01/19 07/01/19A	06/30/20 06/30/20

**FACILITIES / CONSTRUCTION PROJECTS:**

**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (h) - (f)	(j) = (i) - (h)	(k) = (g) - (i)	(l) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish	
100247	FY2018 Tech Refresh PM - Ed Kelly	<p><b>Scope:</b> To facilitate the adoption of new technology to meet changing needs and mitigate the risk of obsolescence of existing technology. Included is the periodic replacement of District system's servers and storage, copiers/printers, network equipment such as routers and switches, AC, UPS and other appliances that are at the end of its expected service life and will be out of warranty. This proposal will cover procurement as well as professional services for installation, setup and configuration.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) Continued replacement of District's IT equipment on an as needed basis.</p> <p><b>Next Quarter:</b> (1) Continue replacement of District's IT equipment on an as needed basis.</p>	\$1,303,476	\$1,303,476	\$0	\$1,303,476	\$436,186	\$667,290	\$1,303,476	\$0	33.5%	07/01/18 07/01/18A	12/31/20 12/31/20	
100248	EPM Replacement PM - L. Millard-Olmeda	<p><b>Scope:</b> This project will replace and upgrade the EPM (Enterprise Performance Management) software that is currently being used by the Budgets group.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b> (1) This project has not started yet.</p> <p><b>Next Quarter:</b> (1) Budgets group will be working with IT to develop scope of work and options for the software replacement.</p>	\$500,000	\$500,000	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0	0.0%	07/01/20 01/01/20	09/30/21 09/30/21	

SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (i) - (h)	(j) = (g) - (i)	(k) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100252	Central Roof Replacement PM - Greg Moyer	<p><b>Scope:</b> Involves the rehabilitation of the Central office roof, from the east end of the tennis courts to the east side of the building. The roof is a 20+ years old "foam roof", which needs extensive rehabilitation. The current roof allows leaks into the 4th floor of the building, which are contained by garbage cans in heavy rains. The most cost effective approach to rehab the roof will be determined during the design phase. The cost estimate for this project is based on the assumption that this part of the roof will be replaced with a new foam roof. It is also assumed that walkways for foot traffic will also be added to extend the life of the new roof. This proposal does not include rehab of the tennis courts nor the facilities west of the tennis courts. This project would promote the District's goal of a reliable system in a state of good repair.</p> <p><b>Issues:</b> None.</p> <p><b>This Quarter:</b>                      (1) Identified project resources to develop specifications and drawings.                      (2) Project team began working with C&amp;P for design-build procurement type.                      (3) Began working with GEC to create design build specifications for procurement.</p> <p><b>Next Quarter:</b>                      (1) Project team to continue working with C&amp;P for design-build procurement type.                      (2) Continue working with GEC to create design build specifications for procurement.</p>	\$1,275,000	\$1,275,000	\$0	\$1,275,000	\$4,605	\$1,270,395	\$1,275,000	\$0	0.4%	09/01/19 / 09/01/19A	12/31/20 / 12/31/20

SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (h) - (f)	(j) = (g) - (i)	(k) = (h) / (j)	(m)	(n)	(o)	
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish	
100255	Traffic Signal Priority Project PM - Robert Tam	<p><b>Scope:</b> This project will implement Traffic Signal Priority (TSP) technology for SamTrans buses traveling on El Camino Real in San Mateo County (State Highway 82). This will improve transit speed along the corridor by either giving buses early green lights or extending green lights at traffic intersections. SamTrans will build on the existing El Camino Real Smart Corridor Project, implemented by Caltrans and the City/County Association of Governments of San Mateo County (CCAG), and deploy wayside antennas at intersections and transponders aboard buses as the primary TSP detection technology to provide maximum communication precision.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b></p> <ol style="list-style-type: none"> <li>Continued installing TSP equipment in the traffic controller cabinets at the intersections. The total number of intersections equipped is 84 out of 125.</li> <li>Met with the city of Daly City, Colma, South San Francisco, city of Belmont and San Carlos to discuss the upcoming intersection installation.</li> <li>Due to the COVID-19 Shelter in Place order, the installations were put on hold in month of March.</li> </ol> <p><b>Next Quarter:</b></p> <ol style="list-style-type: none"> <li>Continue installing TSP equipment on the buses and intersections if the Shelter in Place is lifted.</li> </ol>	\$3,907,000	\$3,907,000	\$0	\$3,907,000	\$1,262,847	\$2,644,153	\$3,907,000	\$0	32.3%	58.0%	01/01/18 / 01/01/18A	09/30/21 / 09/30/21
100348	Upgrade Current District Website PM - J.Lipps	<p><b>Scope:</b> To complete a website re-design and development that include design and development; hosting maintenance and support. The District intends to enter into a Professional Services Agreement with the most qualified Consultant, to be the service provider.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b></p> <ol style="list-style-type: none"> <li>Continued to answer RFP questions from potential vendors.</li> <li>Met with review team several times to review submissions and rank the potential vendor teams.</li> <li>Finished the vendor interviews.</li> </ol> <p><b>Next Quarter:</b></p> <ol style="list-style-type: none"> <li>Finalize the RFP review process, select a vendor and review references from the vendor's other clients.</li> <li>Contract award.</li> <li>Web Developer, C&amp;P staff and the PM to begin working on project with the new Web Firm.</li> </ol>	\$600,000	\$600,000	\$0	\$600,000	\$28,916	\$571,084	\$600,000	\$0	4.8%	4.8%	06/01/19 / 06/01/19	03/31/21 / 03/31/21



**SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020**

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (h) - (f)	(j) = (g) - (i)	(k) = (h) / (j)	(m)	(n)	(o)	
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish	
100349	FY2019 Facilities Eng Smaller Projects PM - Various	<p><b>Scope:</b> To maintain a state of good repair for the District's buildings, shops, infrastructure and facilities, with the objective of maintaining continuity of services, inclusive of routine maintenance or replacement. This project adds Engineering and Project Management services to these "smaller projects" in order to expedite their delivery. This year's funding request contains specific projects as follows:</p> <ul style="list-style-type: none"> <li>- Central Office Parking Structure Wall Rehab - <b>Complete</b>.</li> <li>- North Base Maintenance Building Hydraulic Line Rehab - <b>Complete</b></li> <li>- Other Projects</li> </ul> <p><b>Issues:</b> None.  <b>Key Activities:</b>  <b>This Quarter:</b>  <u>Central Parking Wall Rehab</u>                      (1) Released retention.                      (2) Began closeout of project.  <u>North Base Maintenance Building Hydraulic Line Rehab.</u>                      (1) issued final payment.                      (2) Began closeout of project.  <b>Next Quarter:</b>  <u>Central Parking Wall Rehab</u>                      (1) Continue closeout of project.  <u>North Base Maintenance Building Hydraulic Line Rehab.</u>                      (1) Continue closeout of project.</p>	\$530,000	\$530,000	\$0	\$530,000	\$198,650	\$331,350	\$530,000	\$0	37.5%	75.0%	07/01/18A / 09/30/20	07/01/18A / 09/30/20
100350	Central Office Sanitary Sewer Pump Replacement PM - Hubert Chan	<p><b>Scope:</b> To replace two sewer pumps located in the basement of Central. Original pumps were installed in 1979.</p> <p><b>Issues:</b> None.  <b>Key Activities:</b>  <b>This Quarter:</b>                      (1) Completed punchlist items.                      (2) Completed warning strobe light installation.                      (3) Project completed.  <b>Next Quarter:</b>                      (1) None.</p> <p><b>Note: This will be the last report for this project. Estimate at completion was revised based on actual cost of the project.</b></p>	\$350,000	\$350,000	\$0	\$350,000	\$130,304	\$9,696	\$140,000	\$210,000	93.1%	93.1%	07/01/17 / 07/01/17A	12/31/19 / 03/31/20

SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (h) - (f)	(j) = (g) - (i)	(k) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100460	FY2020 - Purchase 14 Revenue Para Transit Vehicles (Vans) PM - David Harbour	<p><b>Scope:</b> The project scope is to procure and replace fourteen revenue Para Transit vans which have exceeded their useful service life. This procurement will also continue to insure the reliability, dependability and cost-effectiveness of the District's revenue vehicle fleets and will improve customer service and will help to minimize repair and maintenance costs. A three year 36,000 mile warranty on the chassis, and one year bumper to bumper warranty from El Dorado will mitigate overall repair costs. In 2016 the EPA and NHTSA initiated phase 2 of the emission regulation standards to improve overall carbon footprint and better fuel economy standards. The new replacement vehicles will be part of the phase 2 standards and will lessen the overall carbon footprint and day to day fuel cost in the replacement sub-fleet.</p> <p><b>Issues:</b> None.</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b></p> <ol style="list-style-type: none"> <li>Obtained final quote for purchase of Braun Entervans to replace 14 2014 El Dorado minivans.</li> <li>Prepared recommendation, price analysis, and requisition for internal approval.</li> </ol> <p><b>Next Quarter:</b></p> <ol style="list-style-type: none"> <li>Obtain quote for Pre-Award Buy America audit.</li> <li>Prepare with C&amp;P Staff Report &amp; Resolutions for Agenda Review and Board authorization.</li> <li>Issue PO to Vendor for order of 14 Braun Entervan minivans.</li> <li>Obtain production schedule for Braun Entervan minivans.</li> <li>Obtain Board authorization.</li> <li>Obtain Agreement with Vendor for purchase of Braun Entervan minivans.</li> </ol>	\$942,034	\$942,024	\$0	\$2,500	\$939,534	\$942,034	\$0	0.3%	0.3%	03/05/20 / 03/05/20A	12/31/20 / 12/31/20

SamTrans - Major Capital Project - Quarterly Report - Q3 FY2020 January 01, 2020 to March 31, 2020

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (h) - (f)	(j) = (g) - (i)	(k) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100461	FY2020 - 13 Para Transit (Cutaway) Revenue Vehicles PM - David Harbour	<p><b>Scope:</b> The project scope is to procure and replace 13 Para Transit (cutaway) revenue vehicles that have exceeded useful service life. This will continue to insure the reliability, dependability and cost-effectiveness of the District's revenue vehicle fleets which in turn will improve customer service, and will help to minimize repair and maintenance costs. A three year 36,000 mile warranty on the chassis, and one year bumper to bumper warranty from El Dorado will also mitigate overall repair costs for that period. In 2016 the EPA and NHTSA initiated phase 2 of the emission regulation standards to improve overall carbon footprint and better fuel economy standards. These new replacement vehicles will be part of the phase 2 standards and help to decrease the overall carbon footprint and day to day fuel costs associated with this sub-fleet.</p> <p><b>Issues:</b> None</p> <p><b>Key Activities:</b></p> <p><b>This Quarter:</b></p> <p>(1) Issued PO to Creative Bus Sales for the order of 13 El Dorado Aeratech Cutaway buses.</p> <p>(2) Agreement has been fully executed.</p> <p>(3) Obtained production schedule: first bus to go online 04/27/20, planned delivery 5/29/20.</p> <p>(4) Prepared In-Plant Inspection Services/Post Delivery Buy America SOS for RFP.</p> <p><b>Next Quarter:</b></p> <p>(1) Production schedule: first bus to go online 04/29/20, planned delivery 06/01/20.</p> <p>(2) Solicit In-Plant Inspection Services/Post Delivery Buy America.</p> <p>(3) Production will start on 04/29/20.</p> <p>(4) Coordinate with In-Plant Inspector for Build of Materials and Production activities.</p> <p>(5) Coordinate for post delivery acceptance.</p>	\$1,747,086	\$1,747,086	\$0	\$17,015	\$1,730,071	\$1,747,086	\$0	1.0%	5.0%	02/07/20 02/07/20A	08/31/20 / 08/31/20

**This page is intentionally left blank.**

# San Mateo County Transit District

## Fiscal Year 2018 Capital Budget

Budget Item	Project No.	Description	Current Years Budget	Previous Years Budget	Total Project Budget
<b><u>Revenue Vehicle Support</u></b>					
1.1	100113/100389	Purchase 10 electric buses	3,676,668	7,250,000	10,926,668
1.2	100246	50 flip seats & modesty panels	144,613	-	144,613
1.3	021502	Major bus components (FY18)	1,500,000	3,341,436	4,841,436
		<b>S/T</b>	<b>5,321,281</b>	<b>10,591,436</b>	<b>15,912,717</b>
<b><u>Information Technology</u></b>					
2.1	100247	Tech Refresh (FY 18)	2,377,800	(1,074,324)	1,303,476
2.2	100248	EPM replacement	500,000	-	500,000
		<b>S/T</b>	<b>2,877,800</b>	<b>(1,074,324)</b>	<b>1,803,476</b>
<b><u>Planning/Development</u></b>					
3.1	100249	Ridership reporting software	222,000	-	222,000
3.2	021407	Samtrans business plan	780,000	358,000	1,138,000
3.3	090037	Capital program & project development	250,000	118,123	368,123
3.4	099024	Capital program management	250,000	-	250,000
3.5	100085	Express bus feasibility study - COMPLETE	50,000	634,000	684,000
		<b>S/T</b>	<b>1,552,000</b>	<b>1,110,123</b>	<b>2,662,123</b>
<b><u>Facilities/Construction</u></b>					
4.1	100255	Traffic signal priority	3,907,000	-	3,907,000
4.2	021507	Facilities smaller projects (FY17 & FY18)	265,000	282,000	547,000
4.3	100250	Timeclock replacement	100,000	-	100,000
4.4	100251	Transit asset management plan	975,000	-	975,000
4.5	100252	Roof replacement	475,000	-	475,000
4.6	100253	<b>Linda Mar park-n-ride repaving - COMPLETE</b>	700,000	-	700,000
4.7	021237	<b>San Carlos transit center - COMPLETE</b>	860,000	6,230,214	7,090,214
		<b>S/T</b>	<b>7,282,000</b>	<b>6,512,214</b>	<b>13,794,214</b>
<b><u>Other</u></b>					
6.1		Contingency	250,000	-	250,000
		<b>S/T</b>	<b>250,000</b>	<b>-</b>	<b>250,000</b>
<b>Total FY2018 Budget</b>			<b>17,283,081</b>	<b>17,139,449</b>	<b>34,422,530</b>

## Fiscal Year 2019 Capital Budget - Amendment 2

Budget Item	Project No.	Description	Current Years		Previous		Total Project	
			Budget		Budget		Budget	Budget
<b><u>Revenue Vehicle Support</u></b>								
1.1	021502	Major bus components (FY18 & FY19)	1,173,200		4,841,436		6,014,636	
1.2	100354	MB-2000 bus simulator system	310,000		-		310,000	
1.3	100352	ADA self evaluation plan	200,000				200,000	
1.4	100353	Maintenance support equipment	94,185				94,185	
		<b>S/T</b>	<b>1,777,385</b>		<b>4,841,436</b>		<b>6,618,821</b>	
<b><u>Non-Revenue Vehicle Support</u></b>								
2.1	100360	Purchase 4 non-revenue support vehicles	847,311				847,311	
		<b>S/T</b>	<b>847,311</b>		-		<b>847,311</b>	
<b><u>Information Technology</u></b>								
3.1	021505	Tech Refresh (FY 15, 16, 17, 19)	2,500,000		4,579,000		7,079,000	
3.2	100348	Upgrade current District website	600,000		-		600,000	
		<b>S/T</b>	<b>3,100,000</b>		<b>4,579,000</b>		<b>7,679,000</b>	
<b><u>Planning/Development</u></b>								
4.1		Capital program & project development	250,000		234,430		484,430	
4.2		Capital program management	250,000		75,000		325,000	
4.3		US 101 mobility action plan	250,000				250,000	
		<b>S/T</b>	<b>750,000</b>		<b>309,430</b>		<b>1,059,430</b>	
<b><u>Facilities/Construction</u></b>								
5.1	021507	Facilities smaller projects (FY17, FY18 & FY19)	570,000		695,264		1,265,264	
5.2	100349	Facilities engineering smaller projects	530,000		-		530,000	
5.3	100350	Central Office Sanitary Sewer Pumps Replacement	350,000				350,000	
5.4	100351	Central Boiler Replacement	80,000				80,000	
5.5	100253	<b>Linda park-n-ride repaving - COMPLETE</b>	200,000		700,000		900,000	
		<b>S/T</b>	<b>1,730,000</b>		<b>1,395,264</b>		<b>3,125,264</b>	
<b><u>Other</u></b>								
6.1		Contingency	200,000		-		200,000	
		<b>S/T</b>	<b>200,000</b>		-		<b>200,000</b>	
		<b>Total FY2019 Budget</b>	<b>8,404,696</b>		<b>11,125,130</b>		<b>19,529,826</b>	

## Fiscal Year 2020 Capital Budget - Amendment 1

Budget Item	Project No.	Description	Current Years		Previous		Total Project	
			Budget	Budget	Budget	Budget	Budget	Budget
<b><u>Revenue Vehicle Support</u></b>								
1.1	021502	Major Bus Components (FY18, FY19 & FY20 )	592,000	6,014,636			6,606,636	
1.2	100460	Replacement of (14) Revenue Paratransit Vans	956,480				956,480	
1.3	100461	Replacement of (13) Revenue Paratransit Cutaway	1,732,640				1,732,640	
1.4	100353	Maintenance support equipment	100,835	94,185			195,020	
		<b>S/T</b>	<b>3,381,955</b>	<b>6,108,821</b>			<b>9,490,776</b>	
<b><u>Non-Revenue Vehicle Support</u></b>								
2.1	100462	Replacement Non-Rev Service Support Vehicles	164,000				164,000	
		<b>S/T</b>	<b>164,000</b>				<b>164,000</b>	
<b><u>Information Technology</u></b>								
3.1	100463	Spear System Improvements	150,000				150,000	
3.2	100477	Intranet Solution Replacement	350,000				350,000	
		<b>S/T</b>	<b>500,000</b>				<b>500,000</b>	
<b><u>Planning/Development</u></b>								
4.1	100464	Capital Program and Project Development	250,000				250,000	
		<b>S/T</b>	<b>250,000</b>				<b>250,000</b>	
<b><u>Safety and Security</u></b>								
5.1	100465	CCTV Network Improvement	150,000				150,000	
		<b>S/T</b>	<b>150,000</b>				<b>150,000</b>	

## Fiscal Year 2020 Capital Budget (Cont)

Budget Item	Project No.	Description	Current Years Budget	Previous Budget	Total Project Budget
<b><u>Facilities/Construction</u></b>					
6.1	100058	Facilities Smaller Projects	1,110,000		1,110,000
6.2	100252	Central Building Roof Replacement (FY18 & FY20)	800,000	475,000	1,275,000
6.3	100466	North and South Base Employee Areas	520,000		520,000
6.4	100467	North and South Base Bus Parking Area Restriping	258,000		258,000
6.5	100468	North and South Base Vacuum Replacement Design	150,000		150,000
6.6	100469	North Base Bus Washer Replacement	540,000		540,000
6.7	100470	North & South Base IW Line to Brake Pit Replacement	780,000		780,000
6.8	100474	South Base Bus Washer Walls Rehab	350,000		350,000
6.9	100471	60' Aerial Lift Apparatus	70,000		70,000
6.10	100475	ADA Study & Phase 1 Retrofits	1,225,000		1,225,000
6.11	100476	North and South Base Exterior Painting	1,140,000		1,140,000
6.12	100472	Central Building	750,000		750,000
6.13	100473	Central Building Refresh	1,849,200		1,849,200
6.14	100511	South Base Natural Gas Line Replacement	1,070,000		1,070,000
		<b>S/T</b>	<b>10,612,200</b>	<b>475,000</b>	<b>11,087,200</b>
<b><u>Other</u></b>					
7.1	021214	Contingency	250,000	-	250,000
		<b>S/T</b>	<b>250,000</b>	<b>-</b>	<b>250,000</b>
		<b>Total FY2020 Budget</b>	<b>15,308,155</b>	<b>6,583,821</b>	<b>21,891,976</b>

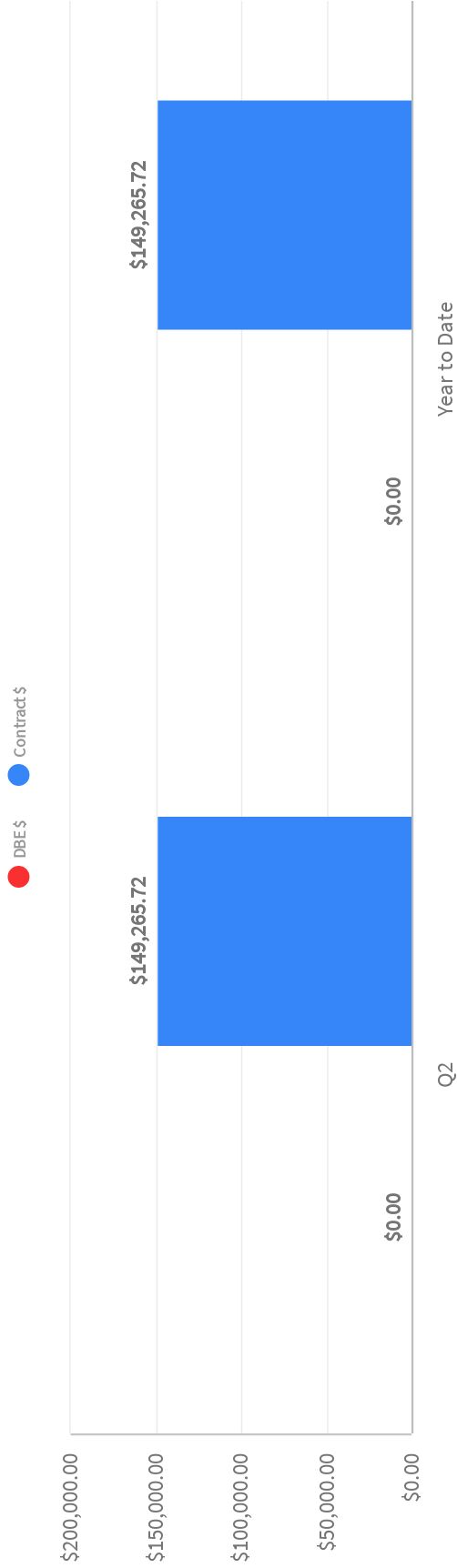


# SamTrans : Disadvantaged Business Enterprise (DBE)

## Quarterly Status Report:

- The SamTrans overall DBE goal is 3%.
- There were no federal awards for the first quarter of the fiscal year.
- SamTrans had zero percent (0%) DBE utilization for the first and second quarter.

FFY20 Q2: January 1, 2020 to March 31, 2020 | FFY20 YTD: October 01, 2019 to March 31, 2020



**This page is intentionally left blank.**

## Definition of Terms

**Approved Changes** – Changes to the original budget and/or transfers of budget from one segment code to another that have been approved by management and/or by the SamTrans Board of Directors.

**Approved Funding** – The amount of funding that has been approved by the SMCTD Board for the execution of the project.

**Current Budget** – The current budget reflects the original budget plus approved changes or internal budget transfers which has been approved by the program manager and/or the project manager.

**Expended % of EAC** – This is the % of Money Spent (Not Physical Progress) as compare to the EAC.

**Estimate at Completion (EAC)** – The forecasted final cost of the project.

**Estimate to Complete** – Forecast of the cost to complete the remaining work, including anticipated and pending changes.

**Estimated Physical % Complete** – An estimation of the physical work completed as compared to the budgeted work expressed in %.

**Expended + Accrual to Date** – The cumulative project costs that have been recorded through the current reporting period in PeopleSoft + accrual cost of the work performed that has not been recorded in PeopleSoft.

**Issues** – Exceptions / concerns as identified for information or further actions.

**Key Activities** - Identifies key activities being undertaken for the project for the current month and identifies the work anticipated for the next month.

**Original Budget** – Budget as originally approved by senior management for execution of the approved scope of work.

**Original Start / Current Start** – The original planned start date and the current or actual start date of the project.

**Original Finish / Current Finish** – The original planned completion date and the current forecasted completion date of the project.

**Scope** - A concise description of the work elements to be performed and delivered by the project.

**Variance at Completion (VAC)** – Difference between the Current Budget and the Estimate at Completion. A positive value reflects potential underrun, whereas a negative amount indicates possible overrun.



## Performance Status (Traffic Light) Criteria

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
<b>1. SCOPE</b>	<p>(a) Scope is consistent with Budget or Funding.</p> <p>(b) Scope is consistent with other projects.</p> <p>(c) Scope change has been mitigated.</p>	<p>(a) Scope is NOT consistent with Budget or Funding.</p> <p>(b) Scope appears to be in conflict with another project.</p> <p>(c) Scope changes have been proposed.</p> <p>(d) Current Budget forecast exceeds the current approved budget by 5% to 10%.</p>	<p>(a) Significant scope changes / significant deviations from the original plan.</p> <p>(b) Current Budget forecast exceeds current approved budget by more than 10%.</p>
<b>2. BUDGET</b>	<p>(a) Estimate at Completion forecast is within plus /minus 5% of the Current Approved Budget.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 5% to 10%.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 10%.</p>
<b>3. SCHEDULE</b>	<p>(a) Project milestones / critical path are within plus/minus four months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is more than four to six months behind the current baseline schedule.</p> <p>(b) No physical progress during the report period, but expenditures have been incurred.</p> <p>(c) Detailed baseline schedule NOT finalized.</p>	<p>(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p>
<b>4. FUNDING</b>	<p>(a) Expenditure is consistent with Available Funding.</p> <p>(b) All funding has been secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 80% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) No funding is secured or available for scheduled work.</p>

Note: Schedule variance for (a) Purchase of maintenance equipment; (b) Purchase of major bus components; (c) Maintenance of facilities; and (d) Upgrading of computer systems will not be monitored, as schedules for these types of projects are only a reflection of the year that funding has been allocated.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **EXECUTION OF CONTRACTS FOR INFORMATION TECHNOLOGY LICENSES,  
MAINTENANCE SERVICES, AND PROFESSIONAL SERVICES**

**ACTION**

Staff proposes that the Board authorize the General Manager/CEO, or his designee, to enter into contracts greater than \$150,000 with original equipment manufacturers, product licensors and maintainers and their distributors or consultants, directly and without the utilization of cooperative purchasing agreements if not available or competitive procurement if not applicable, to procure new software licenses, maintenance, and support services, recurring maintenance services and license renewals necessary to permit continued effective use and upkeep of information technology hardware and software used by the San Mateo County Transit District (District). Further, this authorization shall also include contracts for the provision of single/sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services. Expenditures with manufacturers, vendors, and consultants under this authority will not exceed the budgeted amount of \$4 million throughout Fiscal Year (FY) 2021.

**SIGNIFICANCE**

Delegation of this contract approval authority will allow the District to pay for new software licenses, maintenance and support services, recurring maintenance services, additional licenses, license renewal fees, and professional services for proprietary software greater than \$150,000 without bringing individual actions individually before the Board for approval. This delegation would not eliminate the requirement that all other procurement policies and procedures be followed for these actions. A quarterly report indicating expenditures during the prior quarter will be submitted to the Board.

Recurring support and license agreements are, by their nature, repetitive and routine, and are required to ensure the continued and effective operation of information technology assets owned by the District. The sole source purchase of additional modules to existing software or professional services to modify existing proprietary software will allow the District's changing business needs to be met in a timely manner. Delegating this authority expedites the District's ability to continue needed operations and services in the management of SamTrans and reduces the time and resources

otherwise required to obtain individual approval of such support and license agreements.

### **BUDGET IMPACT**

Funds for these purchases are programmed in the proposed FY 21 Capital and Operating Budgets.

### **BACKGROUND**

Software and hardware are typically sold with licenses and maintenance agreements that require periodic renewal. Failing to renew maintenance support means loss of software updates, and problems obtaining resolution assistance and repair services typically needed to keep a product in good operating order. In some cases, the product may not be legally used if maintenance and license renewals have not been obtained.

It is not always possible to find cooperative purchasing agreements with contracts for the necessary maintenance support and license renewals. This is particularly true for transit industry-specific information technology products. The types of licensing and maintenance agreements contemplated are generally unobtainable under any other method because they are proprietary in nature to the manufacturers of the software. Similarly, many manufacturers do not allow third-parties to access source code or to provide services. As a result, professional services to upgrade, modify, or add to existing software must be performed by the original manufacturer.

District assets requiring payment of recurring annual or multi-year maintenance services, support and license fees over \$150,000 that may need to be accommodated in FY 2021-22 outside of cooperative purchase agreements or other pre-existing contracts include, but are not necessarily limited to:

- Oracle PeopleSoft ERP (Finance, Budget, and Human Capital Management) and Database
- Microsoft applications
- Genfare (Fare box maintenance)
- Cisco Smartnet Maintenance
- WIPRO PeopleSoft Hosting and Support Services
- eBuilder

If the Board does not approve this action, issuance of contracts for new and recurring maintenance and continued operation of assets like these would need to be brought individually before the Board for approval.

### **STRATEGIC INITIATIVE**

- Priority 3: Become a More Effective Organization
  - Goal 1: Improve Organizational Performance

Contract Administrator: Shruti Ladani

650-622-7857

Project Manager: Edward Kelly, IT Manager, Information Technology

650-622-8002

RESOLUTION NO. 2020-

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

\*\*\*

**AUTHORIZING EXECUTION OF CONTRACTS FOR INFORMATION TECHNOLOGY LICENSES,  
MAINTENANCE SERVICES AND PROFESSIONAL SERVICES FOR AN AGGREGATE  
NOT-TO-EXCEED AMOUNT OF \$4 MILLION FOR FISCAL YEAR 2021**

**WHEREAS**, the San Mateo County Transit District (District) will require continuing product support and licenses for information technology hardware and software throughout Fiscal Year (FY) 2021 to permit the continued effective use and upkeep of information technology assets owned by the District; and

**WHEREAS**, maintenance support and software license agreements for the information technology assets in use are, by their nature, repetitive and routine; and

**WHEREAS**, the District will also require professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

**WHEREAS**, the General Manager/CEO recommends and the Finance Committee concurs that the General Manager/CEO, or his designee, be authorized to execute contracts that exceed \$150,000 with original equipment manufacturers, product licensors, and their authorized distributors and consultants to meet the District's technology requirements for FY2021, pursuant to the District's statutory procurement authority and policy, up to an aggregate, not-to-exceed amount of \$4 million.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby takes the following actions:

1. Authorizes the procurement of new software licenses, maintenance and support services agreements for information technology, pursuant to the District's



statutory procurement authority and policy, in an aggregate not-to-exceed amount of \$4 million for Fiscal Year 2021; and

2. Authorizes the General Manager/CEO or his designee to enter into contracts exceeding \$150,000 with original equipment manufacturers, product licensors, or their authorized distributors for recurring product support, additional licenses, and license renewals necessary to permit continued effective use and upkeep of District-owned information technology hardware and software; and

3. Authorizes the General Manager/CEO or his designee to enter into contracts exceeding \$150,000 with original equipment manufacturers, product licensors, or their authorized consultants for the provision of single/sole source professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

4. Authorizes the General Manager/CEO or his designee to execute all necessary purchase orders, contracts and other documents and to take such other actions as may be necessary to give effect to this resolution; and

5. Requests the General Manager/CEO, or his designee, to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this resolution.

Regularly passed and adopted this 3<sup>rd</sup> day of June, 2020 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transit District

ATTEST:

---

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH Jim Hartnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **EXECUTION OF CONTRACTS FOR TECHNOLOGY-RELATED PRODUCTS AND SERVICES THROUGH PIGGYBACKING CONTRACTS AND COOPERATIVE PURCHASING PROGRAMS**

**ACTION**

Staff proposes that the Board to authorize the General Manager/CEO, or his designee, to enter into contracts greater than \$150,000 with vendors through piggybacking contracts and cooperative purchasing agreements, as required, for the purchase, lease and/or rental of computer and telecommunications equipment and related services, digital reprographic equipment, hardware, software, licensing, installation and configuration of telecommunications equipment, maintenance agreements, computer peripherals, and temporary technology consultants. Expenditures with vendors under these programs will not exceed the budgeted amount of \$4 million throughout Fiscal Year (FY) 2021. Cooperative agreements used may include, but are not limited to:

- California Integrated Information Network (CALNET)
- Sourcewell
- State of California Department of General Services (DGS)/California Multiple Award Schedule (CMAS)
- National Association of State Procurement Officials (NASPO) Valuepoint
- National Cooperative Procurement Partners (NCPP)
- Federal General Services Administration (GSA)
- OMNIA Partners
- The Interlocal Purchasing System (TIPS Purchasing Cooperative)

**SIGNIFICANCE**

Approval of this contracting authority will provide the San Mateo County Transit District (District) with a cost-effective means to support its standardization policy and provide the latest technology and related services through cooperative intergovernmental purchasing programs. Contracts issued under this authority will address the District's requirements for equipment, hardware, software, services, licensing, maintenance agreements, and programmed replacement of equipment that has reached the end

of its useful life or has become unsuited for future needs. A quarterly report indicating contracts awarded during the prior quarter will be submitted to the Board.

### **BUDGET IMPACT**

Funds for these purchases are programmed in the proposed FY 2021 Capital and Operating Budgets.

### **BACKGROUND**

Given the rapidly changing technology of information system hardware, software, and related services, various cooperative purchasing programs and piggyback purchasing are available to provide these products and services. Special districts are given statutory permission to procure competitively priced goods and services arising out of these vendor agreements. The Federal Government's own General Services Administration Schedules (also referred to as Multiple Award Schedules and Federal Supply Schedules) also can be utilized. By utilizing such cooperative purchasing and piggyback contracts, the District saves considerable time and expense associated with independent procurements, which would be unlikely to yield more favorable pricing or service.

All vendors selected will hold valid agreements under the corresponding cooperative purchasing programs. Contracts will be executed only with vendors whose contracts were awarded under a cooperative buying agreement on a basis that complies with the District's statutory procurement authority, and policy and will include the District's terms and conditions, as appropriate. Other cooperative purchasing consortia may be added to this program for acquisition of technology items during FY 2021 but only to the extent each fully complies with the District's statutory procurement authority and policy.

Contracts issued by individual governmental entities that allow other jurisdictions to use the contract they establish are called piggybacking contracts because they allow the agency to "piggyback" on the other governmental entities' solicitation process, contract terms and pricing. Contracts will be executed only with vendors whose contracts include piggybacking language on a basis that complies with the District's procurement authority and policy.

### **STRATEGIC INITIATIVE**

- Priority 3: Become a More Effective Organization
- Goal 1: Improve Organizational Performance

Contract Administrator: Shruti Ladani

650-622-7857

Project Manager: Edward Kelly, IT Manager, Information Technology

650-622-8002

RESOLUTION NO. 2020-

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

\* \* \*

**AUTHORIZING EXECUTION OF CONTRACTS FOR TECHNOLOGY-RELATED PRODUCTS AND SERVICES THROUGH PIGGYBACK CONTRACTS AND COOPERATIVE PURCHASING PROGRAMS FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$4 MILLION FOR FISCAL YEAR 2021**

**WHEREAS**, the San Mateo County Transit District (District) will require new personal computers, computer and telecommunications equipment and related services, digital reprographic equipment, software, hardware, licensing and maintenance agreements, computer peripherals and temporary technology consultants throughout Fiscal Year (FY) 2021 to fulfill new technology requirements, to support the District's standardization policy and to replace technology equipment that has reached the end of its useful life; and

**WHEREAS**, in light of the need to standardize and purchase the latest technology in personal computers, telecommunications equipment, and other related equipment and services in the most cost-effective manner, the District has determined that an independent District-initiated solicitation process for the procurements described above is unlikely to be in the District's best interest; and

**WHEREAS**, piggybacking on other agencies' procurements as well as participating in cooperative purchasing consortiums including, but not limited to, the California Integrated Information Network (CALNET), the State of California Department of General Services (DGS)/California Multiple Award Schedule (CMAS), Sourcewell, the National Association of State Procurement Officials (NASPO) Valuepoint, the National Cooperative Procurement Partners (NCP), the Federal General Services Administration

(GSA), OMNIA Partners, and The Interlocal Purchasing System (TIPS Purchasing Cooperative), allows the District to procure favorably priced technology systems equipment and related services; and

**WHEREAS**, the General Manager/CEO recommends and the Finance Committee concurs that the District participate in the above-mentioned programs as well as additional cooperative purchasing programs and piggyback purchasing, to the extent that such programs fully comply with the District's statutory procurement authority and policy; and

**WHEREAS**, the General Manager/CEO also recommends and the Finance Committee concurs that the General Manager/CEO, or his designee, be authorized to enter into contracts that exceed \$150,000 with vendors under District-approved cooperative purchasing programs and piggyback purchasing to meet its personal computer, telecommunications, and other related technology equipment and services requirements for FY 2021, pursuant to the terms and conditions of each contract, up to an aggregate, not-to-exceed amount of \$4 million.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby takes the following actions:

1. Determines that a District-initiated solicitation for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, computer peripherals and temporary technology consultants is unlikely to be in the District's best interest; and
2. Authorizes the procurement of technology systems equipment and related services through District-approved cooperative purchasing programs and

piggyback contracts to meet its technology equipment and services requirements for FY 2021 pursuant to the terms and conditions of each vendor agreement and to the extent that each cooperative purchasing program and each vendor agreement fully complies with the District's statutory procurement authority and policy; and

3. Authorizes the General Manager/CEO, or his designee, to enter into contracts exceeding \$150,000 with vendors under District-approved cooperative purchasing programs and piggyback purchasing up to an aggregate, not-to-exceed, amount of \$4 million for FY 2021; and

4. Authorizes the General Manager/CEO, or his designee, to execute all necessary purchase orders and contracts to effectuate this resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases; and

5. Requests the General Manager/CEO to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this resolution.

Regularly passed and adopted this 3<sup>rd</sup> day of June, 2020 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transit District

ATTEST:

---

District Secretary



MEMORANDUM

BOARD OF DIRECTORS 2020

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

JIM HARTNETT
GENERAL MANAGER/CEO

BOD ITEM #6
JUNE 3, 2020

Date: May 27, 2020
To: SamTrans Board of Directors
From: Jim Hartnett, General Manager/CEO
Subject: General Manager/CEO Report

10 Months Ending April 30, 2020

Fixed-route Bus Service/Ridership

For the first ten months of FY 2020, fixed-route bus service provided 8,189,760 total trips, which is a decrease of 7.9 percent compared to the ten months of FY 2019. The YTD FY 2020 AWR decreased 7.3 percent compared to FY 2019.

For the eight months through February, there was an average of 926.908 trips per month. The shelter-in-place (SIP) order was effective Tuesday, March 17, 2020. There were 570,520 trips in March, which accounts for one half month of the SIP health order. The month of April was the first full month experiencing ridership decline as the result of the SIP health order; ridership decreased 78.2 percent compared to the average ridership for the first eight months of the year.

Table with 4 columns: Ridership, April 2020, YTD FY 2020, YTD FY 2019. Rows include AWR and Total Trips.

On-time Performance goal is 85.0%:

Table with 4 columns: Service Category, April 2020, YTD FY 2020, YTD FY 2019. Rows include Directly operated service, Contracted bus service, Coastside service, Combined service, Trips that Did Not Operate (DNO), and Complaints per million trips.

The YTD FY 2020 OTP is 81.3 percent, which is an improvement over the 78.9 percent for the same period in FY 2019. The April 2020 OTP for each of the three categories exceeded the 85.0 percent goal. The combined service OTP was 89.9 percent. The OTP improvements are due to rear boardings, and the reduction in ridership and traffic congestion as a result of the SIP health order. There were 26 DNOs in March and 22 DNOs in April, which are the lowest this fiscal year.



**SamTrans ADA Paratransit Service/Ridership**

For the first ten months of FY 2020, SamTrans provided 240,660 Paratransit trips, which is a decrease of 14.9 percent compared to the first ten months of FY 2019. For the eight months through February, there was an average of 27,461 trips per month. There were 15,040 trips in March, which accounts for one half month of the SIP health order. The month of April was the first full month experiencing ridership decline as the result of the SIP health order; ridership decreased 78.4 percent compared to the average for the first eight months of the year.

There were 350,897 free Paratransit trips on fixed-route buses during the ten months of FY 2020, a decrease of 54,913 free trips compared to FY 2019. During the first eight months of the year, Paratransit averaged 40,855 free bus trips per month. In the month of April, there were 1,463 free trips, which is a decrease of 96.4 percent compared to the average for the first eight months. There were 7,796 registrants as of April 2020, a 3.2 percent decrease or 256 fewer registrants compared to April 2019.

	<u>April 2020</u>	<u>YTD FY 2020</u>	<u>YTD FY 2019</u>
On-time Performance goal is 90.0%			
• Redi-Wheels	97.2%	92.6%	90.8%
• RediCoast	96.2%	96.3%	97.1%
Complaints per 1,000 trips			
• Redi-Wheels	0.72	0.69	0.69
• RediCoast	0.00	1.12	0.47
Ridership			
• Paratransit AWR	230	970	1,160
• Paratransit Total Trips	5,940	240,660	282,760
• Free Paratransit trips on fixed-route buses	1,463	350,897	405,810

**Human Capital Investment**

	<u>April 2020</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	2,400	300	16,296	2,037	18,832	2,354
Part to Full-time Bus Operator	0	0	0	0	372	47
New fleet/route orientation	6	1	317	40	242	30
DMV mandated training	280	35	2,698	337	2,084	261
Bus Operator retraining	163	20	1,903	238	1,250	156
Maintenance training	320	40	5,329	666	5,646	706
CPR/AED/First Aid	0	0	244	31	636	80
Total Hours	3,169	396	26,787	3,348	29,062	3,633

Thirteen Bus Operator Trainees passed the DMV test and received their licenses on Friday, May 8. They are now in the final weeks of training and are scheduled to graduate later in June. During the SIP health order, staff is emphasizing on the following three 8-hour Bus Operator Training courses:

1. Route/Fleet Familiarization
2. Basic Fundamentals
3. VTT (Verified Transit Training) classes

**Maintenance Department**

The goal of **25,000** average Miles Between Service Calls (MBSC) was achieved for both the motor bus fleet (District maintained vehicles). The Paratransit MBSC fell short of the 25,000 MBSC goal with 23,839 MBSC. Paratransit YTD MBSC is 33,931, which remains above the target goal.

	<u>April 2020</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	482,670	16	30,167	5,374,924	174	30,890	5,168,296	183	28,242
Paratransit	47,677	2	23,839	984,004	29	33,931	1,197,681	26	46,065

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

	<u>April 2020</u>	<u>YTD FY 2020</u>	<u>YTD FY 2019</u>
Impressions*	251,637	6,781,005	5,926,062
Interactions	6,854	94,753	90,333
Website Sessions	43,967**	1,256,799	1,500,604

\* Facebook, Twitter, Instagram, LinkedIn, Nextdoor.

\*\* Website Sessions down significantly, dropping below 100K for second month in a row. Apr 19 Session: 126K sessions.

There were 10,553 total followers as of April 30, 2020, up from 9,047 in April 2019.

**SamTrans Mobile Update – January through March 2020**

During the third quarter of FY 2020, there were 4,372 app downloads, which is the about the same as last year. There were 3,795 new accounts created, which is a 28 percent increase compared to last year. Of the 23,000 accounts created since launch, 16 percent of the account holders made transaction through the app during the quarter. The quarterly retention rate of active users (users who made at least one transaction during the quarter) is 46%.

More than 41,000 tickets were sold, generating nearly \$80,000 in fare revenue, representing about 170 percent increase compared to last year during the same period and about 51,000 trips were generated, representing approximately two percent of the total fixed-route ridership.

Because of COVID-19, SamTrans implemented rear-boarding and stopped fare collection on March 25th. To comply with this, SamTrans mobile app disabled its ticket purchase.

**COVID-19 Update:**

- Bus Maintenance is evaluating various designs and prototyping polycarbonate barriers for the bus operator compartment. The barriers will be built and installed with in-house labor.
- Up to 45 buses and Bus Operators are assigned to standby and service recovery to address potential over-crowding of buses in support of the recommended 6-ft social distancing.

- There is a multi-departmental effort to conduct COVID-19 Response Scenario Planning. The team is focused on developing various scenarios for ridership and service levels that are influenced by a spectrum of external factors such as social distancing, telework trends, and school bell times. Staff will consider the factors and develop near-term recommendations for service adjustments.
- Staff is evaluating the impacts to longer term plans and programs such as Reimagine SamTrans, Express Bus and fleet electrification. An update will be provided during the Board meeting.

# ***COVID-19 Scenario Planning*** ***SamTrans Board of Directors***

June 3, 2020  
BOD Item #6 (a)

# *What is Scenario Planning?*

---

- Find a path forward in uncertainty
- Allow SamTrans to:
  - Make informed changes to bus service and fare collection
  - Meet demand while allowing for physical distancing
  - Meet financial constraints and allocate resources efficiently
  - Understand outlook for strategic planning and capital projects
  - Optimize communication about service changes
- It's not a document, it's an exercise

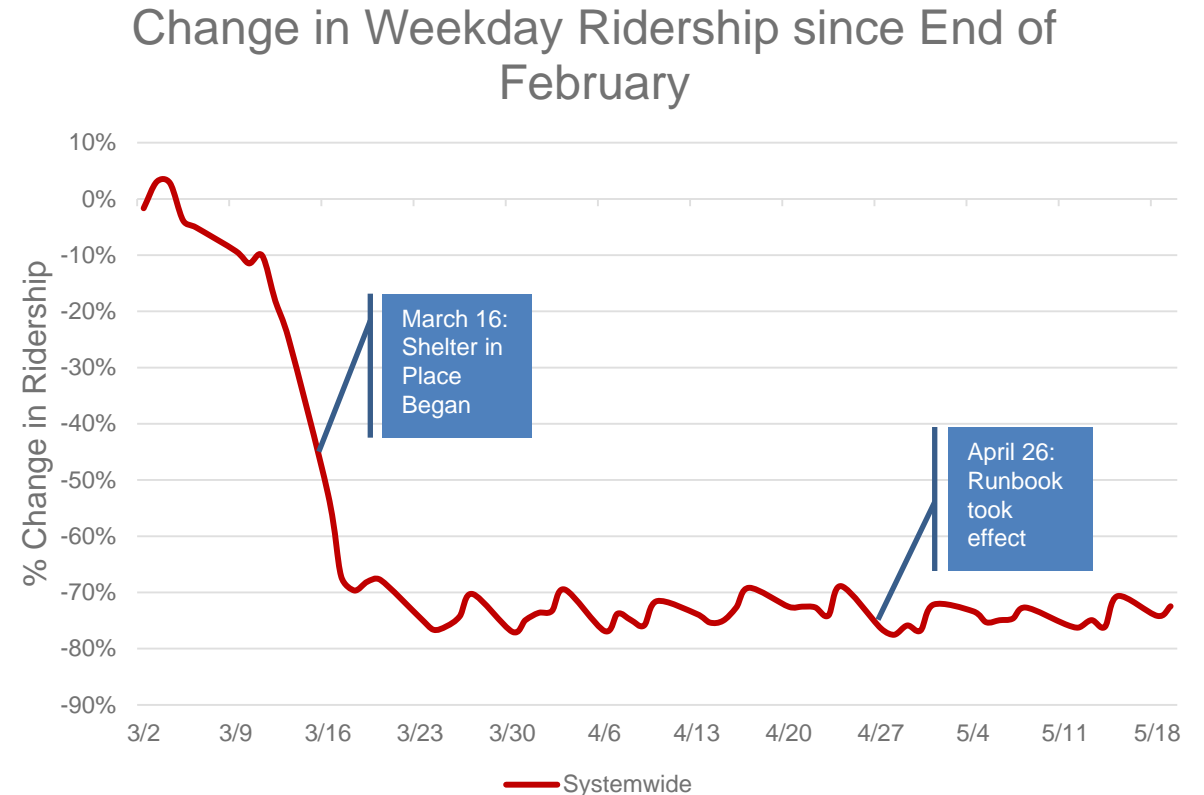
# Scenarios

	20-May	20-Jun	20-Jul	20-Aug	20-Sep	20-Oct	20-Nov	20-Dec	21-Jan	21-Feb	21-Mar	21-Apr	21-May	21-Jun
<b>Scenario 1: Quickest Reopening</b>														
<i>Stay at Home Order Stage</i>	Stage 1	Stage 2		Stage 3					Stage 4					
Scenario 1A: School Operate Normal Schedules				As normal										
Scenario 1B: Staggered Student Arrival Times				Staggered bell times, scheduling					Pre-Covid					
Scenario 1C: Double-shift schools				Morning start time and afternoon start time					Pre-Covid					
<b>Scenario 2: Longer Physical Distancing, Delayed Transit Demand</b>														
<i>Stay at Home Order Stage</i>	Stage 1	Stage 2		Stage 3										Stage 4
★ Scenario 2A: Abnormal School Operations				Staggered arrival, half day, or rotations					Pre-Covid					
Scenario 2B: No In-person School Instruction				No in-person school attendance in Fall					Staggered bell times, scheduling					
<b>Scenario 3: Quick reopening, but return of Covid-19 in late Fall</b>														
<i>Stay at Home Order Stage</i>	Stage 1	Stage 2		Stage 3			Stage 1			Stage 2			Stage 3	
Scenario 3A: Abnormal School Operations				Staggered arrival, half day, or rotations					No in-person instruction					
Scenario 3B: No In-person School Instruction				No in-person school attendance										

★ Likely Scenario

# Bus Ridership

- Fixed route bus ridership is holding steady at around 11,000 daily boardings
  - About 25-30% of pre-Covid-19 ridership



# *Bus Ridership*

---

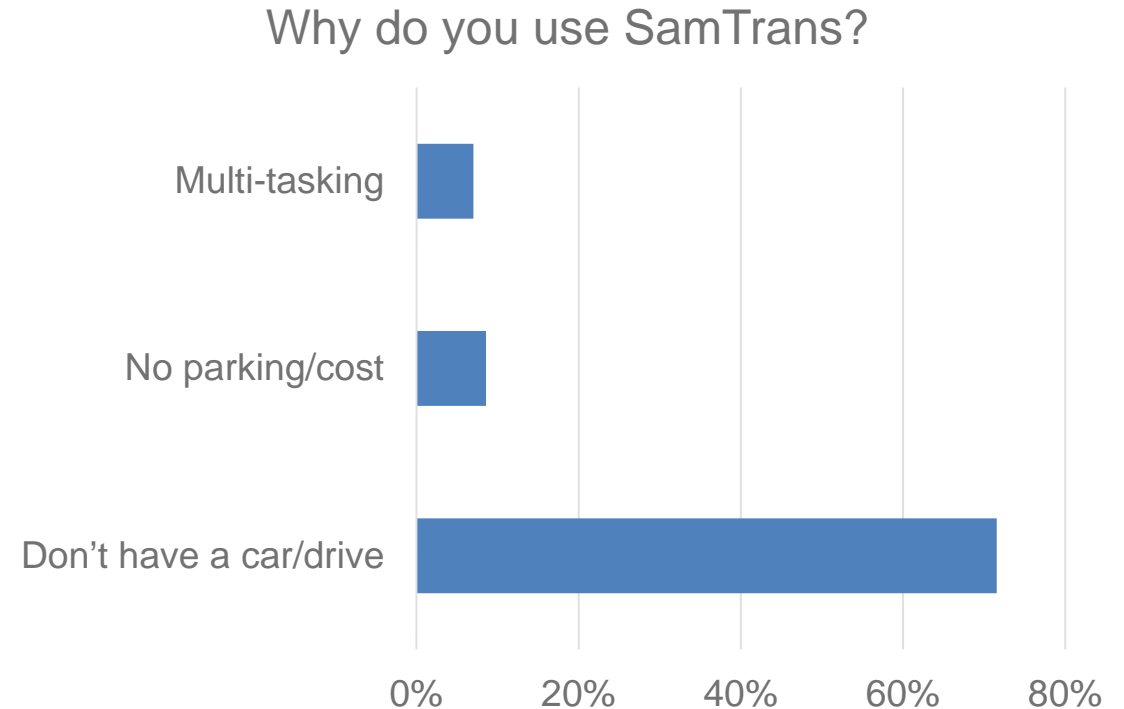
- Routes retaining larger shares of ridership:
  - ECR (mainline, core route)
  - Routes that connect to San Francisco
    - Route 292 (Hillsdale Mall – SFO – SF)
    - Route 398 (Redwood City – SFO – SF)
    - Route 397 (Owl route – Palo Alto – SFO – SF)
  - Routes that serve high equity need communities
    - Route 141 (SSF – San Bruno – Shelter Creek)
    - Routes 280 & 281 (East Palo Alto – Palo Alto)
    - Route 140 (Daly City – San Bruno – SFO AirTrain)



# Future Demand

## Will our riders return?

- Ride SamTrans because:
  - Don't have a car or drive (71%)
  - No parking at destination (8%)
  - Like to multitask (7%)
- Top trip purposes:
  - Accessing a job (42%)
  - School (22%)
  - Shopping (12%)
  - Social (11%)



# Future Demand

Factors likely to affect our ridership on...		School-related routes	Mainline / local routes	Express/commute routes
<b>Economic impact</b>	What share of riders have lost jobs? What is the impact on shopping and errands?		✓	✓
<b>Guidance for seniors</b>	Will vulnerable populations, like seniors, look for other transportation modes?		✓	
<b>Remote working trends</b>	Will people continue working from home?			✓
<b>Parent confidence</b>	Will parents feel comfortable with kids using the bus?	✓		
<b>Consumer confidence</b>	Will riders feel comfortable using transit? Will they seek other modes?		✓	✓

# *Future Demand – Key Questions*

---

- With 42% of trips for accessing jobs, is current unemployment temporary or sustained?
  - Over half of SamTrans riders are within households earning less than \$50,000 annually
  - 29.3% of workers at this income level can work from home
- With 22% of trips to access school...
  - Will K-12 student riders return?
  - When will community college campuses re-open for in-person learning? (Not Fall 2020)

# *Load Factor*

---

## **How much crowding is acceptable – to us and to our riders?**

- SMC Health Order states that people riding transit must comply with the social distancing requirements (maintain at least six feet apart) to the “greatest extent feasible”.
- Current SamTrans passenger limit policy provides for 5-10 passenger or passenger groups per bus, depending on size of vehicle.
- Our max loads may limit our ability to meet demand on routes that do not typically serve groups or families, like school-related and express routes.

# *Workforce Availability*

---

## **How much of our operator workforce is available?**

- District operators: plan for 10-15% out for Covid-related reasons, requests for leave increasing
- CUB operators: 10% out for Covid-related reasons

# *Fare Collection*

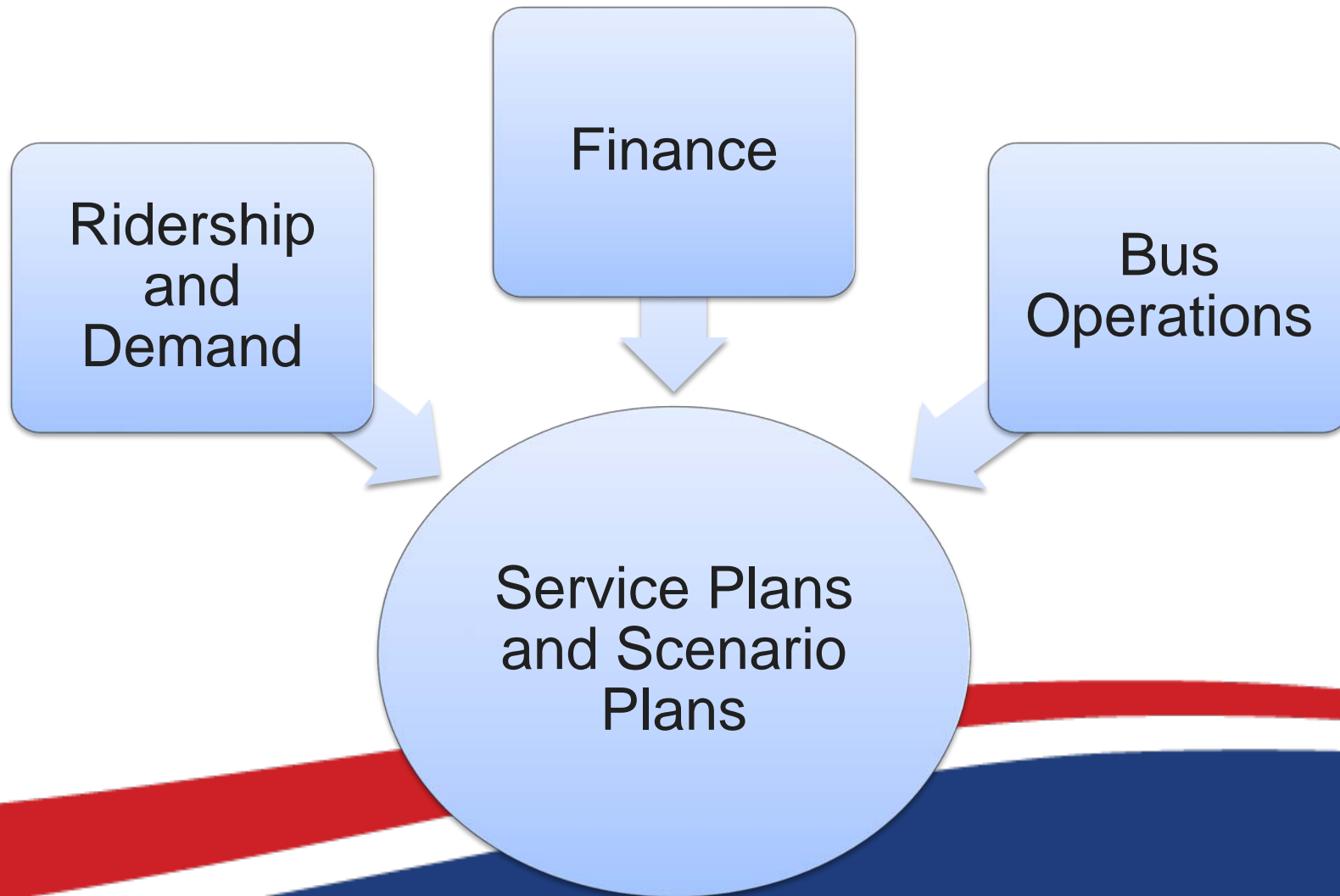
---

## **When can we collect fares again?**

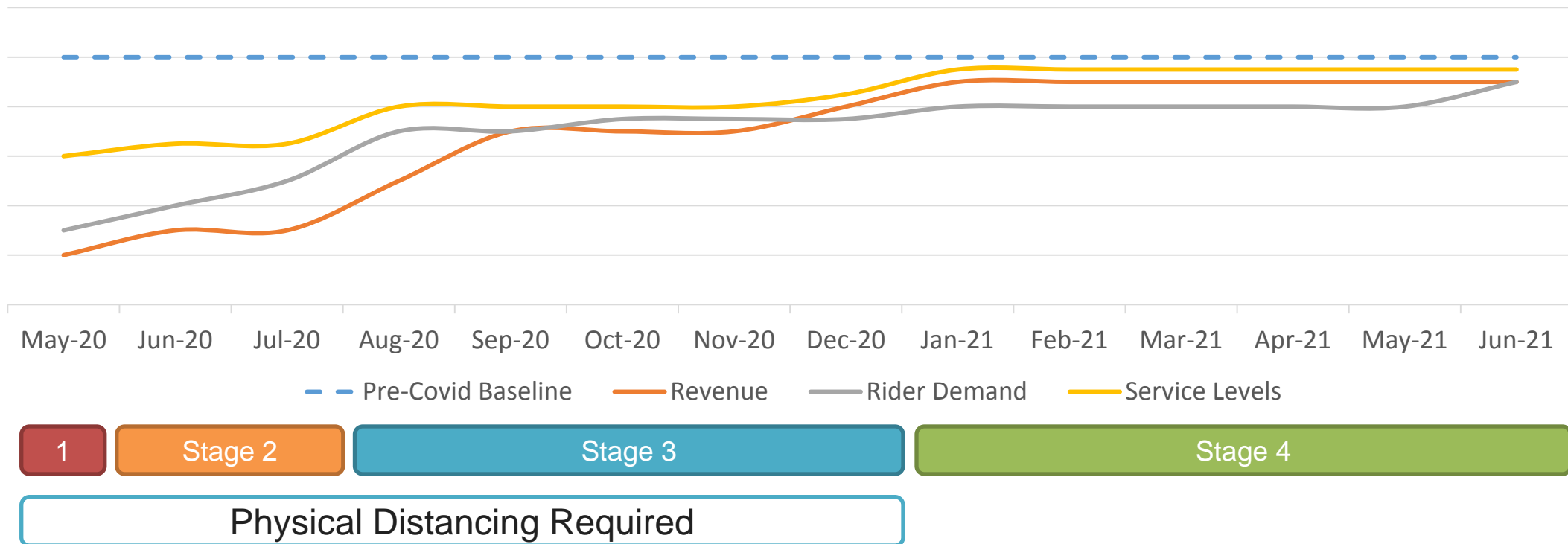
- Install a physical barrier between operator & boarding customers, or
- Physical distancing recommendations are relaxed
- **Status of physical barriers for SamTrans:**
  - Currently being designed, estimated two months for installation
  - Could begin collecting fares in August
    - Staff need one month's notice to put in motion
    - Preference for resuming on the 1<sup>st</sup> of the month to align with pass products

# *Informing the Scenarios*

---

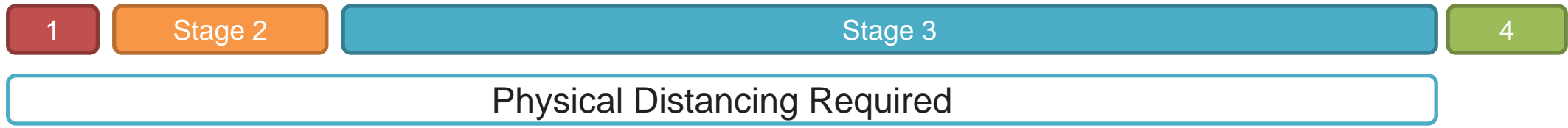
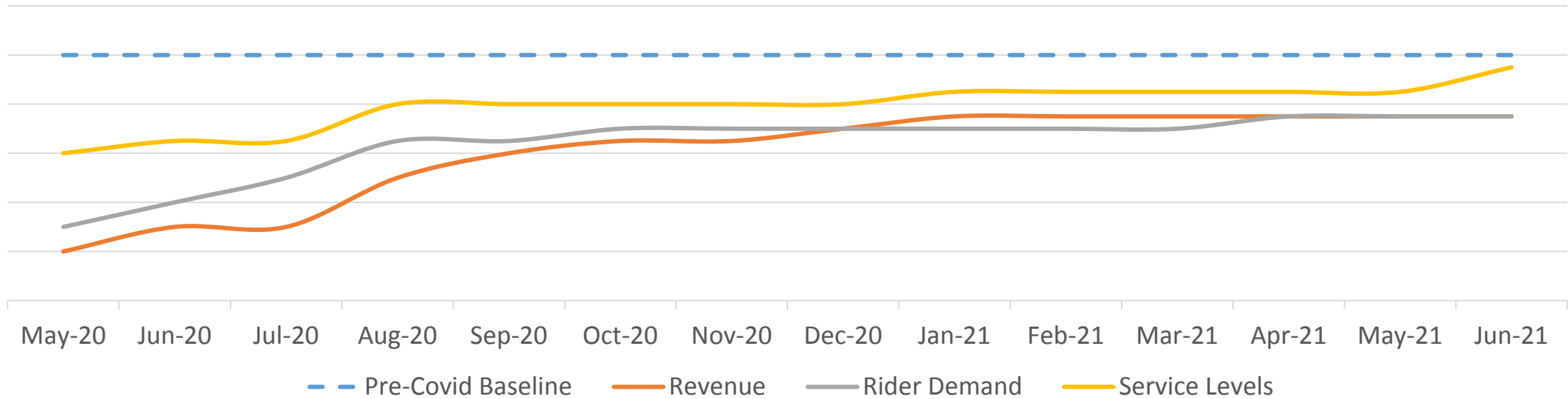


# Scenario 1: Quickest Recovery

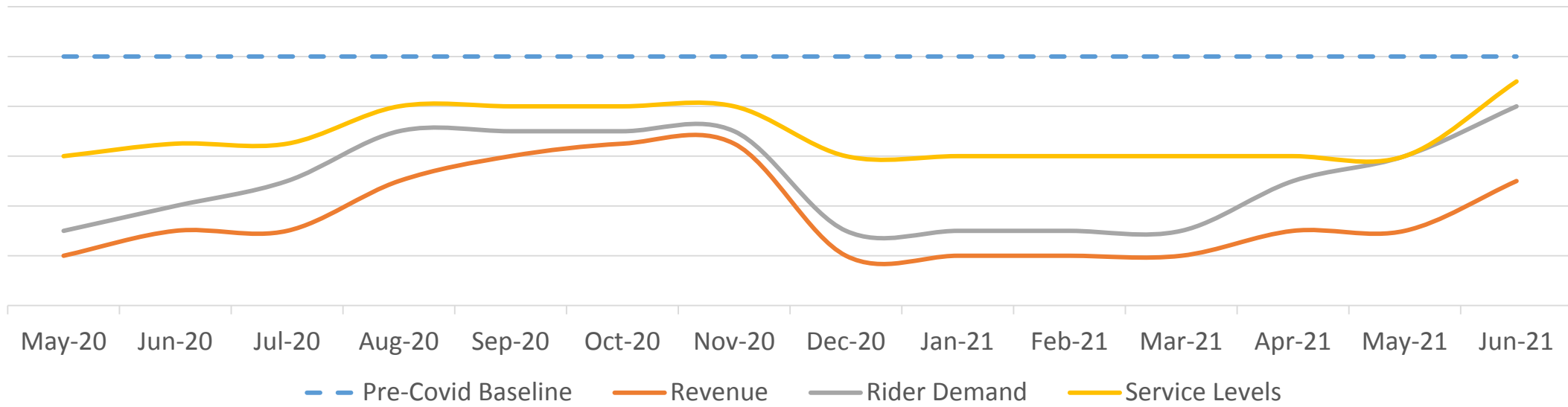




# Scenario 2: Slow Burn



# Scenario 3: Shelter in Place Returns



# *Near-Term: Meeting Demand until August*

---

- June & July: Respond to overcrowding by deploying standby buses at key times and on key routes (e.g., ECR, 292, 296)
  - Work with ITS to ensure passengers on the standby buses are counted toward ridership data
- Finalize August runbook details

# *August 2020: Service Planning Trade-Offs*

---

- How do we meet demand while maintaining physical distancing and max loads?
  - Restore service on routes that are at or nearing capacity
  - Focus service in areas with high equity need and households of low-income or without vehicle access
  - Add service during midday when there is crowding
- How do we meet unknown student/school needs?
  - Advocate for best operating models
  - Build off 2019-20 bell times/schedules

# *Service Planning for August*

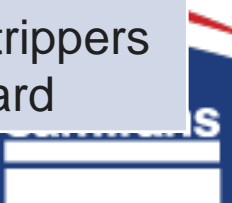
---

- Respond to economic re-opening by restoring service on many routes throughout the system.
- Use data and operations information to understand key points of crowding.
- Proposed local service plan includes:
  - Restore many, but not all, routes to January 2020 service levels
  - Schedule extra buses to add capacity as needed or continue to solve using standby buses
  - Strive to maintain a 35% extraboard to account for ongoing Covid-19-related absences among operator workforce

# Service Planning for Schools

We may not know school plans until early-mid July & they may all be different

Scenario	School Operations Plan	Difficulty to Plan	Potential to Meet Demand	SamTrans Approach
1A	Normal school operations	Easier	Harder	Run school-related routes, start from last year's bell times; issue revisions
2A.1	Staggered arrival times	Harder	Moderate	Would require extra trips in peak, cannot accommodate without shifting resources from local service
2A.2	Half-day/double shift schools (A team AM, B team PM)	Harder	Harder	Would require extra roundtrip service in midday, cannot accommodate without shifting resources from local service
2A.3	Alternating days/weeks in-person	Easier	Easier	Run normal school-related routes, start from last year's bell times
2B	No in-person school instruction	Easier	Easier	School day off; run extra service/trippers on local routes, maintain extraboard



# Risks

---

- School operations may remain unknown until July; school districts may all pursue different models
- Physical distancing likely to continue for a while
  - May need school or commute-specific max loads, where families are less likely
- Financial unknowns
  - Questions remain about long-term funding levels; Budgets working on additional projections with worse-case outcomes
- Impact on attitudes towards riding public transit

# Opportunities

---

- Refine and implement equity-based service planning
- Explore programs and projects that have long-term benefits or can improve customer confidence
  - All-door boarding and fare collection
  - Bus speed improvement projects
  - Promote Safe Routes to Schools or other multimodal programs
  - Real time arrival or passenger load information



# Beyond August 2020

---

- Look ahead to the January 2021 runbook
  - As external conditions change, make recommendations for adjustments in January 2021, or earlier if possible
  - In the event of a 2<sup>nd</sup> Covid-19 wave, be prepared to reduce service levels to the current ones – perhaps before January 2021
- Monitor ridership and telework trends to understand travel patterns
  - Conduct Title VI for any service we do not plan to restore to pre-Covid levels/wrap into Reimagine service changes
- Evaluate ongoing impacts to strategic plans and projects
  - Restart *Reimagine SamTrans*, factoring in financial projections and changing transit demand

# Longer Term: Planning and Capital Projects

Project	Project Status / Approach
Reimagine SamTrans	<ul style="list-style-type: none"><li>• Currently paused. Tentatively re-starting late summer for 2022 implementation of preferred network.</li><li>• Consider ways to speed up routes, reduce on-board time for passengers.</li></ul>
Express Bus Program	<ul style="list-style-type: none"><li>• No near-term plans to launch more express routes.</li><li>• Plan to track FCX rebound very closely, as well as remote working trends. Apply trends to individual routes identified in the Express Bus Study.</li></ul>
Bus Electrification	<ul style="list-style-type: none"><li>• Seeking a six-month extension on the ICT Plan that was due June 30.</li></ul>
ECR Transit Signal Priority Project	<ul style="list-style-type: none"><li>• Installation on buses 85% complete, at intersections 67% complete.</li><li>• Contractor stopped work at SIP; will return in June to complete bus and intersections, complete installation at bases over the summer.</li><li>• Project now slated for live testing in Oct 2020, completion in March 2021.</li></ul>
Taxi Subsidy Pilot Program	<ul style="list-style-type: none"><li>• Delayed launch due to Covid-19. Tentatively launching in August.</li><li>• Staff are coordinating with taxi companies on safety, cleaning procedures, use of masks, etc.</li></ul>

# Questions / Discussion



**BOARD OF DIRECTORS 2020**

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

JIM HARTNETT  
GENERAL MANAGER/CEO

**A G E N D A**

**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, JUNE 3, 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 May 6, 2020
3. Appointment of Alex Madrid, Representing Multimodal Riders, to the Citizens Advisory Committee for a Term Ending April 2023

**INFORMATIONAL**

4. Accessible Services Update
5. Paratransit Coordinating Council Update
6. Citizens Advisory Committee Update
7. Multimodal Ridership Report – April 2020
8. Quarterly Dashboard Reports – October-December 2019 and January-March 2020
9. Adjourn

Committee Members: Marina Fraser (Chair), Rose Guilbault, Josh Powell

NOTE:

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

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

**MINUTES OF COMMUNITY RELATIONS COMMITTEE MEETING /  
COMMITTEE OF THE WHOLE  
MAY 6, 2020**

Committee Members Present: M. Fraser (Committee Chair) (arrived at 3:09 pm),  
R. Guilbault, J. Powell

Committee Members Absent: None

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

Other Board Members Absent: None

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

## **1. CALL TO ORDER**

Committee Member Rose Guilbault called the meeting to order at 3:08 pm.

## **2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF APRIL 1, 2020**

Motion/Second: Stone/Ratto

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

Absent: Fraser

## **4. ACCESSIBLE SERVICES UPDATE**

Tina Dubost, Manager, Accessible Services, expressed thanks to Redi-Wheels and RediCoast drivers and staff. She thanked customers for limiting their trips to essential ones only.

## **5. PARATRANSIT COORDINATING COUNCIL UPDATE**

Ben McMullan, PCC Chair, provided information on the PCC outreach around emergency preparedness. He said that he would be distributing materials about PCC and doing Consumer Corps outreach.

## **6. CITIZENS ADVISORY COMMITTEE UPDATE**

John Baker, Vice Chair, Citizens Advisory Committee, reported on discussions that took place at their April 29 meeting.

**7. MULTIMODAL RIDERSHIP REPORT – MARCH 2020**

Jim Hartnett, General Manager/CEO, said the District's school service was based on fixed routes. He said the San Mateo County Board of Education had noted that school bell schedules may be changing to accommodate social distancing, which would affect SamTrans school service. He said that it would be a big challenge to provide school service if the schools move to a staggered schedule.

Director Charles Stone noted that on-time performance was largely controlled by traffic.

**8. ADJOURN**

The meeting adjourned at 3:20 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: **ACCESSIBLE SERVICES UPDATE**

**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 April 2020 PAL and PCC meetings are attached to this report.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

No Additional Information.

Prepared By: Tina Dubost, Accessible Transit Services 650-508-6247  
Project Manager: Tina Dubost, Manager, Accessible Transit Services 650-508-6247

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

Meeting Minutes  
April 14, 2020

**ATTENDANCE:**

Members:

Mike Levinson, Chair; Dinae Cruise, Vice Chair; Tina Dubost, SamTrans; Sandra Lang, Community Member; Ben McMullan, CID; Scott McMullin, COA; Sammi Riley, Consumer. (7/8 = quorum)

Guests:

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

Absent:

Marie Violet, Dignity Health & Wellness Center

**WELCOME**

Chair Mike Levinson called the meeting to order at 11:40am. The meeting was held via conference call and a roll call taken.

**FEBRUARY & MARCH PAL MINUTES**

A motion to approve the February minutes was proposed by Dinae Cruise, seconded by Sammi Riley. The minutes were approved.

A motion to approve the March minutes was proposed by Dinae Cruise, seconded by Sammi Riley. The minutes were approved.

**LEGISLATIVE UPDATE**

Tina Dubost reported that since the COVID-19 outbreak ridership on SamTrans was down 70% and ridership on Redi-Wheels was down 77%. In addition, most of SamTrans' revenue comes from sales taxes which are also down.

The Federal Government has approved financial relief to cover some of the losses through the CARES Act. \$25B was allocated for transportation nationwide with \$1.3B allocated to the San Francisco area. The funds will flow through the MTC. There is currently discussion on how the money will be allocated and they hope to know in a week or so. Jim Hartnett had sent a message thanking everyone who worked to make this funding happen. Sandra Lang reported that oversight of the CARES Act funds is an issue and Ben McMullan advised that he is forming a committee to review the CARES act and will send an update to the PCC and PAL. He is in contact with Anna Eshoo's



office on how the act relates to SSI recipients, and will also contact Jackie's Speier's office.

Tina reported that SamTrans is on a task force at the state level to obtain additional relief although the state legislature is not expected to return until May 4<sup>th</sup>. Additionally, the state budget has to be voted on by June 15<sup>th</sup> but it will be different from what the Governor initially proposed.

Tina advised the group about a potential sales tax in San Francisco, San Mateo, and Santa Clara counties to provide Caltrain with a stable funding source and improve service. This was planned for the November ballot but that is under discussion.

### **SB 1376**

No report was made.

### **LOCAL ADVOCACY**

Tina reported that Red-Wheels is not currently charging paratransit fares. The committee discussed the effect of this on coupons and other payment options; Patty Talbott confirmed that the drivers and reservationists have all received training on this. Mike asked about the current status of the drivers. Patty confirmed that there are currently 24 drivers on unpaid furlough, but receiving benefits, through the end of the April.

Tina thanked the Redi-Wheels drivers and staff who have provided essential service during the Covid-19 pandemic.

### **POLICY ISSUES – OPEN DISCUSSION**

No discussion.

### **OTHER BUSINESS**

Tina had provided a 3-year performance summary for review. The committee thought that the report was very useful and asked to receive it on an annual basis. The report showed that the number of rides is going down and the number of taxi rides going up. Tina reported that with the number of rides down since February, the percentage of trips on taxis is also down. Henry Silvas advised that First Transit is working to keep taxi rides down to 15% once the Covid-19 restrictions are lifted and that it will take time to ramp back up to "normal."

Richard remarked that the report showed that although demand had dropped, agency and subscription trips have held steady. The drop was in advance reservations. Also, the percentage of late cancels and no-shows is low which shows that any policies discouraging this are working. Overall, the number of riders has dropped considerably. Productivity is good and the number of complaints has risen somewhat. Sammi Riley reported that the average telephone wait time is going down.

Mike thought that the decrease in demand was partly due to riders using Uber and Lyft especially when the rider has a short window. Tina remarked that the decrease in ridership is not due to service quality.

The committee then discussed the use of Webex and other platforms for future meetings.

The next meeting will be on Tuesday, May 12th, at 11:30am.  
The meeting adjourned at 12:33pm.

**SAN MATEO COUNTY**  
**PARATRANSIT COORDINATING COUNCIL (PCC)**  
Minutes of April 14, 2020 Meeting

**ATTENDANCE:**

Members:

Valerie Campos, Vista Center; Susan Capeloto, Dept. of Rehabilitation; Dinae Cruise, Vice Chair; Tina Dubost, SamTrans; Nancy Keegan, Sutter Health/Senior Focus; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Benjamin McMullan, Chair, CID; Scott McMullin, CoA; Sammi (Wilhelmina) Riley, Consumer. (Member attendance = 10/15, Quorum = Yes)

Guests:

Diana Riedel, SamTrans; Henry Silvas, SamTrans; Lynn Spicer, First Transit/Redi-Wheels; Jane Stahl, PCC Staff; Patty Talbott, First Transit/Redi-Wheels; Richard Weiner, Nelson\Nygaard

Absentees:

Sue Alvey, Rosener House; Patty Clement, Catholic Charities; Monica Colondres, Community Advocate; Judy Garcia, Consumer; Marie Violet, Dignity Health

**WELCOME/INTRODUCTIONS:**

Vice chair Dinae Cruise called the meeting to order at 1:40pm. The meeting was held via conference call and a roll call taken.

Chair Ben McMullin joined the meeting later and advised the committee on how to make comments, etc. to enable the conference call to proceed smoothly

**APPROVAL OF JANUARY MINUTES:**

Dinae Cruise moved to approve the February 2020 minutes; seconded by Sammi Riley; approved with no abstentions.

**COMMITTEE REPORTS:**

Mike Levinson reminded committee chairs to send any updates to Jane Stahl if they will not be attending the meeting.

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

The committee met at 11:30 am on April 14 and discussed legislative issues, although there was nothing to advocate on currently. The committee will be receiving more frequent updates from SamTrans on funding. Tina Dubost had reported that there are no fares charged on Redi-Wheels and that drivers had received relevant training. The next meeting will be on May 12<sup>th</sup>.

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

No report.

### **Education – Sammi Riley, Chair**

Sammi reported that the committee met on March 6<sup>th</sup> and discussed purchasing some more give-away items since there is enough money in the budget. The outreach event scheduled for April 21<sup>st</sup> in Foster City has been postponed. Nothing has been received regarding the Community Benefits and Resources Fair scheduled for May 8<sup>th</sup> or the May 20<sup>th</sup> event in Pacifica. The next meeting is on Friday, May 1<sup>st</sup>.

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

Ben reported that the committee had discussed procedures for a conference call meeting. Richard was receiving weekly MTC updates and was asked to report at the PCC meeting. There were no updates on the paratransit conference organized by MTC.

An email had been sent to two members to see if they wanted to continue with the PCC. The next step would be to draft a letter for Executive Committee comment. Mike advised that we should add an action item to the May PCC agenda to terminate the membership and notify them that they can rejoin.

Tina Dubost had provided a 3-Year Performance Summary which was discussed in the PAL meeting.

### **Nominations/Membership – Nancy Keegan, Chair**

The PCC committee voted to approve Sue Alvey's membership application.

### **CONSUMER COMMENTS**

None.

### **PRESENTATION: Effects of COVID-19 Pandemic on Paratransit Programs – Richard Weiner**

Richard reported that he had co-written a recent article on the impact of Covid-19 on paratransit services nationally. He is receiving a weekly report from MTC and he will confirm whether he can forward this to the PCC. If so, it could be added as an agenda item.

- Around the country, ridership has dropped dramatically. Some programs in the Bay area have seen a 90% drop. SamTrans' 70% drop in ridership is comparable to fixed-route service and to Uber and Lyft service.
- The FTA is producing an FAQ on how to deal with people with disabilities regarding social distancing, etc. In general, people are self-selecting and not taking rides and are not being turned down. As most fixed route services are not charging fares, paratransit is also free; Muni and East Bay Paratransit are still charging.
- Most transit agencies are providing phone interviews for eligibility and/or providing temporary eligibility.
- The Disability Rights Education and Defense Fund (DREDF) has provided protocols on protective equipment for drivers if they are providing wheelchair assistance.

- Some paratransit programs are assisting with Meals-on-Wheels and are being required to do things not traditionally part of a paratransit program.
- It is important to recognize that paratransit programs and personnel are frontline providers in an emergency. However, as many drivers are contract workers, it is unclear what can reasonably be expected of them and how to deal with issues such as Worker's Compensation.

## **OPERATIONAL REPORTS**

Tina began by thanking the Redi-Wheels drivers and staff for providing essential services.

Redi-Wheels ridership is down about 77% compared to February. Riders are taking only essential trips and that protects both customers, drivers and other passengers.

At the PAL meeting Tina had provided a legislative update. The bulk of operating revenue for SamTrans comes from sales tax and they are anticipating a significant decline as are all transit agencies.

The CARES Act is providing some relief with \$25B allocated for transportation nationally and \$1.3B for the San Francisco area. These funds will be distributed through the MTC to local agencies. They should have specific information soon. She expressed gratitude to our legislators for their help. Jim Hartnett, SamTrans CEO, also expressed his appreciation for the SamTrans staff, our regional partners and the advocacy groups who helped to make this happen.

SamTrans is part of a task force organized by the California Transit Association to obtain additional statewide relief. However, the legislation won't return until May 4<sup>th</sup> at the earliest and it's expected that the focus will be on COVID-19 relief efforts. The state budget will be adopted by June 15<sup>th</sup> and will likely be quite different from the January proposed budget.

Tina reported that the micro-transit service in Pacifica will switch back to a fixed route service.

The SamTrans approved a contract at the April meeting for a pilot project for a subsidized taxi program to start after the "shelter in place" order is lifted.

## **PERFORMANCE SUMMARY**

Preliminary information for March was provided in the packet. Total ridership is way down; 13,784 compared with 25,000 last year. Average weekday ridership is 536. Cancellations are up. No shows are consistent with February. The number of individuals riding is lower and there are fewer new applicants. Taxi trips were lower at 31%; on time performance was good at 95%; and the average telephone time in queue met the standard.

## **COMMENT STATISTICS REPORT**

Tina reported fewer total comments. There were fewer policy questions with late trips being the most common.

## **SAFETY REPORT**

Patty Talbott reported one preventable accident in March with the taxi team.

## **LIAISON REPORTS**

### **Agency – Nancy Keegan**

None.

### **ERC – Mike Levinson**

No ERC meeting has been held since the review of the summary RFP to update the IVR system. No future meeting is planned.

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

Ben reported that there are many issues currently around IHSS concerns. They are reviewing the relief packages to see where advocacy is needed. They are working with legislators on SSI recipients of the 1619B program. Another concern is medical rationing. They are hearing that people with disabilities are checking into hospital and having equipment taken away and given to other non-disabled patients. Mike thought this was due to the lack of a written policy from hospitals on who gets priority.

### **Center for Independence (CID) – Ben McMullan**

Ben reported that CID is actively participating in national advocacy phone calls and keeping colleagues informed. They are posting on Facebook and Twitter encouraging people with disabilities to take the census survey. Dinae asked if someone could contact CID if they have not received a census form. Ben confirmed that this is possible. Mike and Sandra thought that census completion was very simple this time around.

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

Scott reported that CoA met on April 13<sup>th</sup> via Microsoft Teams. The guest speaker was Ron Visconti, founder of Phase II Careers, who spoke on “The Older Worker: An Untapped Resource.” He thought that they might hold a symposium next year to include presentations on the job market, financial options, insurance options including long term care, and a variety of other topics for older adults to help them continue to live in the Bay Area. There was no Transportation Committee report.

The next general meeting is on May 11<sup>th</sup> which will be held remotely.

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

Tina reported that the CTC meeting in March was cancelled.

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

Sandra reported that SAG Team C met on March 24<sup>th</sup> when they heard about progress on the SMC Climate Action for pedestrian and biking goals in unincorporated areas. The equity and access principles (as set forth in Measure W and SAG) remain in Team C’s priority planning and maintaining relationships with the PCC and others is an important part of the team’s work. The next virtual meeting is on April 28, 2020.

**OTHER BUSINESS**

Consumer Corps Report: Jane reviewed the 1Q2020 report that was distributed to the members. The report only covered January and February as March numbers dropped off dramatically. 14 riders submitted reports for the quarter; one new consumer had signed up in the first quarter and another had just signed up.

The next meeting will be on May 12<sup>th</sup> at 1:30pm.

The meeting adjourned at 2:41pm.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: David Olmeda April Chan  
Chief Operating Officer, Bus Chief Officer, Planning/Grants/TA

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – APRIL 2020**

**ACTION**

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

**SIGNIFICANCE**

In light of the County Order to shelter-in-place starting in mid-March due to COVID-19, ridership across all modes continue to experience a significant decline. At this time, Caltrain ridership data was not immediately available for this report.

The average weekday ridership across all modes (Caltrain ridership excluded) declined by 88.3 percent in the month of April 2020 compared to April 2019. The performance of the specific modes is as follows: average weekday ridership for Bus (-77.7%), Paratransit (-80.3%), Shuttles (-92.2%), and BART (-95.3%).

The total ridership across all modes (Caltrain ridership excluded) for the month of April 2020 declined by 87.8 percent compared to last year, April 2019. The performance of the specific modes is as follows: monthly ridership for Bus (-77.2%), Paratransit (-79.4%), Shuttles (-92.2%), and BART (-95.3%).

The Coronavirus (COVID-19) pandemic and the resulting March 17 shelter-in-place health order had a negative impact on ridership across all modes. On Sunday, April 26, 2020, SamTrans modified its service and implemented an augmented Saturday schedule, reducing service by approximately 40 percent. Furthermore, on Monday, May 4, SamTrans' OnDemand service reverted to the original FLX Pacifica route in the Linda Mar neighborhood of Pacifica.



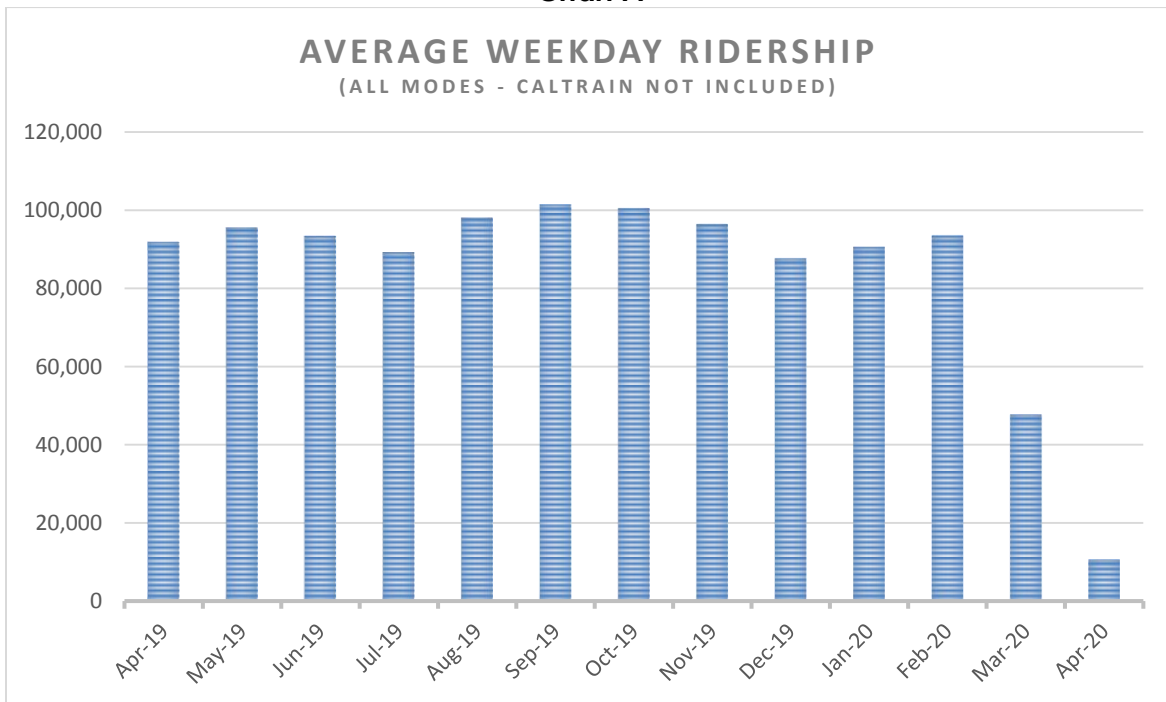
**AVERAGE WEEKDAY RIDERSHIP (AWR): April 2020 compared to April 2019**

**Table A  
Average Weekday Ridership**

<b>April 2020 Average Weekday Ridership</b>				
<b>Mode</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>Percent Change</b>
Bus	35,670	33,460	7,460	-77.7%
Paratransit	1,200	1,170	230	-80.3%
Shuttles	12,020	11,610	900	-92.2%
<b>Subtotal</b>	<b>48,890</b>	<b>46,250</b>	<b>8,590</b>	<b>-81.4%</b>
BART Extension (No Daly City)	46,120	45,640	2,130	-95.3%
<b>Grand Total</b>	<b>95,000</b>	<b>91,890</b>	<b>10,710</b>	<b>-88.3%</b>
Weekdays	22	21	22	

<b>April 2020 Year-to-date</b>				
<b>Mode</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>Percent Change</b>
Bus	36,700	35,140	32,560	-7.3%
Paratransit	1,210	1,160	970	-16.4%
Shuttles	11,740	11,370	9,920	-12.8%
<b>Subtotal</b>	<b>49,650</b>	<b>47,670</b>	<b>43,440</b>	<b>-8.9%</b>
BART Extension (No Daly City)	47,040	45,800	38,160	-16.7%
<b>Grand Total</b>	<b>96,690</b>	<b>93,470</b>	<b>81,600</b>	<b>-12.7%</b>

**Chart A**



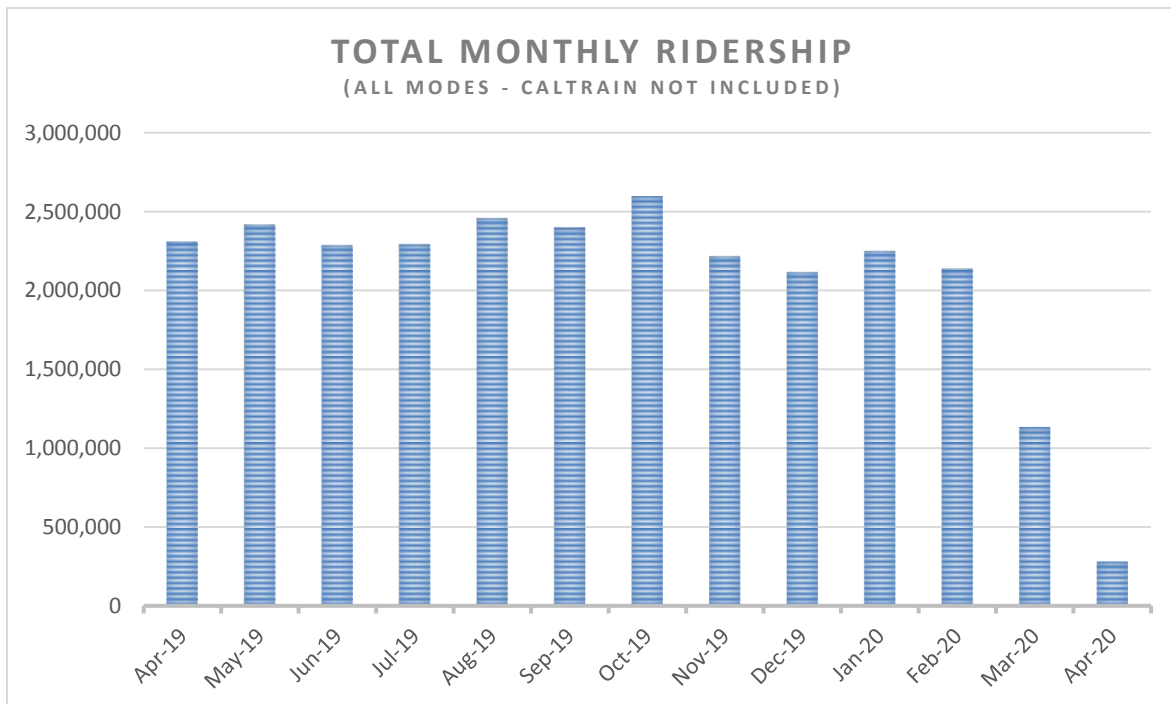
**MONTHLY TOTAL RIDERSHIP: April 2020 compared to April 2019**

**Table B  
Total Monthly Ridership**

<b>April 2020 Total Monthly Ridership</b>				
<b>Mode</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>Percent Change</b>
Bus	897,250	883,350	201,730	-77.2%
Paratransit	29,140	28,900	5,940	-79.4%
Shuttles	252,860	254,370	19,730	-92.2%
<b>Subtotal</b>	<b>1,179,250</b>	<b>1,166,620</b>	<b>227,390</b>	<b>-80.5%</b>
BART Extension (No Daly City)	1,131,790	1,141,040	53,890	-95.3%
<b>Grand Total</b>	<b>2,311,050</b>	<b>2,307,660</b>	<b>281,280</b>	<b>-87.8%</b>
Weekdays	22	21	22	

<b>April 2020 Year-to-date</b>				
<b>Mode</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>Percent Change</b>
Bus	9,300,890	8,893,530	8,189,760	-7.9%
Paratransit	294,990	282,760	240,660	-14.9%
Shuttles	2,488,530	2,424,830	2,109,010	-13.0%
<b>Subtotal</b>	<b>12,084,410</b>	<b>11,601,120</b>	<b>10,539,430</b>	<b>-9.2%</b>
BART Extension (No Daly City)	11,627,660	11,243,350	9,333,610	-17.0%
<b>Grand Total</b>	<b>23,712,070</b>	<b>22,844,470</b>	<b>19,873,040</b>	<b>-13.0%</b>

**Chart B**



## SAMTRANS BUS FARE USAGE: April 2020

Due to the suspension of all fare collection starting Wednesday, March 25, 2020, there are no data available for riders by fare category for the month of April 2020.

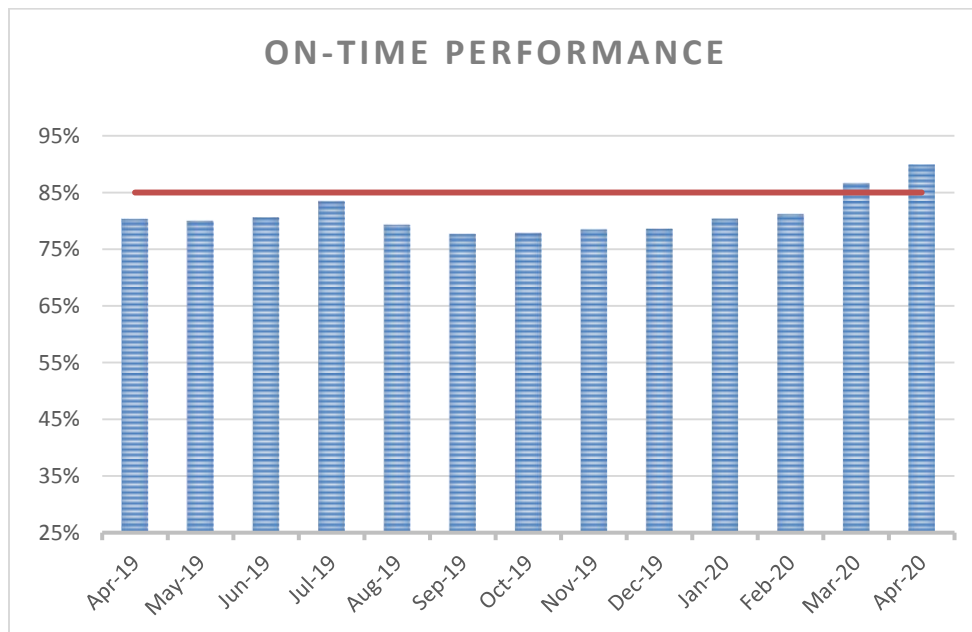
## ON-TIME PERFORMANCE: April 2020

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 April 2020 was **89.9 percent**.

Following the stay-at-home order, which barred all but essential travel, car traffic plunged dramatically. On-Time Performance benefited from the improved traffic conditions in the region. Social Distancing (applying social distancing guidelines on buses) and major detours due to on-going construction projects across San Mateo County are causing the most "lates." Moreover, routes that experience increased ridership are supported with additional buses to ensure adequate social distancing.

Chart C



## **SAMTRANS PROMOTIONS: April 2020**

### **FLX Pacifica Returns Campaign**

On Monday, May 4, SamTrans' OnDemand pilot concluded and service reverted back to the original FLX Pacifica route in the Linda Mar neighborhood of Pacifica. The last day of OnDemand operation was Friday, May 1. The original FLX Pacifica shuttle operates in a loop that starts and ends at the Linda Mar Park & Ride, approximately twice an hour. Riders can access shopping centers, parks, community centers, libraries, schools and other key destinations on the FLX.

As part of the Communications plan, SamTrans launched a collaborative campaign to get the message out to riders previously using OnDemand service as well as non-riders at home that are adhering to the shelter-in-place orders. Communications included website updates, a new release, blog post, organic social media posts and Via in-app messaging to existing customers. For direct rider touch points, Customer Experience printed onboard fliers in Chinese, English and Spanish for riders to pick up. Temporary signs were placed at each FLX stop in the service area and onboard audio/visual messaging ran on all connecting routes to the FLX. Outreach to schools and senior centers will be an ongoing effort as public health orders are lifted. Paid campaign strategies included a printed mailer to all residents in the Linda Mar area, geo-targeted digital/social media ads, an e-mail blast and local area print ads. The campaign will run through June 8.

### **SamTrans Youth Ambassador Program**

Due to COVID-19 and the shelter-in-place order, the 2019-2020 SamTrans Youth Ambassador Program has closed. Volunteers have been informed and thanked for their service.

Furthermore, with so much unknown regarding phases of lifting public health restrictions and the uncertainty regarding when and how schools will reopen, the Youth Ambassador Program is cancelled for the 2020-2021 School Year.

### **SamTrans Marketing through Shelter in Place**

In everything we do as brand, context matters. Beyond the basic actions taken to protect employees and businesses during a crisis, brands can either help or hinder our collective experience. When a cultural moment shifts as dramatically as it has in the face of COVID-19, it is important that as a brand, we address the issue with tact, empathy and mindful marketing.

What does that mean? In challenging times and a fast-changing global landscape, communicating SamTrans brand identity and values remains important.

The Marketing through Shelter in Place Plan manages the SamTrans narrative through the current crisis in an effort to prevent any long-term damage to the brand or customer base by making strategic marketing decisions. We do this by focusing on three key goals:

1. Maintain customer focus
2. Increase content marketing
3. Coordinate communication

How do we do that?

**Phase 1 (Current Phase):** Staying engaged and aware by considering several major tasks during a pandemic:

1. Demonstrate how SMCTD is mitigating the spread of the disease
2. Consistently communicate service changes during the pandemic
3. Manage workforce impacts
4. Crisis communication
5. Empathetic marketing

Ultimately, we want to keep people informed and communicate in response to the crisis, as it pertains to SamTrans.

What we have done so far:

- Updates to [www.samtrans.com/covid-19](http://www.samtrans.com/covid-19) highlighting service changes, face coverings, social distancing and content covered in news releases
- Updated social media posts
- Series of videos capturing current situation / frontline employees / etc.
- Continuing to adjust marketing campaigns and scheduled content timelines

**Phase 2 (Pandemic slows down):** Analyzing metrics and reach of paid campaign: Assess where we are with messaging. There are plans to launch a pulse survey to understand what impact COVID-19 will have on ridership, once the shelter-in-place order has been rescinded. This may inform the following:

1. The financial implications of the virus,
2. Level of returning ridership
3. Attitudes towards safety and riding public transit

**Phase 3 (Revamping service):** Adjusting messaging to encourage transit use: Messaging modified upon results of pulse survey and evaluation of engagement through online platforms.

# SamTrans Digital Metrics - APRIL 2020



## New Followers

**+142**

**Apr 20 - 10,553**

Mar 20 - 10,411

Apr 19 - 9,047

## SamTrans.com Sessions

**Apr 20 - 43,967**

Mar 20 - 78,583

Apr 19 - 125,991

## Top Tagged Issues

1. COVID (54)
2. Media Mention (11)
3. Compliment (7)
4. Complaint (5)
5. FLX (3)

## Social Engagement

### Video Views

**25,691** (Mar: 14,611)

### Content Impressions

**251,637** (Mar: 815K)

### Interactions

**6,854** (Mar: 16,054)

## Yelp & FB Rating

**2.8 (of 5 stars)**

(0 April reviews)



@SamTrans

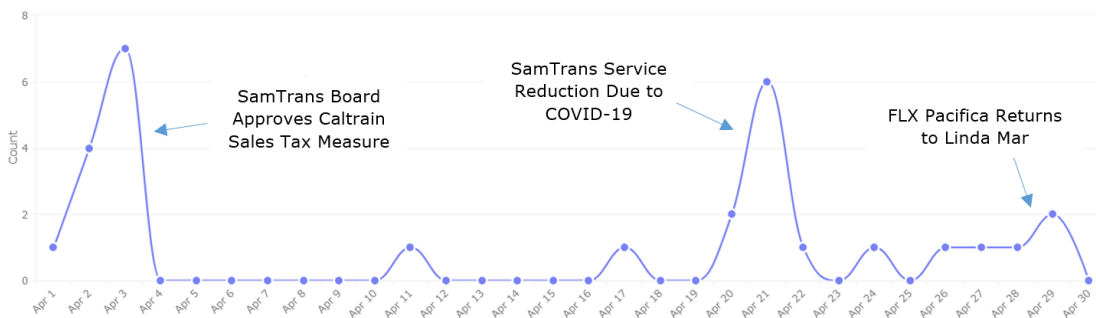


@gosamtrans



@samtrans

## SamTrans News Coverage Report – April 2020



Total # of articles: 29 (compared to 39 in March)

Prepared by: Alex Lam, Senior Planner  
 Christina Valiente, Marketing Outreach Manager  
 James Namba, Marketing Specialist  
 Jeremy Lipps, Digital Communications Manager

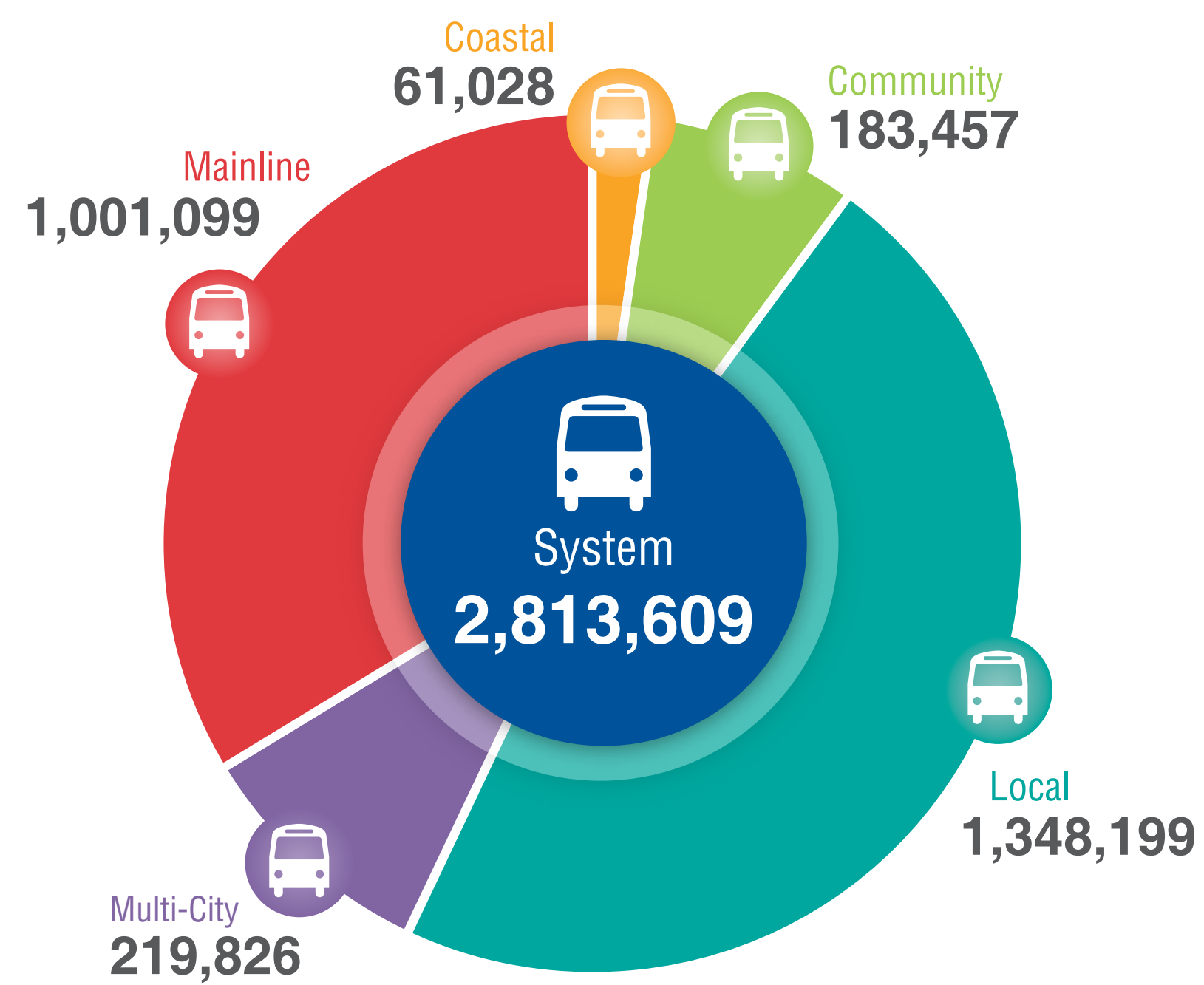
650-508-6227  
 650-508-7763  
 650-508-7924  
 650-508-7845



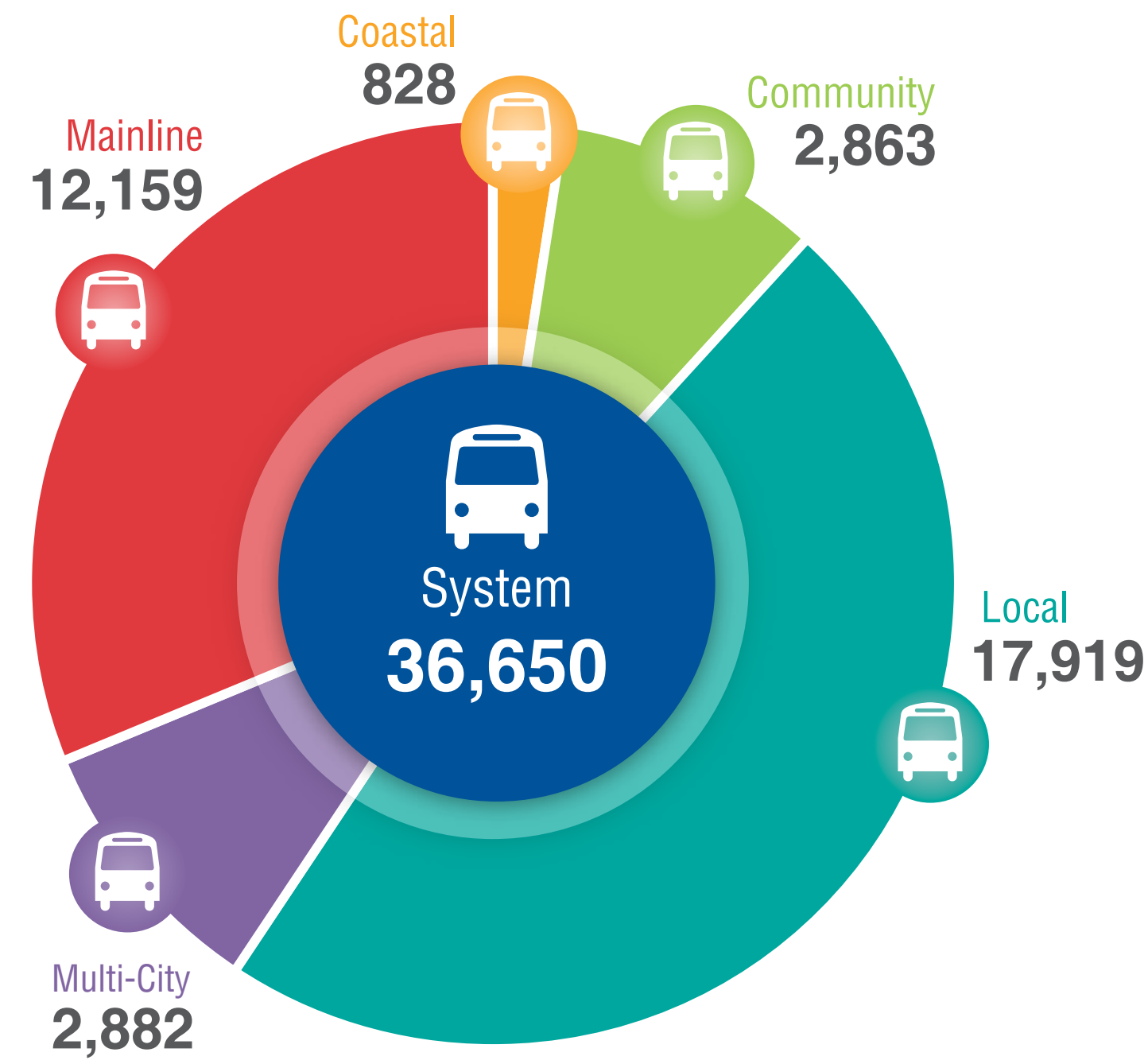
# FY20 SamTrans Service Statistics

## Quarterly Report (Oct-Dec)

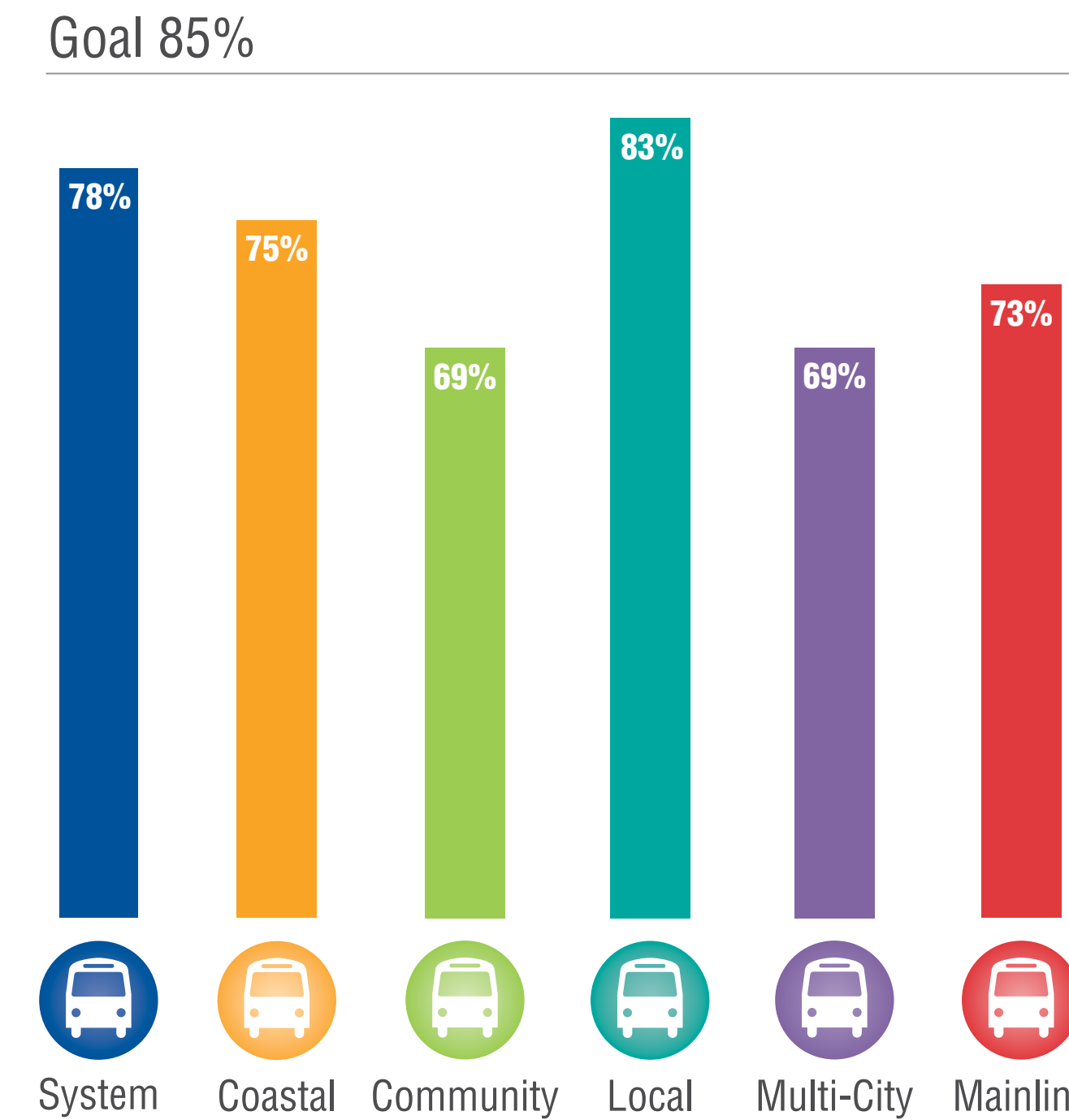
### TOTAL PASSENGERS



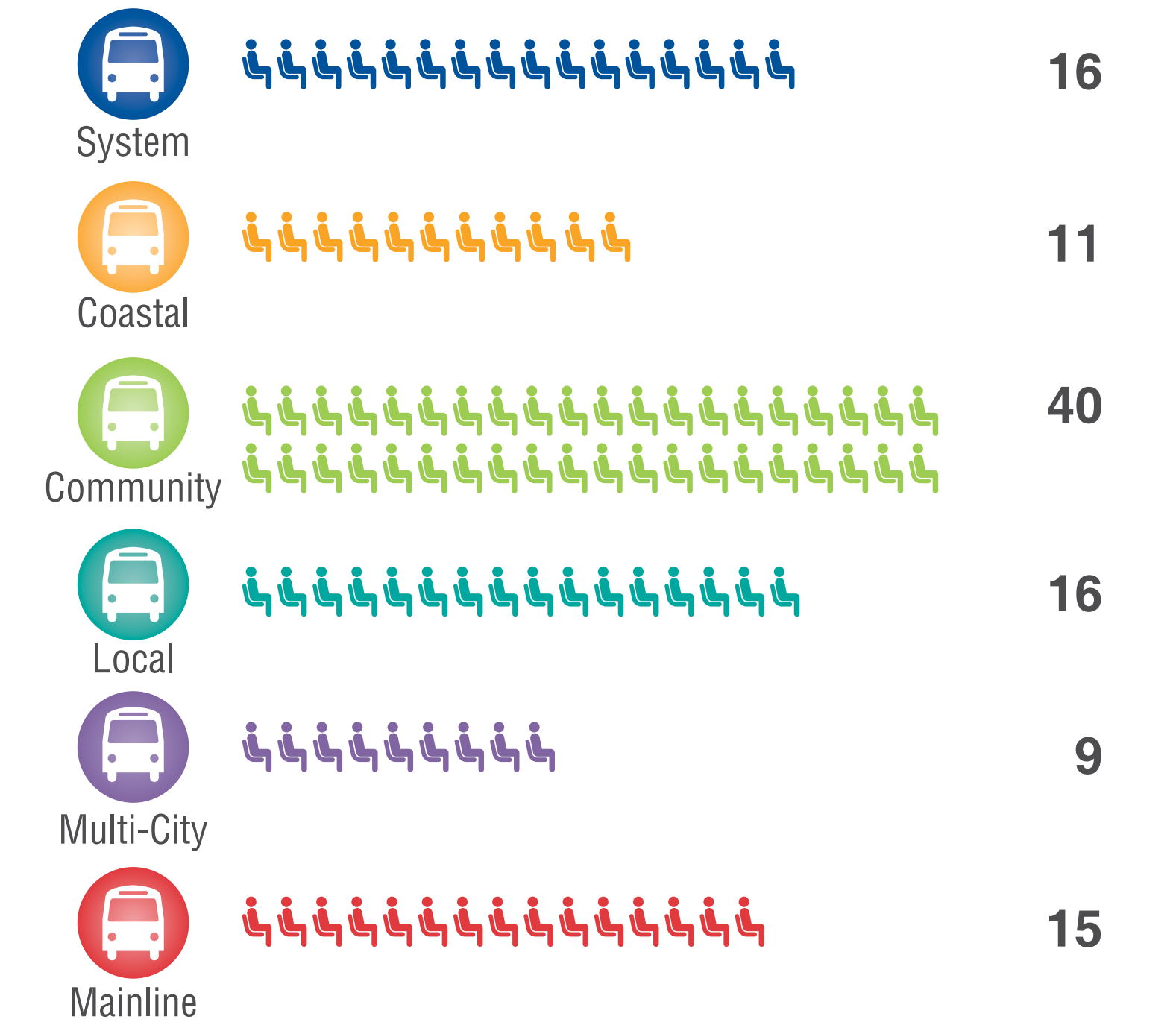
### AVERAGE WEEKDAY RIDERSHIP



### WEEKDAY ON-TIME PERFORMANCE



### WEEKDAY PASSENGERS/VEHICLE REVENUE HOUR



**Coastal:** Routes serving the coast community – from Half Moon Bay to Pacifica. (Routes 16, 17, etc...)

**Community:** Infrequent, community-specific routes which do not operate during off-peak hours. (Routes 14, 58, etc...)

**Local:** Routes designed to carry passengers between major passenger hubs, employment centers, and residential neighborhoods. (Routes 110, 120, 250, 280, etc...)

**Multi-City:** Routes serving multiple cities, including some offering express or late-night service. (Routes 295, 398, FCX, etc...)

**Mainline:** Long-distance routes serving significant portions of the county, generally at higher frequency. (Routes 292, ECR & ECR Rapid)

### TOTAL MILES TRAVELED



### PREVENTABLE ACCIDENTS



### MILES BETWEEN PREVENTABLE ACCIDENTS



### SERVICE CALLS



### MILES BETWEEN SERVICE CALLS



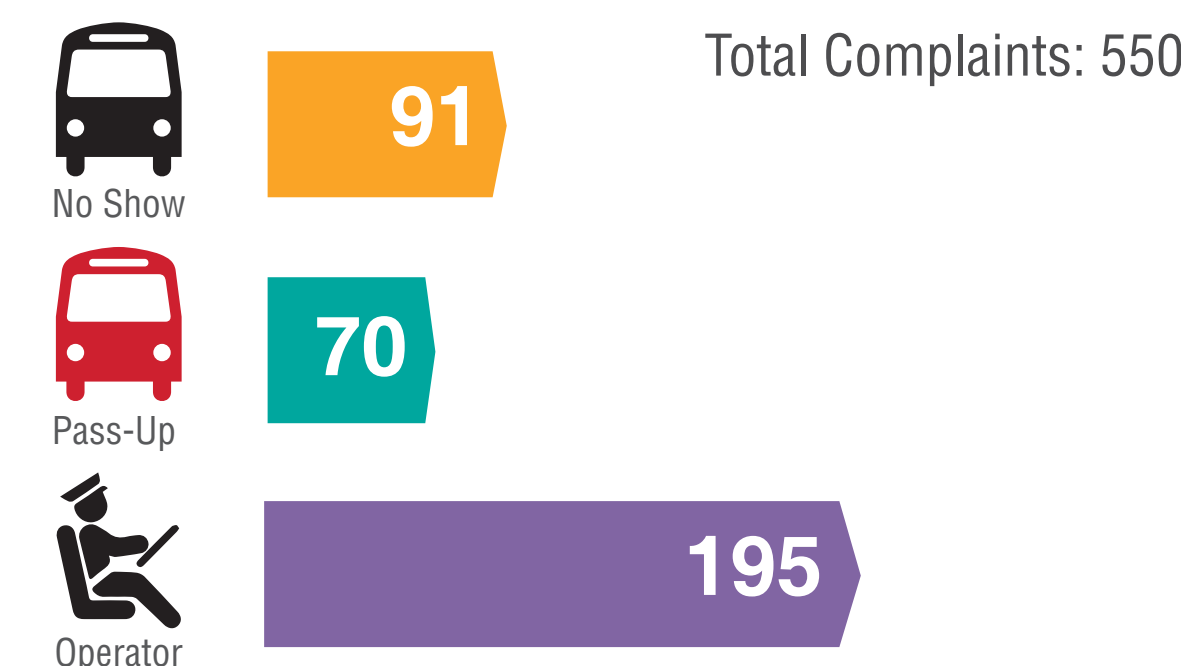
### DID NOT OPERATE



### DID NOT OPERATE/100,000 Trips



### TOP 3 COMPLAINTS



### COMPLAINTS/100,000 Boardings



### FAREBOX RECOVERY RATIO

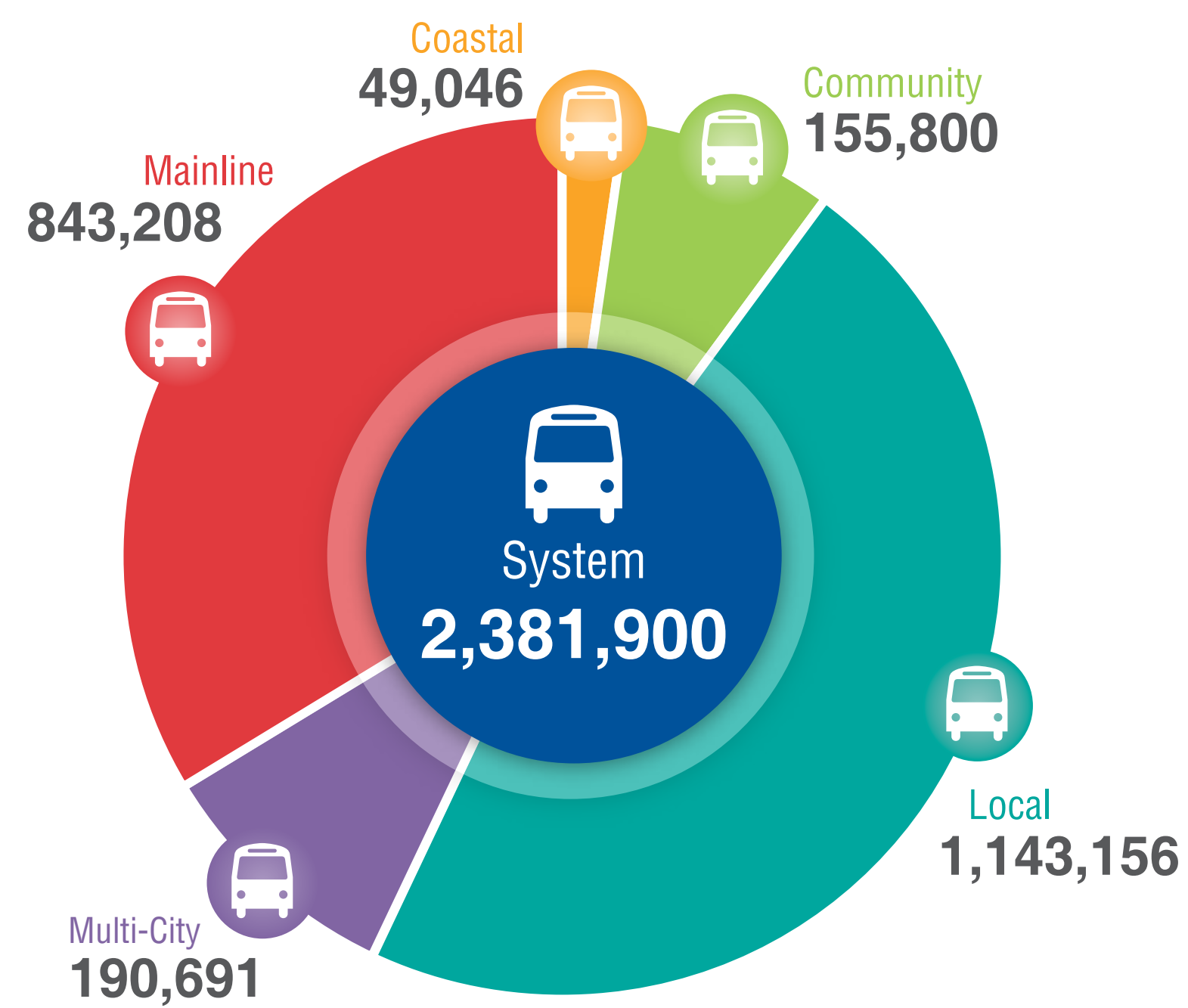




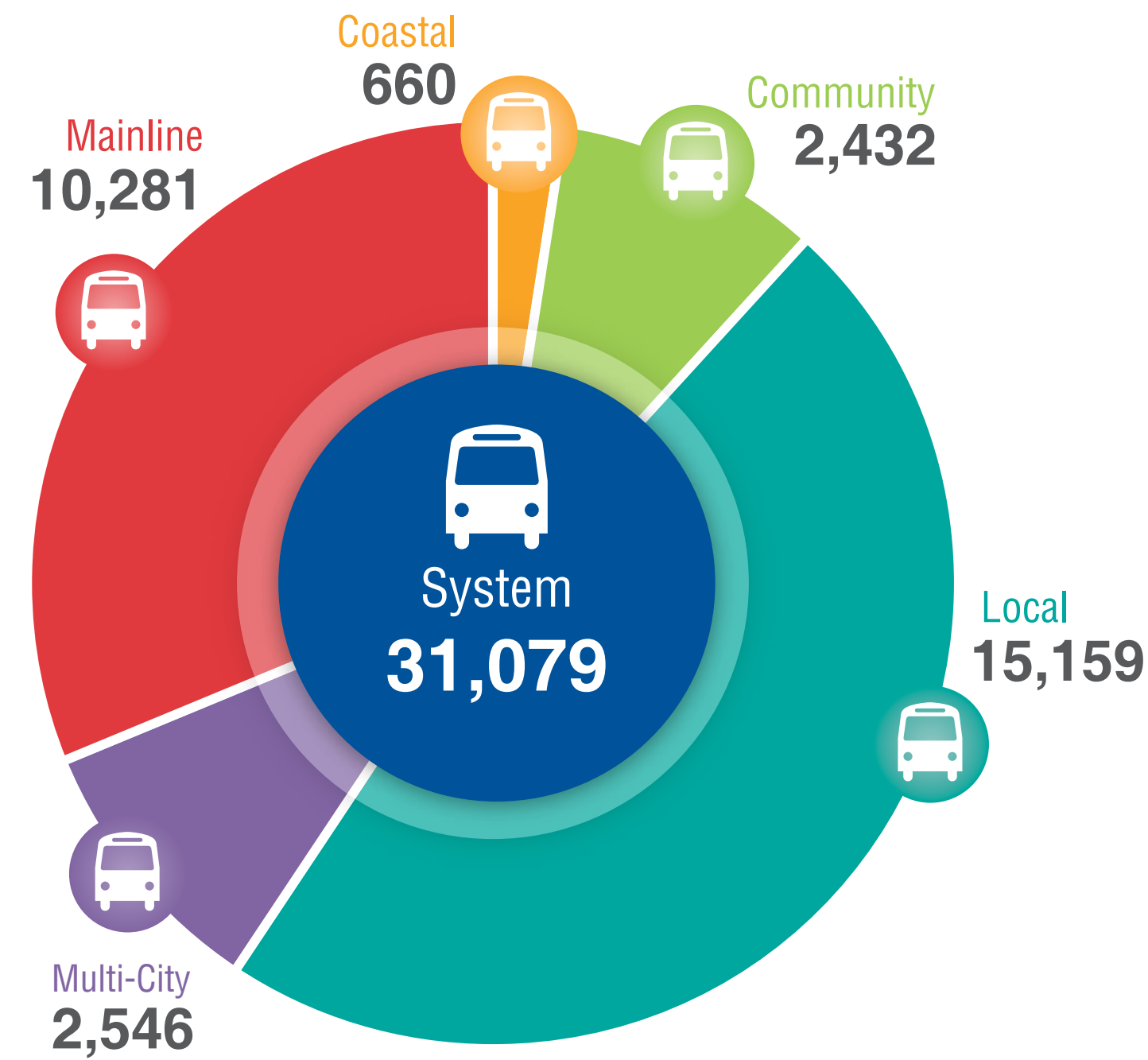
# FY20 SamTrans Service Statistics

## Quarterly Report (Jan-Mar)

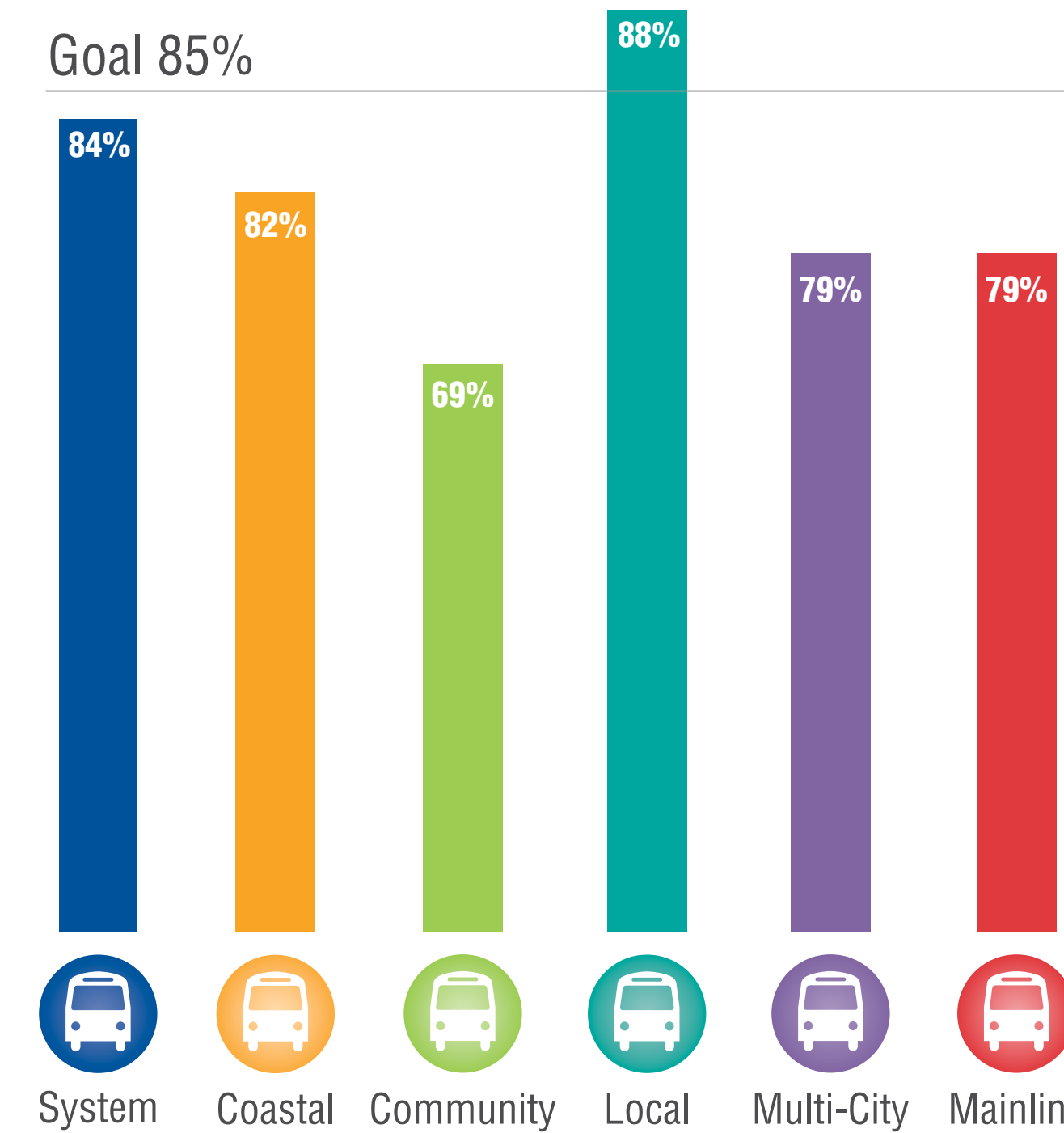
### TOTAL PASSENGERS



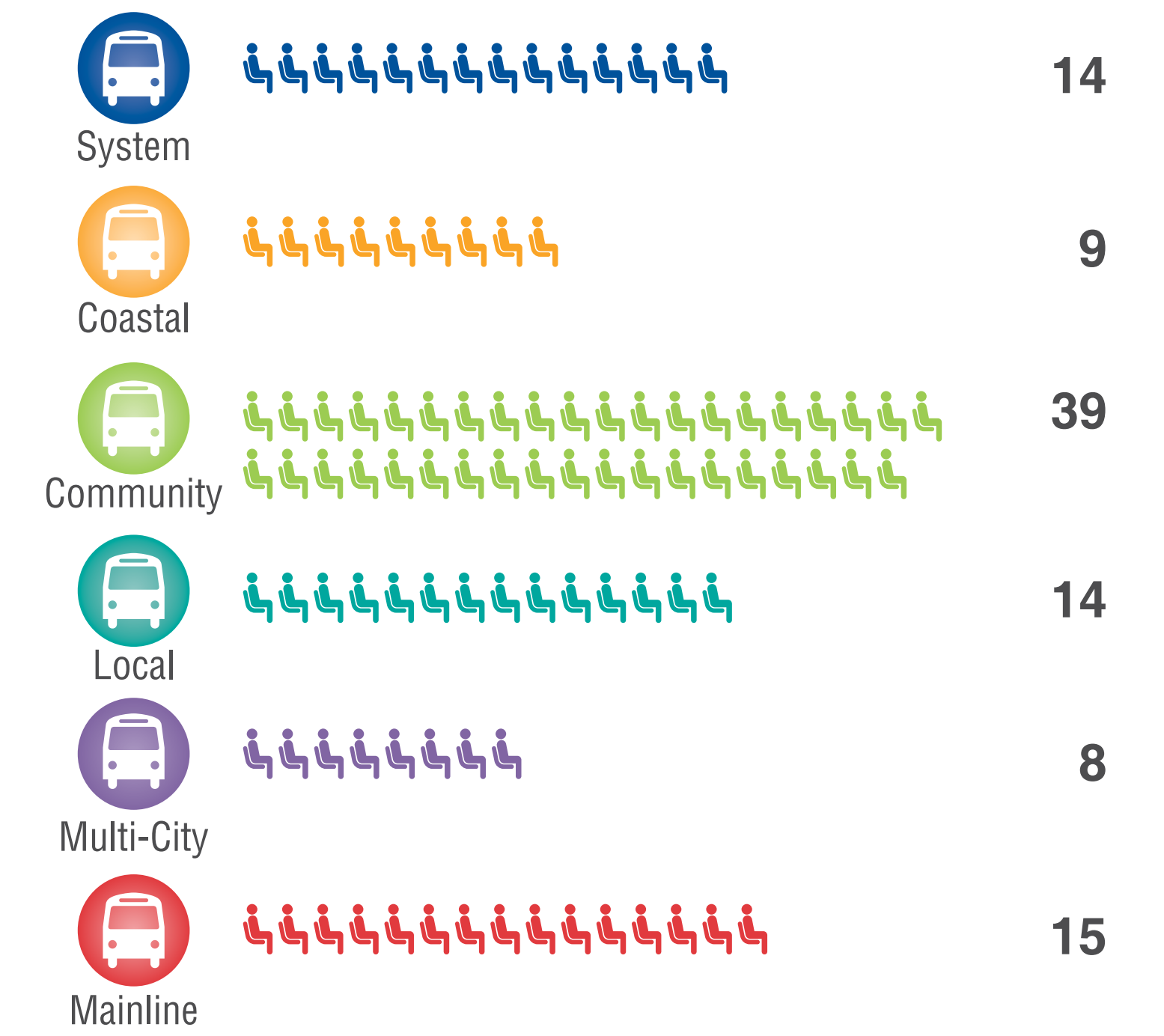
### AVERAGE WEEKDAY RIDERSHIP



### WEEKDAY ON-TIME PERFORMANCE



### WEEKDAY PASSENGERS/VEHICLE REVENUE HOUR



**Coastal:** Routes serving the coast community – from Half Moon Bay to Pacifica. (Routes 16, 17, etc...)

**Community:** Infrequent, community-specific routes which do not operate during off-peak hours. (Routes 14, 58, etc...)

**Local:** Routes designed to carry passengers between major passenger hubs, employment centers, and residential neighborhoods. (Routes 110, 120, 250, 280, etc...)

**Multi-City:** Routes serving multiple cities, including some offering express or late-night service. (Routes 295, 398, FCX, etc...)

**Mainline:** Long-distance routes serving significant portions of the county, generally at higher frequency. (Routes 292 & ECR)

### TOTAL MILES TRAVELED



### PREVENTABLE ACCIDENTS



### MILES BETWEEN PREVENTABLE ACCIDENTS



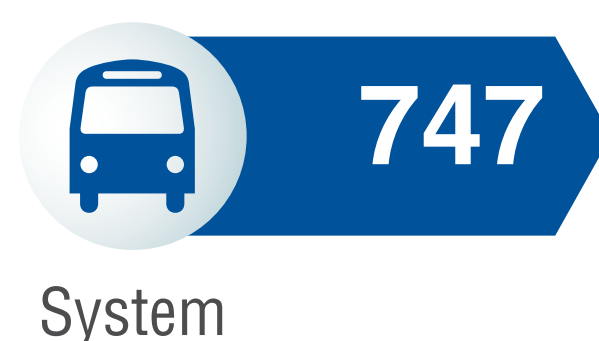
### SERVICE CALLS



### MILES BETWEEN SERVICE CALLS



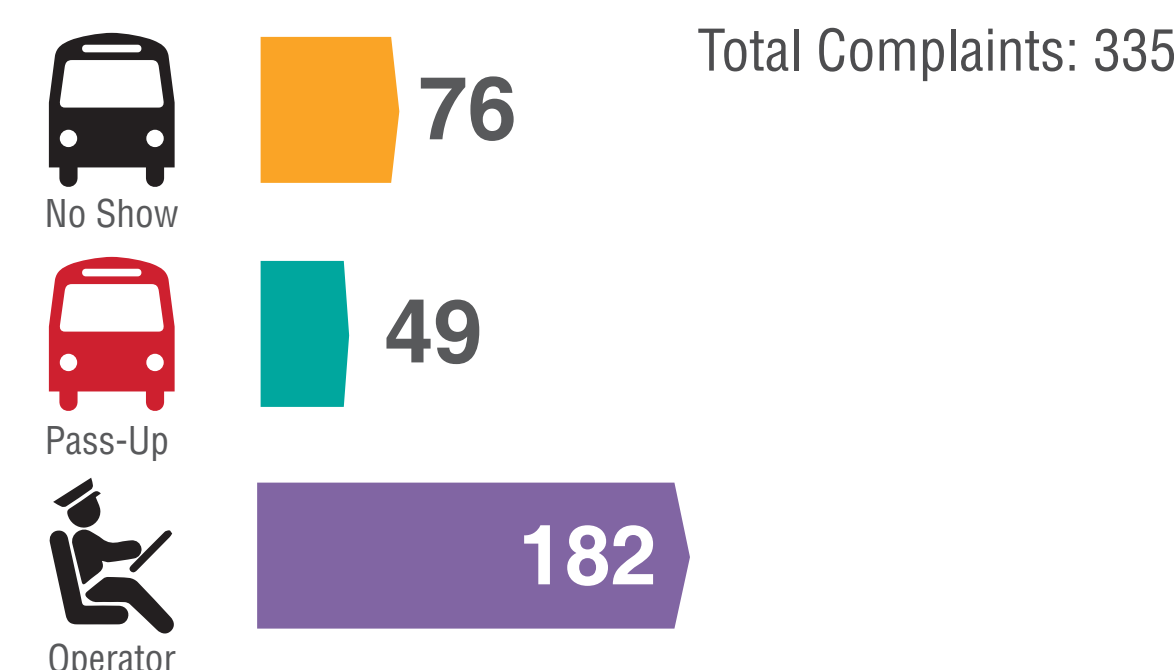
### DID NOT OPERATE



### DID NOT OPERATE/100,000 Trips



### TOP 3 COMPLAINTS



### COMPLAINTS/100,000 Boardings



### FAREBOX RECOVERY RATIO







**BOARD OF DIRECTORS 2020**

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

JIM HARTNETT  
GENERAL MANAGER/CEO

**AGENDA**

**FINANCE COMMITTEE  
COMMITTEE OF THE WHOLE**

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

**WEDNESDAY JUNE 3, 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 May 6, 2020
3. Adoption of FY 2021 Operating and Capital Budgets
4. Award of Contract for Website Redesign and Development
5. Award of Contracts for Investment Management and Custody Services
6. Authorize the Purchase of Twenty-one Non-revenue Support Vehicles Through State of California Department of General Services Contracts
7. Approval of an Amended and Restated Measure W Sales Tax Administration Agreement and Measure W Sales Tax Transfer Agreement
8. Award of Contract for Law Enforcement Services
9. Adjourn

Committee Members: Josh Powell (Chair), Ron Collins, Charles Stone

NOTE:

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

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

MINUTES OF FINANCE COMMITTEE MEETING /  
COMMITTEE OF THE WHOLE  
MAY 6, 2020

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

## 1. CALL TO ORDER

Committee Chair Josh Powell called the meeting to order at 3:21 pm.

## 2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF APRIL 1, 2020

Motion/Second: Guilbault/Matsumoto

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

Absent: None

## 3. AWARD OF CONTRACT FOR SOUTH BASE BUS FACILITY GAS LINE REPLACEMENT PROJECT

Concepcion Gayotin, Procurement Manager, Contracts and Procurement, presented the staff report.

Motion/Second: Stone/Groom

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

Absent: None

## 4. UPDATE ON SAN MATEO COUNTY TRANSPORTATION AUTHORITY'S ADMINISTRATION OF MEASURE W SALES TAX AND PLANS TO ISSUE BONDS TO FINANCE A LOAN FOR CONSTRUCTION OF US 101 EXPRESS LANES PROJECT

Derek Hansel, Chief Financial Officer, presented a staff report.

Director Dave Pine asked if toll revenues would be used to repay the loan; Mr. Hansel said yes.

Mr. Hansel provided details for financing the loan.

**5. ADJOURN**

The meeting adjourned at 3:32 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

FROM: Jim Hartnett  
General Manager/CEO

THROUGH: David Olmeda  
Chief Operating Officer, Bus

Derek Hansel  
Chief Financial Officer

SUBJECT: **ADOPTION OF INTERIM OPERATING BUDGET FOR THE FIRST QUARTER OF FISCAL YEAR 2021 AND CAPITAL BUDGET FOR FISCAL YEAR 2021**

**ACTION**

Staff proposes the Committee recommend the Board of Directors (Board) adopt the Interim Operating Budget for the first quarter of the Fiscal Year 2020-2021 (FY2021) in the amount of \$63,471,259 (Interim Operating Budget) and the Capital Budget for FY2021 in the amount of \$5,585,273.

**SIGNIFICANCE**

As COVID 19 has had a dramatic impact on the operations and finances of all transit agencies nation-wide, and given that the full effects of this pandemic are still unfolding, staff has prepared an Interim Operating Budget for the first quarter of FY2021, and a Capital Budget for FY2021. The proposed Interim Operating Budget proposal reflects staff's expectations of expenditures tied to essential services that will be required as the COVID 19 crisis continues to unfold. The Initial Capital Budget is limited to work on projects only where funds are available through prior-year savings, and does not assume access to new revenues.

Staff anticipates gaining more clarity on the pandemic's impact on ridership, sales taxes and other sources of revenue for the San Mateo County Transit District (District), including federal and state support of public transit agencies, over the coming months. Staff plans to return to the Board at it September 3, 2020 meeting to present an Operating Budget for the remainder of FY2021 and an updated FY2021 Capital Budget.

**INTERIM OPERATING BUDGET NARRATIVE**

The following narrative describes the proposed Interim Operating Budget, for the first three months (July through September) of FY2021 by line item. Each section has a reference to a page number and line item that correspond to the Financial Statement as shown on attachment A.

## **SUMMARY PAGE: SOURCES AND USE OF FUNDS (PAGE 1)**

### **SOURCES OF FUNDS: OPERATING REVENUE SUMMARY**

The District's sources of funds are derived from transit passenger fares and various federal, state, and local funding sources. Some state and federal funds are discretionary allocations, whereas others are based on a formula allocation. The District competes for discretionary funds on a project-by-project basis; formula-based funds are allocated by the federal, state or regional legislatures. Sales Tax revenues are the largest contribution of funds and include the District Sales Tax implemented in 1982 and Measure W Sales Tax that the County voters approved on November 2018. The District also receives funding from the Bay Area Air Quality Management District (BAAQMD) and San Mateo County Transportation Authority (TA) for Shuttle services. Other revenues include interest income, rental revenues, and advertising.

### **PASSENGER FARES (Summary Page 1, line 1)**

Passenger Fares include farebox receipts for both Motor Bus fixed route and paratransit programs (also referred to as "Americans with Disabilities Act (ADA) Programs"). Since the beginning of March 2020, as the news of the pandemic increased, ridership levels started to drop and significantly declined with the County of San Mateo's Shelter in Place Order issued on March 16, 2020. Collection of passenger fares have been temporarily suspended to comply with social distancing orders and Staff expects this practice will continue through the first quarter of FY2021; therefore Passenger Fare revenues are projected to be \$0 for the proposed Interim Operating Budget. This is lower by \$3.7M or 100% less than the in the first quarter of the FY2020 Operating Budget. For further details on Passenger Fare Revenue, please reference Motor Bus Passenger Fares (page 2, line 1 of the Financial Statement) and A.D.A. Passenger Fares (page 2, line 23) of the Financial Statement).

### **LOCAL TDA/ STA FUND (Summary Page 1, line 2)**

Transit Development Act (TDA) funds are derived from a ¼ cent general sales tax collected statewide for the improvement of public transportation services with allocation based on estimates provided by the Metropolitan Transportation Commission (MTC) on a population formula. The State Transit Assistance (STA) funds are derived from a tax on diesel fuel and allocated in accordance with MTC estimates on a population-based formula and a revenue-based formula. Prior to COVID 19, both funds were in decline as tax revenues softened and diesel fuel prices weakened. MTC has recently lowered their estimates further due to COVID 19. The recent estimates from MTC are reflected in the proposed FY2021 Interim Budget. Revenues in the proposed Interim Operating Budget are \$9.6 million, which is lower by \$5.4 million, or 35.9%, compared to the first quarter of the FY2020 Operating Budget.

### **PASS THROUGH TO OTHER AGENCIES (Summary Page 1, line 3)**

Pass Through revenues reflect additional Cycle 5 funding for the City of Menlo Park to service the Menlo Park Crosstown Shuttle and for the San Mateo County Human Services Agency for transportation services for low-income residents. The corresponding expense can be seen on page 1, line 25 of Attachment A.

**OPERATING GRANTS (Summary Page 1, line 4)**

Operating Grants include Federal Transit Administration (FTA), State and local funding for specific projects that are reflected in the proposed Interim Operating Budget. They include both Motor Bus Operating Grants (page 2, line 7 of Attachment A), and ADA Operating Grants (page 2, line 26 of Attachment A). Operating grant revenues are aligned with corresponding project expenses within the proposed Interim Operating Budget. Operating Grants for the proposed FY2021 Interim Operating Budget are \$316,000, which is \$84,000 or 36.5% higher compared to the first quarter of the FY2020 Operating Budget. This increase is due to having more grants-funded projects in FY2021 with offsets from lower local funds derived from bridge toll revenues. Details of these grants are discussed further under Operating Revenue; Motor Bus Operating Grants (page 2, line 7 of Attachment A) and ADA Operating Grants (page 2, line 26 of Attachment A).

**SMCTA MEASURE A (Summary Page 1, line 5)**

San Mateo County Transportation Authority (TA) Measure A reflects funding for the following two items: 1) The District's member agency contributions to the Peninsula Corridor Joint Powers Board (JPB) for Caltrain operations, and 2) TA contributions for Paratransit operating expenses. The TA Measure A funds for Caltrain are passed directly through to JPB (see page 1, line 23). TA Measure A funds for the District's Caltrain contributions are \$4.5 million, which is higher by \$63,000 or 1.4% compared to the first quarter of the FY2020 Operating Budget, due to increased JPB Members Contributions required in the first quarter but offset by lower contributions for paratransit operations. The details are further explained below with reference under Operating Revenue; Measure A Redi-Wheels (page 2 line 29 of Attachment A), and Transfer from SMCTA for Caltrain (page 2, line 34 of Attachment A).

**AB434, TA FUNDED SHUTTLES & OTHER (Summary Page 1, line 6)**

Includes the TA contributions, AB434 California Clean Air Act funding from Bay Area Air Quality Management District, and employers' shares of costs of operating shuttle services between the employers' work sites and BART stations within San Mateo County. Revenues in the proposed FY2021 Interim Operating Budget are slightly higher than in the first quarter of the FY2020 Operating Budget.

**SOURCES OF FUNDS: OTHER REVENUE SOURCES SUMMARY****DISTRICT SALES TAX REVENUES (Summary Page 1, line 9)**

The District's original one-half cent sales tax was authorized by San Mateo County voters at the November 1974 election when the Measure to form the San Mateo County Transit District was approved. Pursuant to this authority, the District's Board of Directors acted to impose the sales tax in 1981. These funds have been collected since July 1, 1982 and provide operating revenues to cover the annual shortfall in operating revenues, local match for federal operating grants, capital programs, and debt service. Due to COVID 19's impact on the economy, District Sales Tax Revenue have been lowered, the proposed FY2021 Interim Budget is \$20.9 million which is lower by \$1.9 million or 8.1% than in the first quarter of the FY2020 Operating Budget.

**MEASURE W SALES TAX (Summary Page 1, line 10)**

Measure W funds were approved by county voters In November 2018, and authorized a half-cent sales tax for a 30 year term through June 30, 2049. As with District Sales tax, Measure W revenue estimates for the proposed FY2021 Interim Budget have been reduced by \$0.9 million or 8.1% than in the first quarter of the FY2020 Operating Budget.

**INVESTMENT INTEREST INCOME (Summary Page 1, line 11)**

Portfolio Interest: The District's investable fund balances are invested by The District' investment manager according to The District' approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for the proposed Interim Budget is slightly higher by 0.8% than in the first quarter of the FY2020 Operating Budget due to higher fund balances invested.

**OTHER INTEREST, RENT & OTHER INCOME (Summary Page 1, line 12)**

This line includes Motor Bus Rental Income, Advertising, ADA Measure M, Dumbarton Corridor Rentals, as well as change card revenues, and Late Night Owl Service. The FY21 proposed Interim Budget reflects an increase of \$41,000 or 2.4% due mostly to timing of revenue items.

**DUE FROM PCJPB, , SMCTA, SMCELJPA & SAMTRA CAPITAL W&B (Summary Page 1, line 13)**

This line item is an accounting for the recovery associated with the District's managing agency role. Though the Peninsula Corridor Joint Powers Board (JPB), San Mateo County Transportation Authority (TA), and San Mateo County Express Lane Joint Powers Authority (SMCELJPA) are legally separate and independent entities, the District serves as their managing agency. The District's proposed FY2021 Interim Operating Budget identifies costs for staff members' wages and benefits (W&B) as well as their associated CalPERS and Retiree Medical Benefits that are wholly or partially attributable to the JPB, TA, SMCELJPA and/or District Capital Programs. Those costs are subject to full reimbursement by the JPB, TA and SMCELJPA, and/or District Capital Programs. Federal rules and regulations permit the recovery of overhead expenses and indirect costs if they are part of an approved Cost Allocation Plan. The FTA approved the District's current plan and overhead amounts in 2018 to address support functions that benefit the other agencies such as Human Resources and Payroll. The proposed Interim FY2021 Budget is \$8.8 million which is lower by \$558,000 or 6.0% and due mostly to lower fringe benefit rates as well as reduced allocation of the CalPERS and Retire Medical costs

## **USES OF FUNDS: OPERATING EXPENSE SUMMARY**

### **DUE TO PCJPB, SMCTA, SMCELJPA & SAMTRA CAPITAL W&B (Summary Page 1, line 20)**

Connected to the line item 14, this line reflects the costs incurred by the District on behalf of the JPB, TA, SMCELJPA and District Capital Programs. The District's proposed Interim Operating Budget has accounted for all staff members' wages and benefits (W&B) that are wholly or partially attributable to the JPB, TA, SMCELJPA and/or District Capital Programs. Those costs are subject to full reimbursement as discussed above and are equal to the line 14 of the summary page 1 of Attachment A.

### **MOTOR BUS (Summary Page 1, line 21)**

Total funding required for the District's Motor Bus Operations reflected in the proposed Interim Operating Budget for FY2021 is \$44.6 million which is \$2.1 million or 5.1% higher compared to FY2020 Q1 Budget. This is due primarily to higher allocation of payment for unfunded CalPERS and OPEB liability in wage and benefits (\$1.1 million), Technical Services (\$258,000), Other Services (\$268,000), and higher Contract Bus Service (\$288,000). Each line item that comprises the Motor Bus operating expense will be discussed in more detail below and as shown on page 3 of Attachment A.

### **A.D.A PROGRAM (Summary Page 1, line 22)**

Total funding required for the District's ADA Interim Operating Budget for FY2021 is \$5.6 million which is \$0.5 million or 9.6% higher compared to FY2020 Q1 Budget. This increase is due mostly to full year of higher negotiated contracted service hourly rates for Redi-Wheels. This will be discussed in more detail as shown on page 4 of the Financial Statement.

### **CALTRAIN (Summary Page 1, line 23)**

This is the pass through of member's contributions from the TA for Caltrain operations. The SMCTA Measure A Caltrain contributions are passed directly through to The Peninsula Corridor Joint Powers Board (JPB) for Caltrain operations. The proposed FY2021 Interim Budget is \$3.7 million which is higher by \$137,000 or 3.9% reflecting the higher Caltrain insurance premium but total member obligations flat over Fiscal Year 2020.

### **MULTI- MODAL PROGRAMS (Summary Page 1, line 24)**

Multimodal programs include the Dumbarton Inter-County Corridor, The District Shuttle Service, station support for multimodal transit in San Mateo County, and other multimodal programs. The proposed FY2021 Interim Budget is virtually flat compared to the first quarter of the FY2020 Budget.

### **PASS THROUGH TO OTHER AGENCIES (Summary Page 1, line 25)**

Pass Thru revenues reflect additional Cycle 5 funding for Menlo Park to service the Menlo Park Crosstown Shuttle and the San Mateo Human Services Agency for service to low-income residents. The corresponding revenue can be seen on page 1, line 3.

### **LAND TRANSFER INTEREST EXPENSE (Summary Page 1, line 26)**

These payments are typically made at the end of the Fiscal Year and therefore are not part of the proposed FY2021 Interim Budget or in the first quarter of the FY2020 Budget.



**SALES TAX ALLOCATIONS - CAPITAL PROGRAM (Summary Page 1, line 31,32 & 33)**

The proposed FY2021 Interim Capital Budget will require \$208,931 of District Sales Tax allocations for funding Capital projects. Most of the capital projects within the proposed FY2021 Interim Capital Budget are funded by sales tax savings from underruns of capital projects approved in prior years, with the exception of the South Base Pico Boulevard property purchase which was approved at the September 2019 Board meeting with FY2020 District Sales Tax. See Attachment B for descriptions of the proposed FY2021 Interim Budget capital projects and their funding sources.

**DEBT SERVICE (Summary Page 1, line 35)**

This line reflects scheduled payments due, principle and interest under the District's current debt agreements.

**TOTAL USE OF FUNDS (Summary Page 1, line 37)**

This line equals the sum of Total Operating Expense, Sales Tax Allocation - Capital Programs and Debt Service.

**APPLICATION OF CARES ACT FUNDS / RESERVES (Summary Page 1, line 39)**

These are Federal funds granted to the District for operational assistance related to the steep reductions in passenger fares and sales tax revenue due to the COVID-19 health crisis. These funds are to support SamTrans motor bus operations and paratransit services. The amount reflected for this line is the amount needed to balance Total Sources of Funds with Total Uses of Funds. The total amount needed for the proposed FY2021 Interim Budget equals \$11,132,397.

**PROJECTED SURPLUS/(DEFICIT) (Summary Page 1, line 41)**

This line equals Total Sources of Funds, less Use of Funds, plus Application of CARES Act Funds / Reserves. This line is \$0 for the proposed FY2021 Interim Budget.

**SOURCES OF FUNDS - REVENUE DETAIL PAGE 2**

**MOTOR BUS OPERATING REVENUE DETAIL**

**PASSENGER FARES (Summary Page 2, line 1)**

Since the beginning of March 2020, as the impacts pandemic increased, ridership levels started to drop; they declined substantially when the County of San Mateo's Shelter in Place Order was issued on March 16, 2020. The collection of passenger fare has been suspended to comply with the social distancing order. Staff expects that this practice will continue into the summer and therefore Motor Bus Passenger Fare revenues are projected to be \$0, 100% lower than in the first quarter of the FY2020 Operating Budget.

**LOCAL (TDA) TRANSIT DEVELOPMENT FUNDS (Page 2, line 3)**

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

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

Prior to COVID 19, these funds were already in decline as TDA sales tax collections have reduced. MTC has recently recommended reducing the original estimates by 25.0% to reflect the impact of COVID 19. The revised estimates in the amount of \$8.1 million are reflected in the proposed FY2021 Interim Budget which is lower by \$3.3 million, or 28.6% than in the first quarter of the FY2020 Operating Budget.

**STATE TRANSIT ASSISTANCE (STA) (Page 2, line 5)**

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

Revenue Formula Funds: Apportionment to each transit operator is based on the estimated availability of funding as provided in the Governor's annual budget. The Population Formula Funds is shown under the American Disabilities Act (ADA) revenue section for State Funding (see page 11).

Prior to COVID 19, STA fund estimates from the MTC were lower compared to FY2020 due to the decline in diesel fuel pricing. MTC has recently reduced their original estimates by 51.3% to reflect the impact of COVID 19. The proposed FY2021 Interim Budget is \$885,000 which is lower by \$1.6 million or 64.6% than in the first quarter of the FY2020 Operating Budget.

**OPERATING GRANTS (Page 2, line 7)**

Motor Bus Operating Grants are \$249,000, higher by \$65,000 or 35.6% compared to FY20 Q1 Budget. This reflects increased number of grant funded projects from previous year's Q1 budget. This increase is offset by lower Regional Measure 2 (RM2) Funds. RM2 funds support the Airport Late Night Owl Service and are derived from Bridge Toll revenues. MTC has estimated a 40% reduction for FY2021 Bridge Toll receipts due to reduction Bay Area traffic.

**DISTRICT SALES TAX REVENUES (Page 2, line 10)**

The total sales tax revenue needed to fund motor bus operations for the proposed FY2021 Interim Budget is \$33.6 million which is higher by \$10.4 million or 44.6% higher due to significant reductions in other revenue sources.

**INVESTMENT INTEREST INCOME (Page 2, line 12)**

Portfolio Interest: The District's investable fund balances are invested by The District's investment manager according to The District's approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for the proposed FY2021 Interim Budget is virtually flat than in the first quarter of the FY2020 Operating Budget.

**RENTAL INCOME (Page 2, line 15)**

The District owns its headquarters building as well as a number of parcels on the El Camino Real Corridor. This income reflects the rents collected from various tenants using available space related to these properties. Anticipated net rental income for the proposed FY2021 Interim Budget is \$363,000 which is lower by \$55,000 or 13.2% based on current tenant listings and the end of the lease with Intero Real Estate Services at the Central Office.

**ADVERTISING INCOME (Page 2, line 16)**

Advertising Income is flat compared to FY20 Q1 Budget. The District's advertising contracts with Outfront Media for advertisement on bus shelters and Lamar Advertising for bus exteriors. Advertising income for the proposed FY2021 Interim Budget is virtually flat from the first quarter of the FY2020 Operating Budget.

**OTHER INCOME (Page 2, line 17)**

Motor Bus Other Income is projected to be \$300,000 for the proposed FY2021 Interim Budget and is comprised of the following:

- Change Card Revenues reflect expired change cards that have balances and recognized as revenue
- Financial support from the San Francisco Airport for Owl late-night airport service
- Reimbursement from MV Transportation for the use of the Brewster Building located in Redwood City

**AMERICAN DISABILITY ACT (ADA) REVENUES****ADA: PASSENGER FARES – REDI-WHEELS (Page 2, line 23)**

Since the beginning of March 2020, as the news of the pandemic increased, ridership levels started to drop and significantly declined with the County of San Mateo's Shelter in Place Order issued on March 16, 2020. As collection of passenger fares have been temporarily suspended to comply with social distancing orders, Staff expects this practice will continue and therefore ADA service Passenger Fare revenues are projected to be \$0, 100% lower than in the first quarter of the FY2020 Operating Budget.

**LOCAL TRANSIT DEVELOPMENT FUNDS Redi-Wheels (TDA) (Page 2, line 24)**

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

Prior to COVID 19, these funds were already in decline as TDA sales tax collections have reduced and carryforwards from prior years were lowered. MTC has recently recommended a reduction of 25.0% to the original estimates to reflect the impact of COVID 19. These revised estimates in the amount \$433,000 are reflected in the proposed FY2021 Interim Budget which is lower by \$185,000 or 30.0% than in the first quarter of the FY2020 Operating Budget.

**ADA: STATE TRANSIT ASSISTANCE (STA) FUNDING (Page 2, line 25)**

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

Prior to COVID 19, STA fund estimates from the MTC were lower compared to FY2020 due to the decline in diesel fuel pricing. MTC has recently reduced their original estimates by 46.2% to reflect the impact of COVID 19. The proposed FY2021 Interim Budget is \$119,000, which is lower by \$296,000 or 71.3% than in the first quarter of the FY2020 Operating Budget.

**ADA: OPERATING GRANTS (Page 2, line 26)**

Operating Grants for paratransit are \$67,000 which is higher by \$19,000 or 39.9% in the proposed FY21 Interim Budget due to timing and amount of the FTA grant funded Taxi Voucher Pilot Program.

**SALES TAX REVENUE – ADA (Page 2, line 27)**

Sales tax revenue provides funds to cover the annual shortfall in operating revenues, local match for Federal operating grants, capital programs, and debt service. Total sales tax revenue needed to fund paratransit activities for the proposed FY2021 Interim Budget is \$3.6 million which is higher by \$1.3 million or 55.1% than FY2020 Q1 Budget. This is a result of reduction to other sources of revenue.

**ADA INTEREST INCOME (Page 2, line 28)**

Portfolio Interest: Investable fund balances associated with paratransit are invested by The District's Investment Manager according to The District's approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for the proposed FY2021 Interim Budget is \$126,000 which is lower by \$23,000 or 15.1% than in the first quarter of the FY2020 Operating Budget.

### **SMCTA MEASURE A – REDI-WHEELS (Page 2, line 29)**

On June 7, 1988, the voters of San Mateo County approved a ballot measure known as Measure A that created the TA and approved a one-half cent sales tax increase to fund local transportation projects. The TA contribution of Measure A Funds is for projects assisting people with special mobility needs. The proposed FY2021 Interim Budget \$836,000 which is lower by \$74,000 or 8.1% compared to FY2020 Q1 Budget. This is due to lower expected sales tax received by the TA.

### **ADA MEASURE M (Page 2, line 30)**

Measure M funding is from a San Mateo County \$10 motor vehicle registration fee for congestion and pollution mitigation. These funds received by the District are used for expenditures relating to paratransit operations and services for seniors and individuals with disabilities. The District receives \$1.4 million annually and expected to receive \$350,000 for the proposed FY2021 Interim Budget which is the same as the first quarter of the FY2020 Operating Budget.

### **MULTI-MODAL REVENUES**

Multi-modal funding includes the TA's Measure A funds for Caltrain, the employer share of Shuttle program costs, and Dumbarton Right-of-Way rental income.

### **MULTI-MODAL MEASURE A (Page 2, line 34 & 35)**

Measure A funds administered by the TA typically provides 8% of total TA Measure A funds for Caltrain operations. For the proposed FY2021 Interim Budget, Measure A contributions from the TA for Caltrain operations are expected to be \$3.7 million which is higher by \$137,000 or 3.9% compared to the FY2020 Q1 Budget. The increase was due to increase in Insurance premium but the total member obligations flat over FY20.

### **SHUTTLE PROGRAM SUMMARY**

#### **SHUTTLES - AB434, TA FUNDED SHUTTLES & OTHER (Page 2, line 36)**

AB 434, TA Funded Shuttles & Other Funding - The Transportation Fund for Clean Air, approved in 1991 through Assembly Bill 434, provides funding for the District Shuttle program. The Bay Area Air Quality Management District, in conjunction with the Department of Motor Vehicles, collects a \$4.00 surcharge on motor vehicle registrations paid within the Air District's jurisdiction. The funds provide for a variety of clean air programs. The District shuttles connect BART stations to employment sites across the North County during peak commute periods. A portion of the TA-funded shuttle program is supported by the TA. These funds are \$113,000 for the proposed FY2021 Interim Budget which is \$9,000 or 8.4% higher than in the first quarter of the FY2020 Operating Budget. The increase is due to higher AB434 funds offset by a slight reduction to the TA contributions.

#### **EMPLOYER SHUTTLE FUNDS (Page 2, line 37)**

The District Shuttle program provides free rides to employees from BART to local employer facilities during commute hours. The employer share of shuttle costs for the proposed FY2021 Interim Budget is \$389,000 which is lower by \$10,000 or 2.5% as a result of reduced employer contributions.

**DUMBARTON MAINTENANCE OF WAY RENTAL INCOME (Page 2, line 38)**

In the past, the revenues and expenses of Dumbarton Maintenance of Way would be shown on the TA's budget as Revenues of Rental Income and Expenses of Maintenance of Way. Beginning in FY2019, the Dumbarton Maintenance of Way revenues and expenses are recorded on the District's Financial Statements. The FY2020 revenue for Dumbarton reflects rental income from retailers and offices along the Dumbarton Right-of-Way owned by the District. The proposed FY2021 Interim Budget has a slight increase of 1.8%.

**Sales Tax Revenue – Multi Modal (Page 2, line 39)**

Total sales tax revenue needed to fund Multi Modal program activities for FY2021 Interim Budget is \$193,000 which is higher by \$3,000 or 1.4% than in the first quarter of the FY2020 Operating Budget due to increase Multi modal expenditures.

**OPERATING EXPENSES (Pages 3 and 4)**

The format for the budget is presented to reflect the major activities or programs of the District. Activities are divided into three major categories as in Use of Funds: 1) Motor Bus Operations, 2) Americans with Disabilities Act Programs (ADA), and 3) Multimodal Transit Programs. Within each category, major elements and programs are clearly identified in order to maintain comparability with prior periods.

**MOTOR BUS EXPENSE** – The proposed FY2021 Interim Budget is \$44.6 million up by \$2.1 million or 5.1%. Motor Bus operations and includes The District operated bus service, mainline routes operated under contract by MV Transportation, and certain Coastside routes operated under contract. Below is a description by line item.

**Wages & Benefits - (Page 3, line 1)**

Wages and benefits are calculated based on the approved Salary Ordinance positions and current salary levels. The follow are key assumption use for the proposed FY2021 Interim Budget:

- No wage increase for represented positions
- No wage increase for Non-Represented
- Applied vacancy factor for Bus Operators open positions
- No increases in overtime (OT) for Bus Operators, Mechanics and Customer Service Representatives. The FY2020 Budget Amendment of \$3 million for OT is assumed to be isolated to FY2020 only and not assumed in the proposed FY2021 Interim

Budget.

- Fringe Benefit rate is 57.08% which is lower by 4.43% from 61.51%. Fringe benefit costs are applied to actual staff wages as a rate. As the managing agency for the three business units (including the JPB, TA and SMCELJPA)), the District aggregates all estimated annual fringe benefit costs (payroll taxes, pension, medical, dental and vision premiums, life insurance, long-term disability, unemployment, and paid time off) and then divides that amount by the total projected wages for the upcoming year to arrive at a fringe benefit rate.
- 100% of FY2021 Unfunded Retiree Medical and CalPERS liability payment is included the proposed Interim Budget.
- Interagency Overhead Recovery (AIA), as described above.
- Hiring freeze on current open administrative positions: Staff has assumed the full year cost saving from current open positions is \$2.4 million which is \$0.8 million higher than assumed in the FY2020 Budget. The proposed FY2021 Interim Budget reflects a quarter of these savings.

Wage & Benefits for the proposed Interim FY2021 Budget is \$24.5 million, which is \$1.1 million higher or 4.8% higher than in the first quarter of the FY2020 Operating Budget. The increase is driving mostly by higher payment for unfunded Retiree Medical and CalPERS liability which has increased by \$1.4 million due to utilization of a new allocation methodology among SamTrans, JPB and TA. This increase is offset by lower Fringe Benefits and higher vacancy savings.

#### **Board of Directors - (Page 3, line 3)**

Board of Directors expenses includes director compensation and offsite meeting and related expenses. There is a reduction to expense of \$3,000 or 7.6% from lower assumptions for business travel and training.

#### **Contracted Vehicle Maintenance (Page 3, line 4)**

Expense are related to contracted bus operations such as related towing, contracted welding work, contracted seat repair, contracted oil analysis, rolling stock repairs, state and federal mandated bus services, and other contracted services. This also includes a Heating, Ventilation and Air Conditioning (HVAC) maintenance contract. The proposed FY2021 Interim Budget reflects a slight reduction costs of \$5,000 or 1.4%

#### **Property Maintenance (Page 3, line 5)**

Expenses relate to North and South Base building maintenance including repair of shop equipment and tools, preventive maintenance and repairs to mobile wheel lifts, removal of hazardous materials (i.e., bus washer sludge, waste oil, steam cleaner sludge, used oil filters, fluorescent light bulbs), parts washer service, recyclable rag and towel services, and oily disposable rags. Also included are pest control services and other general repairs for Central, South Base and North Base. The increase in the proposed FY2021 Interim Budget is \$458,000 which is higher by \$31,000 or 7.2% due mostly to higher costs associated with new state regulatory requirements on waste disposal.

**Professional Services (Page 3, line 6)**

Professional Services includes legal and professional consulting services for:

- Administration related issues related to safety and security programs, mandated grievance & arbitration hearings, substance abuse professionals, arbitrators, and court reporter services
- Executive Legal Services includes the contract with Hanson Bridgett
- Planning initiatives includes the Grand Boulevard Initiative and Senior Mobility Programs which are partially-funded by Operating Grants
- Legislative Advocates is for help with Federal and State Legislative Efforts
- Finance related issues includes requirements such as the annual audit, actuarial reporting for Other Post-Employment Benefits (OPEB), systems contract service and on-call support

The proposed FY2021 Interim Budget is \$1.6 million which is higher by \$155,000 or 10.7% due to timing of grant funded Planning projects, including \$150,000 for the continuation of the Comprehensive Operational Analysis, now known as Re-Imaging SamTrans.

Additional grant-funded projects that are continued the proposed FY2021 Interim Budget include the Integrated Climate Adaptation and Resiliency Program, Taxi Voucher and Section 5311 for bus transportation support. Also included for FY2021 are new projects such as a study for Way2Go Pass modifications funded by Caltrans.

**Technical Services: (Page 3, line 7)**

Technical Services includes increased costs for security guards, services provided by the San Mateo County Sheriff, closed-circuit television, and County emergency dispatch services. This also includes a contract increase with the County Community 911 service. Other increases are a result of higher expenses for tools and on-going technical support for website management. Other items include:

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

The proposed FY2021 Interim Budget is \$3.5 million which is higher by \$258,000 or 7.9% is due to an increase in the negotiated Law Enforcement contract including related OT and security guard service.

**Other Services : (Page 3, line 8)**

Other Services includes:

- WIPRO Hosting and Support Contract for PeopleSoft
- Procurement systems for workload prioritization
- Bus Operator Radio Dispatch

The proposed FY2021 Interim Budget is \$1.2 million which is higher by \$268,000 or 29.2% and due to new contract services related to records retention scheduling and market research & survey's related to paratransit.



**Fuel & Lubricants - (page 3, line 11)**

Fuel and Lubricant for motor bus includes diesel expense for District owned buses and gasoline for non-revenue support vehicles, i.e., shop trucks and relief cars for bus operators. Also included in this line item is expense for oil and lubricants, which amount is determined by the estimated number of deliveries for the fiscal year. The proposed FY2021 Interim Budget assumptions for diesel fuel cost per gallon are \$1.20, which is 90 cents lower than FY2020 Budget of \$2.10. Fuel for paratransit cutaways and minivans are shown in the ADA section of the Financial Statement. Taxes and fees related to fuel expense are shown on a separate line item called Taxes and Licenses Fees (line 24 on the Financial Statement). The proposed FY2021 Interim Budget is \$599,000 which is lower by \$385,000 or 39.2% due to lower fuel prices.

**Bus Parts and Materials - (Page 3, line 12)**

This expense line includes bus repair and replacement parts, bus maintenance tires, disposition of obsolete / surplus inventory, service and repairs for non-revenue vehicles, small tools and freight. The proposed FY2021 Interim Budget is \$537,000 which is higher by \$26,000 or 5.1% due a new contract for hardware services related to on-board computer dispatch.

**Uniforms & Driver Expense - (Page 3, line 13)**

It is the District's contractual obligation to supply certain employees with uniforms, including boots, i.e., safety shoes for Facilities Technicians, plus protective gear for eyes and ears, insulated coveralls and rain gear. This expense covers bus operators, mechanics, storekeepers, and management staff. Also included are retirement and employee recognition events, i.e., safety breakfasts, and staff meetings. The proposed FY2021 Interim Budget is \$132,000 which is lower \$33,000 or 19.8% reflecting the vacancy factor projected for the open Bus Operators positions.

**Timetables & Tickets - (Page 3, line 14)**

This line covers the production and printing of timetables, schedules, tickets, passes and maps. The proposed FY2021 Budget of \$54,000 is reflecting recent trends.

**Office Supplies / Printing (Page 3, line 15)**

This includes office furniture, computer equipment including laptops, monitors, tablets, printing and materials to support training programs, books and references materials, paycheck stock and envelopes, and other office supplies, i.e., paper, letterhead, and business cards. The proposed FY2021 Interim Budget is \$293,000 which is higher by \$139,000 or 90.3% due reflecting new computer equipment and other office supplies need for all departments across the District.

**Other Material and Supplies (Page 3, line 16)**

Costs for bus operations-related activities involve shop supplies, cleaning supplies, engine coolant, cleaning of mats and shop rags, refrigerant, welding supplies and many vehicle miscellaneous items for repairs, such as silicone, gasket sealer, various glues, paints and canned lubricants used in the Preventative Maintenance Interval process. Packaging,

shipping, banding materials, component bags and related supplies, and other purchases are required to keep a clean and safe stockroom, as is the purchase of storage bins required by heavier parts. The proposed FY2021 Interim Budget is \$36,000 and virtually flat from the first quarter of the FY2020 Operating Budget

### **Motor Bus Utilities**

#### **Telecommunications (Page 3, line 19)**

This expense is for cell phones, data circuits and telephone services. The proposed FY2021 Interim Budget is \$167,000 and slightly lower than in the first quarter of the FY2020 Operating Budget.

#### **Other Utilities (Page 3, line 20)**

This line reflects increasing costs for gas and electric, water, sewer and trash / refuse. The proposed FY2021 Interim Budget is \$445,000 and higher by \$81,000, or 22.2%. This increase reflects PG&E costs associated with fixed-demand charges for battery-electric buses plus 10% rate increases.

#### **Insurance (Page 3, line 21)**

This expense covers general insurance costs for motor bus including premiums, deductibles, adjustor fees, broker fees and other insurance costs. The proposed FY2021 Interim Budget is \$1.6 million which is higher by \$243,000 or 18.6%. This reflects increased motor bus insurance premiums.

#### **Claims Reserves and Payments - (Page 3, line 22)**

This line includes claim reserves and associated legal fees which remain flat than in the first quarter of the FY2020 Operating Budget.

#### **Worker's Compensation - (Page 3, line 23)**

The District is subject to the State-mandated insurance program that covers lost wages and medical treatment resulting from an employee's work-related injury. This includes insurance premiums, deductibles, and legal fees. The increase reflects expected higher workers compensation claims and associated legal fees. The proposed FY21 Interim Budget is \$1.0 million which is \$22,000 or 2.3% higher than in the first quarter of the FY2020 Operating Budget.

#### **Taxes & License Fees - (Page 3, line 24)**

As noted above, this item covers fuel and lubricant tax expenses, including the Leaking Underground Storage Tank (LUST) tax on diesel fuel, and Green House Gas (GHG) Emissions Compliance. These costs change with fluctuations in fuel assumptions. The proposed FY2021 Interim Budget is \$205,000 which is lower by \$25,000 or 10.9% than in the first quarter of the FY2020 Operating Budget due to lower Diesel fuel pricing.

#### **Leases and Rentals (Page 3, line 25)**

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

**Promotional & Legal Advertising (Page 3, line 26)**

This item includes recruitment advertising, promotional advertising for District services and social media campaigns, partnerships and events. The proposed FY2021 Interim Budget is \$416,000 which is higher by \$51,000 or 13.9% than in the first quarter of the FY2020 Operating Budget due increased third party recruiting costs and promotional advertising connected with *Re-Imagine SamTrans*.

**Training and Business Travel (Page 3, line 27)**

This item includes seminars and training expenses related to employee development. This also includes professional development expenses for tuition reimbursement for American Public Transportation Association (APTA), Leadership Programs and 360-degree employee assessments. The proposed FY2021 Interim Budget is \$117,000 which is lower by \$100,000 or 46.2% than in the first quarter of the FY2020 Operating Budget due to reduced travel and training as the District moves to on-line training opportunities with the Shelter in Place order.

**Dues and Membership (page 3, line 28)**

Fees and subscriptions include participation in American Planning Association (APA), American Public Transportation Association (APTA), San Francisco Bay Area Planning and Urban Research (SPUR), Women's Transportation Seminar (WTS), International Right of Way Association (IRWA), and National Student Conclave (NSC). The proposed FY2021 Interim Budget is \$50,000 which is higher by \$7,000 or 17.32% than in the first quarter of the FY2020 Operating Budget due to membership requirement for new staff.

**Postage and Other (Page 3, line 29)**

Expenses cover postage for various activities related to Communications and Treasury as well as Safety and Security programs and ADA programs. This also includes relocation expenses, and costs related to mandated translation services. The increase for FY2020 reflects increased postage for Safety and Security as well as increased recruitment and relocation expense. The proposed FY2021 Interim Budget is \$62,000 which is higher by \$15,000 or 33.4% than in the first quarter of the FY2020 Operating Budget.

**CONTRACTED BUS SERVICES****Contracted Urban Bus (CUB) (Page 3, line 34)**

This line reflects the cost of contracted service with MV Transportation for Mainline Bus service. The proposed FY2021 Interim Budget is \$5.7 million which is higher by \$288,000 or 5.4% than in the first quarter of the FY2020 Operating Budget due to increased rates and anticipated service miles.

**Coastside Services (Page 3, line 35)**

CUB services for Coastal communities is budgeted separately and includes Routes 17 and 18 and Flex services provided to residents from Pescadero to Pacifica. The proposed FY2021 Interim Budget is \$439,000 which is higher by \$4,000 or 0.9% than in the first quarter of the FY2020 Operating Budget.

**RediCoast Non ADA (page 3, line 36)**

The District separately accounts for costs of rural non-ADA-required paratransit services

from La Honda and Pescadero along the Coastside to Montara for those who do not qualify for ADA services and have no access to fixed route service.

**La Honda (page 3, line 37)**

The District separately accounts for service to rural populations in La Honda and Pescadero.

**SamCoast Pescadero (page 3, line 38)**

CUB service to rural population for expanded service to bayside medical facilities (over-the-hill trips), family social service centers and educational centers.

**CUB Related Wage & Benefits (page 3, line 39)**

This line reflects Wage & Benefits for staff managing services including:

- Staff time for managing the contract as well as provider for fixed route service, non - ADA, and FLX Services for Pacifica and San Mateo for Service on the Coastside and Bayside.
- Wage & Benefits for staff managing Coastside service for rural farming community.

**CUB Related Other Support (page 3, line 40)**

Additional costs related to the CUB contract include:

- Quarterly inspections for District-owned vehicles operated by contractor
- CUB-related building maintenance necessary for janitorial, pest control, preventive maintenance and repairs.
- CUB-related utilities including gas and electric, water, sewer, and trash / refuse
- Wheelchair lifts on fixed-route vehicles
- Expanded service for Coastside residents to Bayside medical facilities (over-the-hill trips), and to family social service centers and educational centers.

**CUB Insurance (Page 3, line 41)**

Insurance costs include premiums, deductibles, adjustor fees, broker fees and other insurance costs. The proposed FY2021 Interim Budget is \$571,000 which is higher by \$72,000 or 14.4%. This reflects increased contracted bus insurance premiums.

**CUB Claims, Reserves & Payments (Page 3, line 42)**

This includes claim reserves and associated legal fees.

**AMERICANS WITH DISABILITIES ACT (ADA) PROGRAMS (Page 4).**

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

**Elderly & Disabled/Redi-Wheels - (Page 4, line 45)**

Contracted Paratransit Service with District vehicles for North and South base includes cutaways and minivans. The proposed FY2021 Interim Budget is \$2.2 million which is higher by \$241,000 or 12.0%. This increase reflects the timing of recently re-negotiated

contracted rates than in the first quarter of the FY2020 Operating Budget.

**ADA Sedan / Taxi Service- (Page 4, line 46)**

Contracted Coastside Service provides ADA service along the coast, from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County using contracted taxi and sedans. The proposed FY2021 Interim Budget is \$1.1 million which is higher by \$94,000 or 9.8%. This increase reflects increased rates and fixed fees for Sedan service.

**Coastside ADA (Page 4, line 47)**

Contracted Coastside Service provides ADA service along the Coast, from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County. The proposed FY2021 Interim Budget is \$508,000 which is higher by \$28,000 or 5.8%. This increase reflects increased hourly rates.

**ADA Related Wages & Benefits (Page 4, line 48)**

Costs include

- Wage & benefits for staff managing service for Redi-Wheels support,
- Wage & benefits for staff managing service for accessibility support for senior mobility and veterans assistance services

**ADA Related Other Support (Page 4, line 49)**

Redi-Wheels services costs on this line include costs specific to cutaways, minivans and service providers:

- fuel and related taxes
- Oil & Lubricants
- Maintenance expenses for parts, tires and tools
- Employee uniforms
- Telecommunications services
- Consultants for disability awareness and training

The proposed FY2021 Interim Budget is \$586,000 which is higher by \$56,000 or 10.5% than in the first quarter of the FY2020 Operating Budget.

**ADA Insurance (Page 3, line 50)**

This line covers general insurance costs (deductibles, adjustor fees, broker fees and other insurance costs) specific to ADA-required services. The proposed FY2021 Interim Budget reflects the updated FY2021 insurance program. The increase for the proposed FY2021 Interim Budget reflects higher premiums for paratransit service.

**ADA Claims, Reserves & Payments (Page 3, line 51)**

This line covers claim reserves and associated legal fees specific to ADA-required services.

## **MULTIMODAL TRANSIT PROGRAMS**

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

### **Peninsula Rail Service - (Page 4, line 57)**

The Caltrain service in San Mateo County is funded by the TA, typically accounting for 8% of total Measure A tax revenues. Contributions from the TA for Caltrain are expected to be \$3.7 million for the first quarter FY2021. The increase for the proposed FY2021 Interim Budget reflects the higher insurance premium paid in the first quarter but total member obligations are flat over FY2020. This matches the revenue shown on page 2, line 34. This matches the revenue shown on page 2, line 34 of Attachment A.

### **SamTrans Shuttles Service - (page 4, line 61)**

This item reflects expenses related to directly-operated and employer-operated shuttle services. This includes survey services, printing expenses and expenses directly related to contracted shuttle services, including a contractual 1% vendor incentive and 2.5% contingency.

### **Shuttle Related Wages & Benefits (Page 4, line 62)**

The line reflects District staff time to manage The District Shuttle program.

### **Dumbarton Maintenance of Way (Page 4, line 63)**

In the past, the revenues and expenses of Dumbarton Maintenance of Way would be shown on the TA Budget as Revenues of Rental Income and Expenses of Maintenance of Way. Beginning in FY2019, reflecting the District's ownership of the assets, revenues and expenses associated with the Dumbarton Maintenance of Way are no longer recorded in the TA's Financial Statements and are instead recorded in the District's.

### **Maintenance Multimodal Facility (page 4, line 64)**

This line covers support services and utilities for the Colma Park n Ride facility including contract services, building maintenances service and sewer and water.

## **FY2021 PROPOSED CAPITAL BUDGET NARRATIVE**

The list below describes capital projects proposed in the FY2021 Interim Capital Budget of \$5,585,273. In keeping with the District's need to conserve financial resources during this time, the recommendations reflect the most critical projects that support the District's services. All but one of the FY2021 Capital projects will be funded by the District's sales tax savings from previously approved capital projects. The Onboard Wi-Fi equipment retrofit project of \$1,572,180 is funded by STA State of Good Repair (SOGR) funds and the remaining project balance of \$280,931 will require use of the FY2021 District Sales Tax as the match. Please see Attachment B for section reference numbers.

### **Revenue Vehicle and Support: \$180,175**

#### 1.1 Major Bus Components - \$ 180,175

Purchase of new parts, rebuilt parts and major bus components not accounted for in Operating Budget.

### **Information Technology: \$1,778,180**

#### 3.2 ITS PADS signs upgrade project from 3G to 4G Technology- \$ 75,000

This project will upgrade the cellular/Wi-Fi network devices and various transit centers that are still operating on 3G devices. This upgrade is required for our signs to continue to receive and display real-time predictive departure times after Jan 1, 2021 for SamTrans passengers.

#### 3.3 Onboard Wi-Fi equipment retrofit for 225 buses- \$ 1,572,180

This project will include the cost of procuring and installing onboard Wi-Fi equipment on 225 buses. This project will also cover the cost of the CAD/AVL backend configuration, hardware installation and a patch for the buses that will allow for the cellular connection to provide a real-time feed.

#### 3.4 Intranet Solution Replacement - \$ 131,000

Staff support and indirect cost allocation plan (ICAP) costs to support the implementation of the Intranet solution replacement.

### **Facilities/Construction: \$ 3,526,918**

#### 4.1 Facilities Smaller Projects - \$300,000

Projects to maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement.

#### 4.2 North and South Base Front Entrance Modifications - \$165,000

Study of the main entrance to North and South Base Maintenance/Operational Facilities to provide an upgraded and effective way to protect the District's staff and assets.

4.3 South Base Pico Blvd Property- \$3,061,918

Acquire Pico Blvd, San Carlos Property to provide access to the South Base Facility and reduce operational expense. This property purchase, funded by the FY2020 District Sales Tax, was approved by the Board in September 2019 at the closed session.

**Other: \$100,000**

5.1 Contingency- \$100,000

This is for unforeseen capital expenditures.

Prepared By:	Jeannie Chen, Manager, Budgets	650-508-6259
	Virginia Baum, Senior Budget Analyst	650-508-7963



RESOLUTION NO. 2020 –

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

\* \* \*

ADOPTING FISCAL YEAR 2021 INTERIM OPERATING BUDGET IN THE AMOUNT OF  
\$63,471,259 AND FISCAL YEAR 2021 PROPOSED CAPITAL BUDGET  
IN THE AMOUNT OF \$5,585,273

**WHEREAS**, Section 103141(b) of the California Public Utilities Code requires the Board of Directors to adopt an annual budget for the San Mateo County Transit District (District); and

**WHEREAS**, the adoption of an operating budget is necessary for obtaining both Federal and State funds to support the District's transit improvement program; and

**WHEREAS**, the General Manager/CEO has prepared and presented to the Board of Directors a proposed Interim Operating Budget for the first quarter of the Fiscal Year (FY) 2021 in the amount of \$63,471,259 that sets forth projected revenues and expenses associated with the District's operating and maintenance program; and

**WHEREAS**, the General Manager/CEO has prepared a proposed Capital Budget for the first quarter of FY2021 in the total amount of \$5,585,273; and

**WHEREAS**, the amount of anticipated funding from the Caltrans State of Good Repair Program for the FY2021 Capital Budget is estimated to be \$1,291,249; and

**WHEREAS**, the local sales tax required for the proposed Capital Budget for FY2021 is \$280,931.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District adopts the Interim Operating Budget for the first quarter of FY2021 in the amount of \$63,471,259, a copy of which is attached hereto and incorporated herein as Attachment "A"; and

**BE IT FURTHER RESOLVED** the Board of Directors of the San Mateo County Transit District hereby adopts the Proposed Capital Budget for the first quarter of FY2021 in the amount of \$5,585,273, a copy of which is attached hereto and incorporated herein as Attachment B; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO is directed to submit this budget to the Metropolitan Transportation Commission, together with a copy of this resolution, at the earliest practical date.

**BE IT FURTHER RESOLVED** that the Board of Directors authorizes the General Manager/CEO, or his designee, to take such additional actions as may be necessary to give effect to this resolution including executing funding agreements, amendments and submitting required documents to granting agencies to receive the funding identified in the Capital Budget.

Regularly passed and adopted this 3rd day of June, 2020 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transit District

ATTEST:

---

District Secretary

SAN MATEO COUNTY TRANSIT DISTRICT  
PROPOSED FY2021 INTERIM OPERATING BUDGET

	FY2020 ADOPTED BUDGET	FY2021 PROPOSED	FY2021 PROPOSED TO FY2020 ADOPTED	BUDGET PERCENTAGE CHANGE
	<u>1ST QUARTER</u>	<u>1ST QUARTER</u>	<u>1ST QUARTER</u>	<u>1st Quarter</u>
	A	B	C = B - A	D = C/A
<b><u>SOURCES OF FUNDS:</u></b>				
<b>Operating Revenues</b>				
1 Passenger Fares	3,720,000	-	(3,720,000)	-100.0%
2 Local TDA and STA Funds	14,936,569	9,574,060	(5,362,509)	-35.9%
3 Pass through to Other Agencies	79,000	95,086	16,086	20.4%
4 Operating Grants	231,405	315,823	84,418	36.5%
5 SMCTA Measure A	4,451,609	4,514,161	62,552	1.4%
6 AB434, TA Funded Shuttles & Other	104,275	113,000	8,725	8.4%
7	<b>Subtotal - Operating Revenues</b>	<b>14,612,130</b>	<b>(8,910,727)</b>	<b>-37.9%</b>
<b>Other Revenue Sources</b>				
9 District Sales Tax	22,750,000	20,900,000	(1,850,000)	-8.1%
10 Measure W Sales Tax	11,375,000	10,450,000	(925,000)	-8.1%
11 Investment Income	900,000	907,500	7,500	0.8%
12 Other Interest, Rent & Other Income	1,742,081	1,783,350	41,269	2.4%
13 Due from PCJPB, SMCTA, ELJPA & SAMTR Capital W&B	9,311,996	8,754,048	(557,948)	-6.0%
14	<b>Subtotal - Other Revenues</b>	<b>42,794,898</b>	<b>(3,284,178)</b>	<b>-7.1%</b>
15				
16				
17 <b>TOTAL SOURCE OF FUNDS</b>	<b>69,601,934</b>	<b>57,407,028</b>	<b>(12,194,906)</b>	<b>-17.5%</b>
18				
<b><u>USES OF FUNDS:</u></b>				
20 Due to PCJPB, SMCTA, ELJPA & SAMTR Capital W&B	9,311,996	8,754,048	(557,948)	-6.0%
21 Motor Bus	42,452,102	44,600,312	2,148,211	5.1%
22 A.D.A. Programs	5,086,924	5,576,472	489,547	9.6%
23 Caltrain	3,541,609	3,678,161	136,552	3.9%
24 Multi-Modal Programs	764,543	767,180	2,637	0.3%
25 Pass through to Other Agencies	79,000	95,086	16,086	20.4%
26 Land Transfer Interest Expense	-	-	-	
27 <b>Total Operating Expenses</b>	<b>61,236,173</b>	<b>63,471,259</b>	<b>2,235,086</b>	<b>3.6%</b>
28				
29 <b>Total Operating Surplus/(Deficit)</b>	<b>8,365,761</b>	<b>(6,064,231)</b>	<b>(14,429,992)</b>	<b>-172.5%</b>
30				
31 District Sales Tax Capital	2,123,530	280,931	(1,842,599)	-86.8%
32 Measure W Sales Tax Capital	608,750	-	(608,750)	-100.0%
33 <b>Sales Tax Allocation - Capital Programs</b>	<b>2,732,280</b>	<b>280,931</b>	<b>(2,451,349)</b>	<b>-89.7%</b>
34				
35 <b>Total Debt Service</b>	<b>4,787,235</b>	<b>4,787,235</b>	-	
36				
37 <b>Total Uses of Funds</b>	<b>68,755,688</b>	<b>68,539,425</b>	<b>(216,263)</b>	<b>-0.3%</b>
38				
39 <b>Application of CARES Act Funds / Reserves</b>	-	<b>11,132,397</b>	<b>11,132,397</b>	
40				
41 <b>PROJECTED SURPLUS/(DEFICIT)</b>	<b>846,246</b>	-	<b>(846,246)</b>	

SAN MATEO COUNTY TRANSIT DISTRICT  
PROPOSED FY2021 INTERIM OPERATING BUDGET

	FY2020 ADOPTED BUDGET	FY2021 PROPOSED	FY2021 PROPOSED TO FY2020 ADOPTED	BUDGET PERCENTAGE CHANGE
	<u>1ST QUARTER</u>	<u>1ST QUARTER</u>	<u>1ST QUARTER</u>	<u>1st Quarter</u>
	A	B	C = B - A	D = C/A
<b>OPERATING REVENUES - MOTOR BUS:</b>				
1 PASSENGER FARES	3,473,000	-	(3,473,000)	-100.0%
2				
3 LOCAL (TDA) TRANSIT FUND:	11,402,308	8,137,465	(3,264,843)	-28.6%
4				
5 STATE TRANSIT ASSISTANCE:	2,501,705	885,034	(1,616,671)	-64.6%
6				
7 OPERATING GRANTS:	183,798	249,224	65,426	35.6%
8				
9				
10 DISTRICT SALES TAX REVENUE:	23,218,213	33,575,463	10,357,250	44.6%
11				
12 INVESTMENT INTEREST INCOME	751,250	781,250	30,000	4.0%
13				
<b>OTHER REVENUE SOURCES:</b>				
15 Rental Income	418,122	362,873	(55,249)	-13.2%
16 Advertising Income	308,333	308,900	567	0.2%
17 Other Income	195,372	300,103	104,731	53.6%
18 <b>TOTAL OTHER REVENUES</b>	<b>921,827</b>	<b>971,876</b>	<b>50,049</b>	<b>5.4%</b>
19				
20 <b>TOTAL MOTOR BUS</b>	<b>42,452,101</b>	<b>44,600,312</b>	<b>2,148,211</b>	<b>5.1%</b>
21				
<b>AMERICAN DISABILITIES ACT:</b>				
23 Passenger Fares-Redi Wheels	247,000	-	(247,000)	-100.0%
24 Local TDA 4.5 Redi Wheels	617,936	432,600	(185,336)	-30.0%
25 Local STA - Paratransit	414,619	118,961	(295,658)	-71.3%
26 Operating Grants	47,607	66,599	18,992	39.9%
27 Sales Tax Revenue - ADA	2,351,012	3,646,062	1,295,050	55.1%
28 Interest Income-Paratransit Fund	148,750	126,250	(22,500)	-15.1%
29 SMCTA Measure A Redi-Wheels	910,000	836,000	(74,000)	-8.1%
30 Measure M Paratransit	350,000	350,000	-	
31 <b>TOTAL ADA PROGRAMS</b>	<b>5,086,924</b>	<b>5,576,472</b>	<b>489,548</b>	<b>9.6%</b>
32				
<b>MULTI-MODAL TRANSIT PROGRAMS:</b>				
34 Transfer from SMCTA for Caltrain	3,541,609	3,678,161	136,552	3.9%
35 Other Sources - Caltrain	-	-	-	
36 AB434, TA Funded Shuttles & Other	104,275	113,000	8,725	8.4%
37 Employer SamTrans Shuttle Funds	398,675	388,625	(10,050)	-2.5%
38 Dumbarton Rental Income	71,579	72,849	1,270	1.8%
39 Sales Tax Revenue - Gen. Operating Asst.	190,014	192,706	2,693	1.4%
40 <b>TOTAL MULTI-MODAL</b>	<b>4,306,152</b>	<b>4,445,341</b>	<b>139,189</b>	<b>3.2%</b>
41 <b>TOTAL REVENUES</b>	<b>51,845,177</b>	<b>54,622,125</b>	<b>2,776,948</b>	<b>5.4%</b>

SAN MATEO COUNTY TRANSIT DISTRICT  
PROPOSED FY2021 INTERIM OPERATING BUDGET

	FY2020 ADOPTED BUDGET	FY2021 PROPOSED	FY2021 PROPOSED TO FY2020 ADOPTED	BUDGET PERCENTAGE CHANGE
	<u>1ST QUARTER</u>	<u>1ST QUARTER</u>	<u>1ST QUARTER</u>	<u>1st Quarter</u>
	A	B	C = B - A	D = C/A
<b>DISTRICT OPERATING EXPENSE</b>				
1 Motor Bus Wages and Benefits	23,386,188	24,500,243	1,114,056	4.8%
2 <b>Services</b>				
3 Board of Directors	33,029	30,529	(2,500)	-7.6%
4 Contracted Vehicle Maintenance	323,880	319,304	(4,576)	-1.4%
5 Property Maintenance	427,536	458,250	30,714	7.2%
6 Professional Services	1,441,399	1,596,283	154,883	10.7%
7 Technical Services	3,258,953	3,516,833	257,879	7.9%
8 Other Services	918,855	1,186,809	267,954	29.2%
9				
10 <b>Materials &amp; Supply</b>				
11 Fuel and Lubricants	984,035	598,558	(385,477)	-39.2%
12 Bus Parts and Materials	511,092	537,351	26,259	5.1%
13 Uniform and Drivers Expense	164,203	131,670	(32,534)	-19.8%
14 Timetables and Tickets	70,875	53,750	(17,125)	-24.2%
15 Office Supplies/Printing	153,929	292,961	139,032	90.3%
16 Other Materials and Supply	35,900	35,700	(200)	-0.6%
17				
18 <b>Utilities</b>				
19 Telecommunications	178,125	166,875	(11,250)	-6.3%
20 Other Utilities	363,891	444,635	80,744	22.2%
21 Insurance	1,307,476	1,550,825	243,349	18.6%
22 Claims Reserves and Payments	363,891	363,891	-	
23 Workers Compensation	933,142	954,419	21,277	2.3%
24 Taxes and License Fees	229,889	204,857	(25,032)	-10.9%
25 Leases and Rentals	47,982	17,950	(30,032)	-62.6%
26 Promotional and Legal Advertising	365,188	415,813	50,625	13.9%
27 Training & Business Travel	217,448	117,043	(100,405)	-46.2%
28 Dues & Membership	43,036	50,463	7,428	17.3%
29 Postage and Other	46,195	61,645	15,450	33.4%
30				
31 <b>Total District Operated Buses</b>	<b>35,806,136</b>	<b>37,606,655</b>	<b>1,800,519</b>	<b>5.0%</b>
32				
33 <b>CONTRACTED BUS SERVICES</b>				
34 Contracted Urban Bus Service	5,387,800	5,676,200	288,400	5.4%
35 Coastside Services	434,550	438,500	3,950	0.9%
36 Redi Coast Non-ADA	65,925	65,200	(725)	-1.1%
37 La Honda - Pescadero	13,783	13,783	-	
38 SamCoast - Pescadero	35,925	37,250	1,325	3.7%
39 CUB Related Wages & Benefits	124,941	110,105	(14,836)	-11.9%
40 CUB Related Other Support	29,625	27,300	(2,325)	-7.8%
41 CUB Insurance	498,817	570,720	71,903	14.4%
42 CUB Claims Reserves & Payments	54,600	54,600	-	
43 <b>Total Contracted Bus Service</b>	<b>6,645,966</b>	<b>6,993,657</b>	<b>347,692</b>	<b>5.2%</b>
44 <b>TOTAL MOTOR BUS</b>	<b>42,452,102</b>	<b>44,600,312</b>	<b>2,148,211</b>	<b>5.1%</b>

SAN MATEO COUNTY TRANSIT DISTRICT  
PROPOSED FY2021 INTERIM OPERATING BUDGET

	FY2020 ADOPTED BUDGET	FY2021 PROPOSED	FY2021 PROPOSED TO FY2020 ADOPTED	BUDGET PERCENTAGE CHANGE
	<u>1ST QUARTER</u>	<u>1ST QUARTER</u>	<u>1ST QUARTER</u>	<u>1st Quarter</u>
	A	B	C = B - A	D = C/A
<b>AMERICAN DISABILITY ACT PROGRAMS</b>				
45	Elderly & Disabled/Redi-Wheels	2,006,075	2,247,200	241,125 12.0%
46	ADA Sedan/Taxi Service	958,525	1,052,525	94,000 9.8%
47	Coastside ADA	480,350	508,225	27,875 5.8%
48	ADA Related Wages & Benefits	654,877	662,400	7,523 1.1%
49	ADA Related Other Support	530,203	585,832	55,629 10.5%
50	ADA Insurance	402,294	465,690	63,396 15.8%
51	ADA Claims Reserves & Payments	54,600	54,600	-
52	<b>Total ADA Programs</b>	<b>5,086,924</b>	<b>5,576,472</b>	<b>489,547</b> <b>9.6%</b>
53				
54	<b>MULTI-MODAL TRANSIT PROGRAMS</b>			
55				
56	<b>CALTRAIN SERVICE</b>			
57	Peninsula Rail Service	3,541,609	3,678,161	136,552 3.9%
58	<b>Total Caltrain Service</b>	<b>3,541,609</b>	<b>3,678,161</b>	<b>136,552</b> <b>3.9%</b>
59				
60	<b>OTHER SUPPORT</b>			
61	SamTrans Shuttle Service	532,175	525,375	(6,800) -1.3%
62	Shuttle Related Wages & Benefits	22,274	23,219	945 4.2%
63	Dumbarton M.O.W.	166,394	171,474	5,080 3.1%
64	Maintenance multimodal Facilities	43,700	47,113	3,413 7.8%
65	<b>Total Other Support</b>	<b>764,543</b>	<b>767,180</b>	<b>2,637</b> <b>0.3%</b>
66				
67	<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>4,306,152</b>	<b>4,445,341</b>	<b>139,189</b> <b>3.2%</b>
68				
69	<b>TOTAL OPERATING EXPENSES</b>	<b>51,845,178</b>	<b>54,622,125</b>	<b>2,776,948</b> <b>5.4%</b>

## San Mateo County Transit District Fiscal Year 2021 Proposed Capital Budget

PROJECT TITLE	PROJECT DESCRIPTION	Previously Budgeted	FY2021 Proposed Capital Budget	Funding		
				STA SOGR	District Sales Tax	Other (See Note 1)
<b>1 REVENUE VEHICLE SUPPORT</b>						
1.1 Major Bus Components	Purchase of new parts, rebuilt parts and major bus components not accounted for in operating budget.		\$ 180,175			\$ 180,175
<b>Subtotal</b>			<b>\$ 180,175</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 180,175</b>
<b>2 INFORMATION TECHNOLOGY</b>						
2.1 ITS PADS signs upgrade project from 3G to 4G Technology	This project will upgrade the cellular/Wi-Fi network devices and various transit centers that are still operating on 3G devices. This upgrade is required for our signs to continue to receive and display real-time predictive departure times after Jan 1, 2021 for SamTrans passengers.		\$ 75,000			\$ 75,000
2.2 Onboard Wi-Fi equipment retrofit for 225 buses.	This project will include the cost of procuring and installing onboard Wi-Fi equipment on 225 buses. This project will also cover the cost of the CAD/AVL backend configuration, hardware installation and a patch for the buses that will allow for the cellular connection to provide a real-time feed.		\$ 1,572,180	\$ 1,291,249	\$ 280,931	
2.3 Intranet Solution Replacement	Staff support and ICAP for the Intranet solution replacement.	\$ 350,000	\$ 131,000			\$ 131,000
<b>Subtotal</b>			<b>\$ 1,778,180</b>	<b>\$ 1,291,249</b>	<b>\$ 280,931</b>	<b>\$ 206,000</b>
<b>3 FACILITIES / CONSTRUCTION</b>						
3.1 Facilities Smaller Projects	Projects to maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement.		\$ 300,000			\$ 300,000
3.2 North and South Base Front Entrance Modifications	Study of the main entrances to North and South Base Maintenance/Operational Facilities to provide an upgraded and effective way to protect the District's staff and assets .		\$ 165,000			\$ 165,000

## San Mateo County Transit District Fiscal Year 2021 Proposed Capital Budget

PROJECT TITLE		PROJECT DESCRIPTION		Previously Budgeted	FY2021 Proposed Capital Budget	Funding		
3.3	South Base Pico Blvd Property	See Note 2	Acquire Pico Blvd, San Carlos Property to provide access to the South Base Facility and reduce operational expense.		\$ 3,061,918			\$ 3,061,918
<b>Subtotal</b>					<b>\$ 3,526,918</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,526,918</b>
<b>4</b>	<b>Other</b>							
4.1	Contingency		Unforeseen capital expenditures		\$ 100,000			\$ 100,000
<b>Subtotal</b>					<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100,000</b>
<b>GRAND TOTAL</b>				<b>\$ 350,000</b>	<b>\$ 5,585,273</b>	<b>\$ 1,291,249</b>	<b>\$ 280,931</b>	<b>\$ 4,013,093</b>

Notes:

- 1 *Other funding is savings of prior year's District sales tax from underruns in previously approved capital projects: 2011 Sustainable Program Development, 2014 SamTrans Strategic Plan, 2009 Comprehensive Operation Analysis-Phase 1*
- 2 *South Base Pico Blvd Property was purchased on the September 2019 closed board meeting session with FY2020 District Sales Tax Funds.*





# Interim FY2021 Operating and Capital Budgets

**Board of Directors**  
**June 3, 2020**  
**Finance Item #3**



# Purpose for Interim Budget



- The Interim Budget for Q1 FY2021 helps to solve multiple budgetary issues resulting from the COVID 19 health crises and accomplishes the following:
  - Allows the Board to authorize incremental expenditures rather than commit to full year's Budget
  - Affords staff time to continue to monitor the economic impact on the District operations and gain further insights critical to FY2021
  - Helps to avoid reactive decision making that may be detrimental to the District's ability to provide essential services
  - Provides the organization more flexibility as time unfolds

## Significant drop in key sources of revenue

- **Suspended passenger fare collection continues**
- **Declining sales tax revenues**
- **Steep reduction in TDA / STA estimates**



# Key Assumptions



- **0% wage increase for all represented employees**
- **0% salary increase for non-represented employees**
- **Hiring freeze on current open administrative positions, and a vacancy factor for Bus Operators**
- **Increased cost for OPEB and CalPERS unfunded liabilities all in Q1**
- **Business travel eliminated and training reduced 50%**

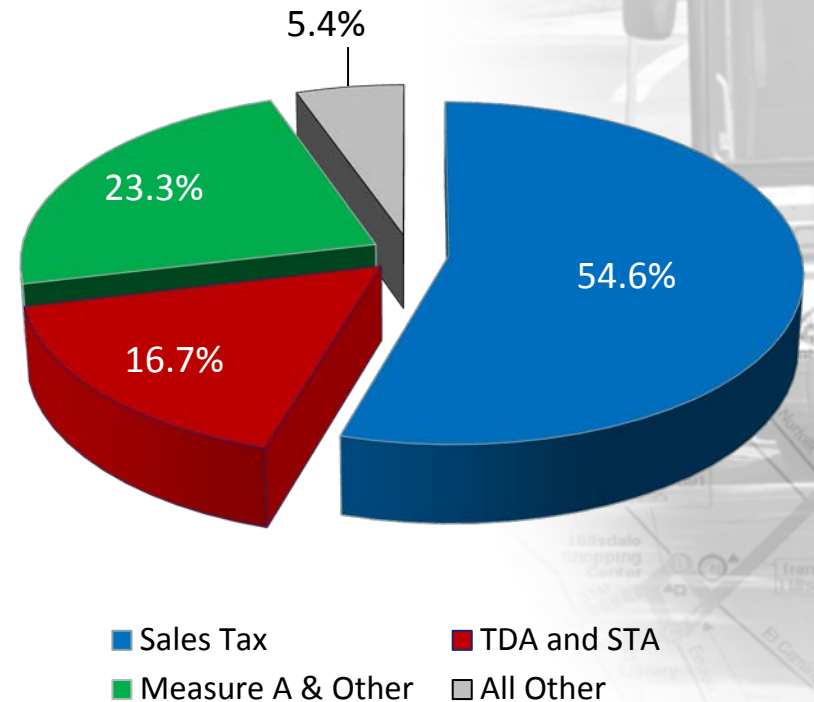
# FY2021 Interim Operating Revenue

\$ in Millions



## FY2021 Interim Revenues

Passenger Fares	\$ -
Local TDA and STA Funds	9.6
Pass through to Other Agencies	0.1
Operating Grants	0.3
SMCTA Measure A	4.5
AB434, TA Funded Shuttles & Other	0.1
District Sales Tax	20.9
Measure W Sales Tax	10.5
Investment Income, Interest, & Other	2.7
Due From JPB, TA, JPA & SamTrans Cap W&B	8.8
	<u>\$ 57.4</u>



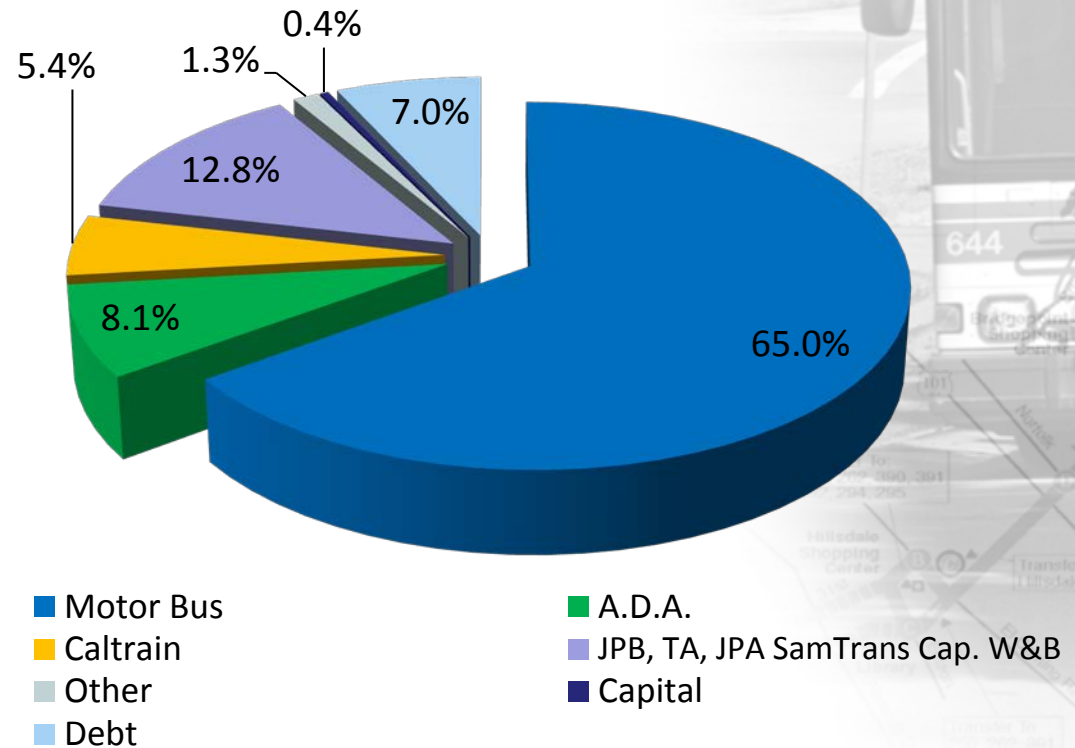
# FY2021 Interim Operating Expense

\$ in Millions



## FY2021 Interim Operating Expense

Motor Bus	\$ 37.6
Contract Urban Bus (CUB)	7.0
A.D.A. Programs	5.6
Caltrain	3.7
Multi-Modal Programs	0.8
JPB, TA, JPA SamTrans Cap. W&B	8.8
Pass throughs & Other	0.1
Capital	0.3
Debt	4.8
<b>\$ 68.5</b>	



# FY2021 Interim Budget

## \$ in Millions



Sources of Funds	FY2021 Interim Budget
Fares	\$ -
TDA & STA Funds	9.6
Other Op Income	5.0
District Sales Tax	20.9
Measure W	10.5
Other Income	2.7
<b>Total Revenue *</b>	<b>\$ 48.7</b>

Uses of Funds	FY2021 Interim Budget
Motor Bus	\$ 30.3
Pension / OPEB Funding	7.3
Contract Urban Bus (CUB)	7.0
A.D.A. Programs	5.6
Caltrain	3.7
Multi-Modal Programs	0.8
Pass throughs & Other	0.1
Capital Allocation	0.3
Debt Service	4.8
<b>Total Expenditures *</b>	<b>\$ 59.8</b>
<b>CARES ACT FUNDING</b>	<b>\$ 11.1</b>

\*Excludes JPB, TA, JPA & SamTrans Capital Wage & Benefits \$8.8 Million

- **Maintains District's existing service and infrastructure network**
- **Ensures vehicles and facilities are maintained in a state of good repair**
- **Minimizes funding from FY2021 District Sales Tax**
- **Investments in:**
  - **Infrastructure**
  - **Information Technology**





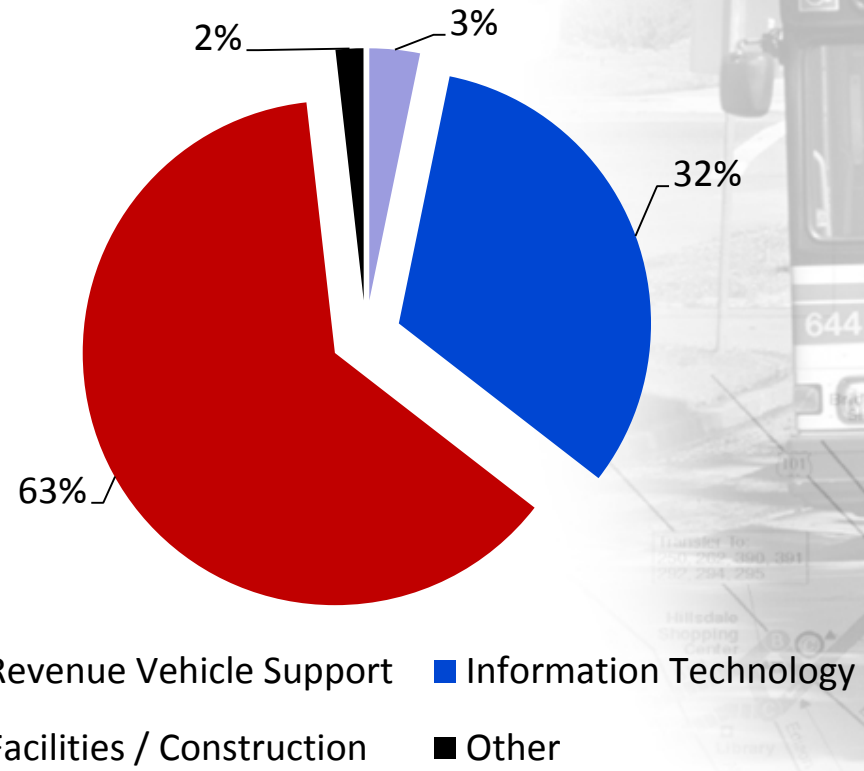
# FY2021 Capital Investment

\$ in Millions



## FY2021 Capital Investment

Revenue Vehicle Support	\$ 0.2
Information Technology	1.8
Facilities / Construction	3.5
Other	0.1
<b>\$</b>	<b>5.6</b>



# FY2021 Proposed Capital Projects



## REVENUE VEHICLE SUPPORT:

- Major Bus Components: \$180,175

## INFORMATION TECHNOLOGY:

- ITS PADS signs upgrade project from 3G to 4G Technology: \$75,000
- Onboard Wi-Fi equipment retrofit for 225 buses: \$1,572,180
- Intranet Solution Replacement: \$131,000

## FACILITIES / CONSTRUCTION:

- Facilities Smaller Projects: \$300,000
- North and South Base Front Entrance Modifications: \$165,000
- South Base Pico Blvd Property: \$3,061,918

**CONTINGENCY:** \$100,000



- Continue to monitoring current economic environment and report findings to the Board
- August 5th Board meeting: present a Preliminary FY2021 Budget for the balance of the Fiscal Year
- September 2nd Board Meeting: present for Adoption the FY2021 Budget for the balance of the Fiscal Year

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

Seamus Murphy  
Chief Communications Officer

SUBJECT: **AWARD OF CONTRACT FOR WEBSITE REDESIGN AND DEVELOPMENT SERVICES**

**ACTION**

Staff proposes the Committee recommend that the Board:

1. Award a contract to FivePaths, LLC (FivePaths) of San Francisco, California for the provision of website redesign and development services (Services) for a not-to-exceed amount of \$729,650 for a five-year base term.
2. Authorize the General Manager/CEO, or his designee, to execute a contract with FivePaths in full conformity with the terms and conditions of the solicitation documents and negotiated agreement and in a form approved by legal counsel.
3. Authorize the General Manager/CEO, or his designee, to exercise up to two additional option terms with FivePaths if deemed in the best interest of the San Mateo County Transit District (District) as follows:
  - a. First option term of three years for a not-to-exceed amount of \$151,200;  
and
  - b. Second option term of two years for a not-to-exceed amount of \$101,800.

**SIGNIFICANCE**

Award of this contract will provide the District with updated and secure websites with the primary goal of re-designing four public-facing websites (caltrain.com, samtrans.com, smcta.com, and smctd.com) plus creation of one new site for the San Mateo County Express Lanes Joint Power Authority (SMCELJPA). This work will provide users with a unified web experience while on each agency's site.

**BUDGET IMPACT**

Funding for this contract was approved in the Fiscal Year (FY) 2020 Capital Budget with District sales tax. As the District is the managing agency for the Peninsula Corridor Joint Powers Board and San Mateo County Transportation Authority, and provides some

administrative duties for SMCELJPA, each agency will pay its share of the cost through the District's cost allocation plan.

### **BACKGROUND**

A Request for Proposals (RFP) was advertised on the District's procurement website, which includes small business enterprises (SBEs) registered in the vendor database. Staff conducted a pre-proposal conference, which was attended by 23 potential proposers. Eleven firms submitted proposals.

A Selection Committee (Committee) comprised of qualified staff from the Communications and IT departments reviewed and evaluated proposals according to the following weighted criteria:

- Qualifications and Experience of Key Personnel 0-20 points
- Qualifications and Experience of Firm 0-20 points
- Project Understanding and Management Plan 0-35 points
- Cost Proposal 0-25 points
- SBE Preference 0-5 points

The Committee conducted interviews with the five proposers that fell within the competitive range. After interviews, the Committee determined that FivePaths can meet the District's website redesign and development needs as requested in the scope of work. FivePaths' proposal was responsive to the RFP requirements and scored as the highest-ranked Proposer. FivePaths, founded in 2008, is a local SBE firm with extensive transit experience, having worked with San Francisco Municipal Transportation Agency and Napa Valley Transportation Authority.

The Committee conducted reference checks and found FivePaths to be in good standing with their clients, who highlighted FivePaths' vast experience and knowledge combined with their effective follow-through, hands-on support, and willingness to go above and beyond to deliver high quality services and end products. Staff successfully negotiated costs that resulted in an approximately 34% reduction. Staff conducted a price analysis and determined the final negotiated cost to be fair and reasonable.

### **STRATEGIC INITIATIVE**

Priority 3 - Become a More Effective Organization

- Goal 1- Improve organization performance
  - 3-7: utilize technology to enhance processes and stay current and competitive with the industry.

Procurement Administrator II: Linda Tamtum 650-508-7933  
Project Manager: Jeremy Lipps, Digital Communications Manager 650-730-3113

RESOLUTION NO. 2020-

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

\* \* \*

**AWARDING A CONTRACT TO FIVEPATHS, LLC FOR WEBSITE REDESIGN AND DEVELOPMENT SERVICES FOR A NOT-TO-EXCEED AMOUNT OF \$729,650 FOR A FIVE-YEAR TERM**

**WHEREAS**, the San Mateo County Transit District (District) issued a Request for Proposals (RFP) for the provision of the website redesign and development services comprised of Part 1: Design and Development Website; Part 2: Hosting, Support, and Maintenance; and Part 3: As-needed design and development for new features (Services); and

**WHEREAS**, in response to the RFP, the District received 11 proposals; and

**WHEREAS**, the Selection Committee (Committee) composed of District staff reviewed and scored the proposals, conducted interviews with five firms determined to be in the competitive range, ranked the proposals according to the evaluation criteria set forth in the RFP, and determined that FivePaths, LLC (FivePaths) of San Francisco, California received the highest consensus ranking; and

**WHEREAS**, staff conducted negotiations with FivePaths and determined the firm can perform the requested Services at fair and reasonable prices; and

**WHEREAS**, staff and legal counsel reviewed FivePaths' proposal and determined that it complies with the requirements of the RFP; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors award a contract to FivePaths for the provision of the Services for a five-year term for a not-to-exceed-amount of \$729,650; and

**WHEREAS**, the General Manager/CEO further recommends, and the Finance Committee concurs, that the Board of Directors authorize the General Manager/CEO, or his designee, to exercise up to two additional option terms: (1) a three-year option term for a not-to-exceed amount of \$151,200, and (2) a subsequent two-year option term for a not-to-exceed amount of \$101,800, if in the best interest of the District.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby awards a contract to FivePaths, LLC to provide website redesign and development services for a five-year base term for a not-to-exceed amount of \$729,650; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO, or designee, is authorized to execute a contract on behalf of the District with FivePaths in full conformity with all of the terms and conditions of the RFP and negotiated agreement, and in a form approved by legal counsel; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO, or his designee, is authorized to exercise up to two additional option terms: (1) a three-year option term for a not-to-exceed amount of \$151,200, and (2) a subsequent two-year option term for a not-to-exceed amount of \$101,800, if in the best interest of the District.

Regularly passed and adopted this 3<sup>rd</sup> day of June, 2020 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transit District

ATTEST:

---

District Secretary



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Harnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **AWARD OF CONTRACTS FOR PROVISION OF INVESTMENT MANAGEMENT  
AND CUSTODY AND SAFEKEEPING SERVICES**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award a contract to PFM Asset Management, LLC (PFM) of San Francisco, California, to provide investment management services (Investment Services) for a five-year term for a not-to-exceed amount of \$425,000.
2. Award a contract to U.S. Bank N.A. (U.S. Bank) of San Francisco, California to provide custody and safekeeping services (Custodial Services) for a five-year term for a not-to-exceed amount of \$50,000.
3. Authorize the General Manager/CEO, or his designee, to execute contracts with PFM and U.S. Bank in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in forms approved by legal counsel.

**SIGNIFICANCE**

Approval of the above actions will provide the San Mateo County Transit District (District) with Investment and Custodial Services for its investment portfolios. The Investment Services will be provided in full accordance with applicable California law governing the investment of local agency funds and the District's current Statement of Investment Policy, which provides for the protection of principal, liquidity, and appropriate yield on excess funds.

**BUDGET IMPACT**

Funds from sales tax proceeds to support the award of these contracts are included in the proposed Fiscal Year 2021 operating budget and will be included in future year operating budgets.

## **BACKGROUND**

Staff determined that a joint solicitation with the District, the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority (Agencies) was a cost-effective approach to procure the Investment Services and Custodial Services. A Request for Proposals (RFP) detailing the scope of services was issued on the Agencies' procurement portal. In accordance with the District's Disadvantaged Business Enterprise Program, the RFP contained a preference of five percent for Small Business Enterprises (SBEs). The Agencies received a total of eight proposals, seven for Investment Services and one for Custodial Services.

A Selection Committee (Committee) comprised of qualified staff from the Finance Division reviewed and ranked proposals for each service category, and for each Agency, according to the following weighted criteria outlined in the RFP:

- |  |           |
|--|-----------|
| • Approach to Scope of Services                      | 25 points |
| • Company Qualifications, Experience, and References | 25 points |
| • Qualifications and Experience of Key Personnel     | 30 points |
| • Reasonableness of Cost                             | 20 points |
| • SBE Preference                                     | 5 points  |

All eight firms were found to be in the competitive range and participated in interviews. Upon completion of interviews, reference checks, financial review, and final scoring of proposals, the Committee reached a final consensus scoring. PFM received the highest ranking for the provision of Investment Services for the District. The Committee determined the proposal submitted by U.S. Bank for the provision of Custodial Services was acceptable.

The not-to-exceed amount of \$425,000 for the Investment Services contract is based on the District's portfolio and PFM's fee schedule, which includes 0.06% (6 basis points) for the first \$100 million under management and 0.05% for amounts greater than \$100 million. The not-to-exceed amount of \$50,000 for the Custodial Services contract is based on the District's portfolio and U.S. Bank's 0.005% (half a basis point) fee assessed on the assets in the portfolio.

Services are currently provided by PFM and U.S. Bank pursuant to contracts awarded under Resolution 2014-56. The firms' performance to-date has been acceptable and in conformance with contractual requirements, terms and conditions. The contracts expire on June 30, 2020.

### **Strategic Initiatives**

Priority 2: Strengthen Fiscal Health

Goal 3: Implement existing and new best practices

Action 2-17: Explore creative revenue sources

Procurement Administrator II: Mary Garcia  
Project Manager: Jayden Sangha, Manager, Treasury

650-622-7893  
650-508-6274

RESOLUTION NO. 2020 –

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

\*\*\*

**AWARDING OF A CONTRACT TO PFM ASSET MANAGEMENT LLC FOR THE PROVISION  
OF INVESTMENT MANAGEMENT SERVICES FOR A NOT-TO-EXCEED AMOUNT OF \$425,000  
FOR A FIVE-YEAR TERM AND A CONTRACT TO U.S. BANK N.A. FOR THE PROVISION  
OF CUSTODY AND SAFEKEEPING SERVICES FOR A NOT-TO-EXCEED AMOUNT OF \$50,000  
FOR A FIVE-YEAR TERM**

**WHEREAS**, the San Mateo County Transit District (District), jointly with the Peninsula Corridor Joint Powers Board and the San Mateo County Transportation Authority, issued a Request For Proposals (RFP) to provide investment management services (Investment Services) and custody and safekeeping services (Custodial Services); and

**WHEREAS**, seven firms submitted proposals for Investment Services and one firm submitted a proposal for Custodial Services; and

**WHEREAS**, a Selection Committee (Committee) composed of qualified staff reviewed the proposals and scored them in accordance with the evaluation criteria set forth in the RFP; and

**WHEREAS**, upon completion of proposal evaluation and negotiations, the Committee reached a consensus that the proposal submitted by PFM Asset Management, LLC (PFM) of San Francisco, California (PFM) was the highest-ranked proposal for Investment Services for the District, and the proposal submitted by U.S. Bank N.A. (U.S. Bank) of San Francisco, California for Custodial Services was acceptable; and

**WHEREAS**, the General Manager/CEO recommends and the Finance Committee concurs, that the Board of Directors award a contract to PFM for a five-year term for a not-to-exceed amount of \$425,000 and a contract to U.S. Bank for a five-year term for a not-to-exceed amount of \$50,000.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby awards a contract to PFM Asset Management, LLC to provide investment management services for a five-year term for a not-to-exceed amount of \$425,000; and

**BE IT FURTHER RESOLVED** that the Board of Directors of the San Mateo County Transit District awards a contract to U.S. Bank N.A. to provide custody and safekeeping services for a five-year term for a not-to-exceed amount of \$50,000; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO, or his designee, is authorized to execute contracts with PFM and U.S. Bank in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in forms approved by legal counsel.

Regularly passed and adopted this 3<sup>rd</sup> day of June, 2020 by the following vote:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Chair, San Mateo County Transit District

ATTEST:

\_\_\_\_\_  
District Secretary

**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: **AUTHORIZE THE PURCHASE OF TWENTY-ONE NON-REVENUE SUPPORT VEHICLES THROUGH STATE OF CALIFORNIA DEPARTMENT OF GENERAL SERVICES CONTRACTS AND DISPOSITION OF VEHICLES**

**ACTION**

Staff proposes the Committee recommend that the Board:

1. Approve the purchase of 21 non-revenue support vehicles (vehicles) through State of California, Department of General Services (DGS) competitively-bid contracts, for a total not-to-exceed amount of \$557,000, inclusive of fees, delivery, and taxes, as follows:

Thirteen (13) Toyota Priuses	\$328,000
Two (2) Toyota RAVs	\$ 58,000
One (1) Ford Escape	\$ 26,000
Five (5) Nissan Leafs	\$145,000
2. Authorize the General Manager/CEO, or his designee, to execute contracts with Freeway Toyota and Downtown Ford of Sacramento, California, and Selma Nissan of Selma, California, for the purchase and delivery of the above vehicles prior to June 30, 2021 in full conformity with the terms and conditions of the DGS contracts.
3. Authorize the General Manager/CEO or his designee, to dispose of 21 surplus vehicles in accordance with the San Mateo County Transit District's (District) Procurement Policy when the new vehicles have been delivered and are ready for use.

**SIGNIFICANCE**

The District owns and maintains a fleet of vehicles used in a variety of work-related activities, such as deployment of field supervisors to verify routes and monitor service levels, handle emergencies and accident investigations, and perform periodic site visits and other field inspections. The new vehicles, inclusive of extended warranties, will replace older costly-to-maintain vehicles thereby reducing operating and

maintenance costs. Those District vehicles which are scheduled to be replaced by the new vehicles during the next 12 months, will become surplus and will be disposed of once the new vehicles are received, in accordance with the disposition process outlined in the District's Procurement Manual.

### **BUDGET IMPACT**

Funds to support the award of the subject contracts were approved in the Fiscal Year 2020 (FY20) Capital Budget. This project is partially funded by FY20 District sales taxes in the amount of \$164,000. The remaining balance of \$393,000 will be funded by prior years' capital project savings.

### **BACKGROUND**

California Public Contract Code Section 10298 allows the District to purchase vehicles, equipment, and other commodities through the State of California's competitively bid contracts. Access to the DGS bid list of vehicle suppliers benefits the District by allowing it to purchase, at highly competitive prices, vehicles of proven design and manufacturing standards that meet District specifications.

The vehicles selected for purchase reflect the District's goals for investing in environmentally-sustainable vehicles to the maximum extent possible. After consideration of available options, staff determined that the District cannot purchase all battery electric non-revenue vehicles at this time due to the lack of charging infrastructure at the Central office and the bases. It is more economical and forward-thinking for the District to focus first on electrification of the SamTrans fixed-route bus fleet.

### **STRATEGIC INITIATIVE**

Priority 2 – Strengthen Fiscal Health

- Goal 3 – Implement existing and new best practices
  - Action 2-13: Invest in improvements to our facilities and fleets that conserve natural resources, reducing waste, and controlling costs.

Procurement Administrator II: Kevin Kelley

650-622-7892

Project Manager: David Parsons, Bus Maintenance, Assistant Manager

650-508-6418

RESOLUTION NO. 2020-

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

\* \* \*

**AUTHORIZING THE PURCHASE AND DELIVERY OF TWENTY-ONE NON-REVENUE SUPPORT  
VEHICLES THROUGH STATE OF CALIFORNIA CONTRACTS  
FOR A TOTAL NOT-TO-EXCEED AMOUNT OF \$557,000 AND  
AUTHORIZING THE DISPOSITION OF TWENTY-ONE SURPLUS NON-REVENUE VEHICLES**

**WHEREAS**, the San Mateo County Transit District (District) needs to purchase 21 non-revenue support vehicles during the next 12 months to replace older costly-to-maintain vehicles; and

**WHEREAS**, staff proposes to acquire 13 Toyota Priuses, two Toyota RAVs, five Nissan Leafs, and one Ford Escape as replacement vehicles to be used in a variety of work-related activities, such as deployment of field supervisors to verify routes and monitor service levels, handle emergencies and accident investigations, and perform periodic site visits and other field inspections; and

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

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

**WHEREAS**, funding for the proposed vehicle purchase is available in current and prior years' Capital Budgets; and

**WHEREAS**, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors awards contracts to the three firms

listed below for the purchase and delivery of a total of 21 non-revenue vehicles through the State DGS contract, for a not-to-exceed total amount of \$557,000 inclusive of fees, delivery, extended warranties and taxes:

- Freeway Toyota of Sacramento, California for 13 Priuses and two RAVs,
- Downtown Ford of Sacramento, California for one Escape; and
- Selma Nissan of Selma, California for five Leafs; and

**WHEREAS**, the purchase of the vehicles will be made no later than June 30, 2021; and

**WHEREAS**, the General Manager/CEO further recommends, and the Committee concurs, that the Board authorize disposal of 21 surplus vehicles in accordance with the District's Procurement Policy once the replacement vehicles are delivered and ready for use.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby awards contracts to Freeway Toyota, Downtown Ford, and Selma Nissan, for a total not-to-exceed amount of \$557,000, for the vehicles detailed above; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO, or his designee, is authorized to execute contracts on behalf of the District with Freeway Toyota, Downtown Ford and Selma Nissan through June 30, 2021 in accordance with the terms and conditions of the DGS contracts and in a form approved by legal counsel; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO, or his designee, is authorized to dispose of 21 surplus vehicles in accordance with the District's Procurement Policy once the replacement vehicles are delivered and ready for use.



Regularly passed and adopted this 3rd day of June, 2020 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transit District

ATTEST:

---

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Carter Mau  
Deputy General Manager/CEO

SUBJECT: **APPROVAL OF AN AMENDED AND RESTATED MEASURE W SALES TAX  
ADMINISTRATION AGREEMENT AND MEASURE W SALES TAX TRANSFER  
AGREEMENT**

**ACTION**

Staff proposes the Committee recommend that the Board:

1. Approve the execution of an Amended and Restated Measure W Sales Tax Administration Agreement
2. Approve the execution of the Measure W Sales Tax Transfer Agreement
3. Authorize the General Manager/CEO to take other actions necessary to give effect to the above-stated actions.

**SIGNIFICANCE**

The San Mateo County Transit District (District) holds a contract with the California Department of Tax and Fee Administration (CDTFA) for collection and distribution of the District's Measure W sales tax.

Measure W provides that the District may designate the San Mateo County Transportation Authority (TA) to administer one half of the Measure W sales tax revenues in accordance with the Congestion Relief Plan adopted by the voters of San Mateo County in 2018 as part of Measure W.

Staff proposes that the Board of Directors (Board) designate the TA to administer one half of the Measure W sales tax pursuant to the Congestion Relief Plan. Staff also proposes that the Board authorize the General Manager/CEO to execute an Amended and Restated Administration Agreement and the Measure W Sales Tax Transfer Agreement needed (1) for the TA to receive the funds, (2) for the funds to flow from the CDTFA through a trustee, and (3) for the TA to be able to include its share of Measure W sales tax revenues in the pledge for the TA's sales tax revenue bonds (Bonds) to be issued to fund a loan to San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) in connection with the US 101 Express Lanes project (Project).

### **BUDGET IMPACT**

There is no budget impact associated with this item. All transaction costs associated with the proposed TA bonds and trust accounts will be paid by the TA as Project financing costs.

### **BACKGROUND**

At the District's meeting of May 6, 2020, Staff presented an information item to the District Board in which it provided an update on the TA's role in the financing of the Project, including the issuance of sales tax revenue bonds backed by the TA's Measure A sales tax revenues and its share of Measure W revenues. That update indicated that Staff would be asking the District Board to approve the following agreements:

- A sales tax Administration Agreement among the District, the CDTFA and Bank of New York Mellon Trust Company (BNY). This agreement will replace the District's current agreement with CDTFA for collection of the Measure W sales taxes with a restated agreement directing CDTFA to send Measure W sales tax revenues to BNY rather than directly to the District.
- A Sales Tax Transfer Agreement among the District, the TA and BNY. This agreement will irrevocably assign 50 percent of the Measure W sales tax revenues to the TA through BNY as agent for deposit in the indenture for the Bonds. The Sales Tax Transfer Agreement provides that if the TA ceases to exist, the funds it receives from Measure W will revert to the District.

Prepared by: Valerie Armento, Special Legal Counsel

**RESOLUTION NO. 2020 –**  
**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT**  
**STATE OF CALIFORNIA**

\* \* \*

**AUTHORIZING EXECUTION OF AN AMENDED AND RESTATED MEASURE W SALES TAX  
ADMINISTRATION AGREEMENT AND A SALES TAX TRANSFER AGREEMENT WITH THE  
SAN MATEO COUNTY TRANSPORTATION AUTHORITY AND THE BANK OF NEW YORK  
MELLON TRUST COMPANY PERTAINING TO THE MEASURE W SALES TAX**

**WHEREAS**, the San Mateo County Transit District (District) is a public transit district organized and existing under the provisions of the San Mateo County Transit District Act (Public Utilities Code section 103000 et seq.) and, as such, the administrative body for the principal public transit and transportation programs throughout the County of San Mateo (the "County"); and

**WHEREAS**, on November 6, 2018, the electors of the County approved "Measure W" and its associated Congestion Relief Plan (Plan) containing Core Principles and a detailed description of anticipated projects, authorizing the District to impose a retail transactions and use tax applicable in the incorporated and unincorporated territory of the County beginning on July 1, 2019 and ending June 30, 2049, with proceeds of the tax to be used for transportation purposes as specified in the Plan; and

**WHEREAS**, Measure W provides that the District will levy the Measure W Sales Tax and administer the proceeds thereof and that the District may transfer a portion of Measure W Sales Tax Revenues to the San Mateo County Transportation Authority (Authority) for administration by the Authority consistent with the Plan; and

**WHEREAS**, the District desires to designate the Authority to administer 50% of the Measure W Sales Tax Revenues as provided in the Plan, and to irrevocably dedicate such revenues to the Authority for such purpose, for so long as the Authority is in existence; and

**WHEREAS**, the Bank of New York Mellon Trust Company (BNY) is an FDIC-insured bank providing investment services and investment management with corporate trust as its core business and competency, and will be the financial institution serving as the third party collection and distribution agent for the Measure W Sales Tax Revenues; and

**WHEREAS**, for collection of the Measure W sales taxes, a restated agreement for sales tax administration among the District, the California Department of Tax and Fee Administration (CDTFA) and BNY will replace the District's current agreement with CDTFA directing CDTFA to send Measure W sales tax revenues to BNY rather than directly to the District.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors authorizes the General Manager/CEO to:

1. Execute the Amended and Restated Measure W Sales Tax Administration Agreement among the District, the California Department of Tax and Fee Administration and The Bank of New York Mellon Trust Company as described above;
2. Execute a Measure W Sales Tax Transfer Agreement with the San Mateo County Transportation Authority and The Bank of New York Mellon Trust Company; and
3. Take such further actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 4th day of June, 2020 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transit District

ATTEST:

---

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

THROUGH: Jim Hartnett  
General Manager

FROM: Derek Hansel  
Chief Financial Officer

Carter Mau  
Deputy General Manager

SUBJECT: **AWARD OF CONTRACT FOR LAW ENFORCEMENT SERVICES**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Award a contract to the San Mateo County Sheriff's Office (SMCSO) for transit law enforcement services (Services) for an estimated amount of \$ 8,854,082 for the San Mateo County Transit District (District) for a five-year base term.
2. Authorize the General Manager/CEO or his designee to execute a contract with SMCSO in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.
3. Authorize the General Manager/CEO, or his designee, to exercise one additional five-year option term with SMCSO, provided it is in the best interest of the District, for an estimated amount of \$11,585,704.

**SIGNIFICANCE**

The Services are for both SamTrans bus operations for the District and Caltrain rail operations for the Peninsula Corridor Joint Powers Board (JPB). For the District, the Services will cover the District's 455 square-mile area of multi-modal public transportation system that includes 312 fixed-route revenue buses, 67 paratransit vehicles, and administers a shuttle program of 27 buses plus 68 shuttle buses partially subsidized by the District. The requested Services include, but are not limited to, patrol services within the SamTrans service areas, coordination of all requests for police service, collision investigations, and police reports. Additionally, explosive-detecting K9 units, crime scene investigation and criminal forensics, coroner's services, coverage for special events and backup personnel will be provided as required.

**BUDGET IMPACT**

The District’s share of the total cost of the Services will be available in current and future operating budgets. The proposed District costs for FY 2021 are estimated at \$1,666,339.

**BACKGROUND**

The SMCSO has provided Services for both bus operations since 2004. The existing agreement was authorized by the Board of Directors by Resolution 2015-26. Costs of Services under the current contract were allocated between the two agencies, with the JPB paying 78 percent and the District paying 22 percent of the total costs. The basis for the allocation of costs under the proposed contract was established based on the current cost-sharing arrangement and confirmed by levels of services provided to each agency under the current contract. The JPB’s cost-share is higher than the District’s because of the highly-specialized nature of the rail response services, requiring significantly more of the SMCSO’s Services than the bus operations, as well as the broader geographical area the SMCSO covers for Caltrain.

Prior to issuance of a Request for Proposals (RFP), Staff conducted extensive outreach and contacted the law enforcement agencies locally – San Mateo County Sheriff, Santa Clara County Sheriff, San Francisco County Sheriff, Alameda County Sheriff, Marin County Sheriff, Redwood City Police, Belmont Police, San Carlos Police, and the California Highway Patrol. They were informed of the upcoming solicitation and were asked whether they would be interested. Only two of the nine indicated interest.

The RFP was issued on the District’s and JPB’s procurement portal. In accordance with the District’s Disadvantaged Business Enterprise (DBE) Program, a small business preference was included in this RFP. A pre-proposal conference was held and two interested law enforcement agencies attended. Only the SMCSO submitted a proposal.

A Selection Committee composed of qualified staff from Safety and Security, Bus Operations, and Rail Operations departments reviewed and evaluated the SMCSO proposal according to the following weighted criteria outlined in the RFP:

- Approach to Scope of Services 30 points
- Qualifications and Experience of Firm 30 points
- Qualifications and Experience of Management Team and Key Personnel 20 points
- Cost Proposal 20 points
- SBE Preference 5 points

The parties engaged in negotiations regarding the scope of services and contract provisions, and fair and reasonable fees. SMCSO has provided satisfactory services since 2004. As only one proposal was received, staff conducted a price analysis by comparing cost elements paid by sister agencies and determined costs are similar to those paid by other agencies for the same services. Staff believes costs are fair and reasonable.

The SMCSO will provide the Services through a combination of highly-trained personnel comprised of a Lieutenant, a Sergeant, a part-time Captain, 11 Deputies, including

three canine units and a Detective, four Community Services Officers and a Management Analyst.

Staff surveyed the one other interested law enforcement agency and determined it did not submit a proposal because it would not be able to provide the required services at this time.

The existing law enforcement services agreement with the SMCSO was awarded in August 2015 for a three-year base term, with two one-year options. Both option year terms were exercised, and the agreement is due to expire June 30.

Procurement Manager: Concepcion Gayotin

650-622-8011

Project Manager: Victoria O'Brien, Deputy Director, Safety and Security

650-622-8045



RESOLUTION NO. 2020 –

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

\*\*\*

**AWARDING A CONTRACT TO THE SAN MATEO COUNTY SHERIFF'S OFFICE  
FOR THE PROVISION OF LAW ENFORCEMENT SERVICES FOR  
AN ESTIMATED AMOUNT OF \$8,854,082 FOR A FIVE-YEAR TERM**

**WHEREAS**, the San Mateo County Sheriff's Office (SMCSO) has been providing law enforcement services for both SamTrans bus operations for the San Mateo County Transit District (District) and Caltrain rail operations for the Peninsula Corridor Joint Power Board (JPB) since 2004; and

**WHEREAS**, the existing law enforcement services agreement, also with the SMCSO, was awarded in August 2015 for a three-year base term, with two one-year options; and

**WHEREAS**, the existing agreement was authorized by the Boards of Directors of both the District and the JPB (Agencies), and costs of services were allocated between the two agencies, with the JPB paying 78 percent and the District paying 22 percent of the total costs; and

**WHEREAS**, the existing agreement is set to expire on June 30, 2020, and the Agencies issued a Request for Proposals (RFP) for transit law enforcement services (Services); and

**WHEREAS**, in response to the RFP, only the SMCSO submitted a proposal; and

**WHEREAS**, a Selection Committee reviewed the proposal, the parties engaged in negotiations regarding the scope of services and contract provisions, and fair and reasonable fees were negotiated; and

**WHEREAS**, the General Manager/CEO recommends and the Finance Committee concurs, that the Board of Directors awards a contract to the SMCSO for the provision of

Services of a five-year base term for an estimated amount of \$8,854,082 for the District, with a five-year option term for an estimated amount of \$11,585,704 for the District.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transit District hereby awards a contract to San Mateo County Sheriff's Office for transit law enforcement services for an estimated amount of \$8,854,082 for the District for a five-year base term; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO, or his designee, is authorized to execute a contract with the SMCSO in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel; and

**BE IT FURTHER RESOLVED** that the General Manager/CEO, or his designee, is authorized to exercise one additional five-year option term with the SMCSO, provided it is in the best interest of the District, for an estimated amount of \$11,585,704 for the District.

Regularly passed and adopted this 3rd day of June, 2020 by the following vote:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Chair, San Mateo County Transit District

ATTEST:

\_\_\_\_\_  
District Secretary



## 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, JUNE 3, 2020 – 3:00 pm

or immediately following the Finance Committee meeting

1. Call to Order

#### MOTION

2. Approval of Minutes of Legislative Committee Meeting of May 6, 2020

#### INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

#### BOARD OF DIRECTORS 2020

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

JIM HARTNETT  
GENERAL MANAGER/CEO

Committee Members: Ron Collins (Chair), Marina Fraser, Peter Ratto

#### NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE /  
COMMITTEE OF THE WHOLE  
MAY 6, 2020**

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

Committee Members Absent: None

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

Other Board Members Absent: None

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

## **1. CALL TO ORDER**

Committee Chair Ron Collins called the meeting to order at 3:32 pm.

## **2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF APRIL 1, 2020**

Motion/Second: Ratto/Stone

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

Absent: None

## **3. STATE AND FEDERAL LEGISLATIVE UPDATE**

Casey Fromson, Director, Government and Community Affairs, briefly summarized the highlights of recent federal legislation.

Chair Karyl Matsumoto had a question about the state legislative matrix. Ms. Fromson responded that the matrix was now out of date due to recent legislative action.

## **4. ADJOURN**

The meeting adjourned at 3:40 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: Transit District

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

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

**SIGNIFICANCE**

The 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

## SamTrans As of May 15, 2020 Federal Transportation Report

### House Passes HEROES Act

On May 12, House Speaker Nancy Pelosi (D-Calif.) and House Democrats introduced the “Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act” ([H.R. 6800](#)) to address the evolving impact of COVID-19 on Americans. The House of Representatives is scheduled to vote on this bill on Friday, May 15. The Republican controlled Senate is not planning to pass this legislation and is moving slowly on drafting its version. Senate Republicans would like to see how the existing funding in the CARES Act is allocated and utilized before drafting another COVID-19 funding bill. A final bill will hopefully be negotiated successfully before the July 4<sup>th</sup> recess. Below are the provisions in the legislation relevant to SamTrans.

### Highways

- \$15 billion in highway formula funds (funding is from the Treasury’s General Fund vs. Highway Trust Fund) to mitigate the effects of COVID-19 including staff salaries and other administrative expenses. The funding will be distributed to states in the same way as FY 2020 highway funding was distributed. States may also use their remaining FY 2020 highway funding for administrative and operations expenses.

### Transit

- \$15.75 billion operating assistance grants related to COVID-19 response at 100% federal share. Funding can be used for “reimbursement for operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations or contractor personnel due to reductions in service”.
  - \$11.75 billion will be distributed by formula to “urbanized areas with populations over 3,000,000”: 15 percent distributed under the Section 5307 Urbanized Area Formula and 85 percent under the Section 5337 State Of Good Repair Formula.
  - \$4 billion will be available for “grants to transit agencies that, as a result of coronavirus, require significant additional assistance to maintain basic transit services.” The DOT must issue a Notice of Funding Opportunity (NOFO) within 30 days of bill enactment, and the application deadline will be within 45 days of bill enactment. DOT must award grants no later than 45 days after the application deadline. DOT “shall give priority to transit agencies with the largest revenue loss as a percentage of their operating expenses”.

### Local Government Funding – \$375 billion available

- \$250 billion awarded within 30 days of bill enactment to all municipalities and counties.

- \$125 billion to counties based on population.
- \$125 billion to municipalities using a modified Community Development Block Grant (CDBG) formula. This would include:
  - \$87.5 billion awarded to entitlement municipalities (generally defined as those with populations of at least 50,000).
  - \$37.5 billion to non-entitlement municipalities (generally defined as those with populations of less than 50,000). These funds will be awarded to states, which must make awards to non-entitlement cities based solely on population within 30 days of receipt.
- \$125 billion awarded one year after date of bill enactment to all municipalities and counties. This would include:
  - \$62.5 billion to municipalities using a modified CDBG formula.
    - \$43.75 billion to entitlement municipalities (generally defined as those with populations of at least 50,000).
    - \$18.75 billion to non-entitlement municipalities (generally defined as those with populations of less than 50,000). These funds will be awarded to states, which must make awards to non-entitlement cities based solely on population within 30 days of receipt.
  - \$62.5 billion to counties based on population.
- Funds can be used for COVID-related expenses, to replace foregone revenues not projected on January 31, 2020, or to respond to negative economic impacts of COVID.
- Includes amendment to retroactively allow CRF from CARES to be used to address lost revenue not projected on January 31, 2020.

#### States – \$500 billion available

- \$250 billion awarded within 30 days of enactment to the 50 states and DC.
  - \$51 billion divided equally among 50 states and DC.
  - \$49 billion awarded based on the state's share of COVID cases.
  - \$150 billion awarded based on the state's share of population.
- \$250 billion awarded by May 3, 2021 to the 50 states and DC.
  - \$51 billion divided equally among 50 states and DC.
  - \$199 billion based on the state's share of unemployed individuals.

### **Highway Trust Fund Revenue**

In early May, the Treasury Department released the Highway Trust Fund funding levels. The tax receipts are only down 14 percent from last year, April 2019 totals – \$3.017 billion in April 2020 versus \$3.498 billion in April 2019. Of course, the funding could decrease further next month if vehicle and truck miles traveled further decreases.

### **Grant Opportunities**

- **BUILD**: \$1 billion available. Applications due May 18.
- **Accelerating Innovative Mobility (AIM) Challenge Grants**: \$11 million available. Applications due May 18.
- **CRISI**: \$311.8 million available. Applications due June 19.



May 18, 2020

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: UPDATE ON GOVERNOR'S MAY REVISE**

---

On May 14, Governor Newsom released his Administration's [revenue and expenditure revisions to the FY 2020-21 Proposed State Budget](#) which he initially released in January. This annually-required "May Revision" update is always based on the latest economic forecasts available to the Governor and his Department of Finance; today's update of course focusses squarely on the massive adverse economic impacts of the worldwide COVID-19 pandemic to California's revenues.

In the face of a 26.5% reduction this spring in the United States' GDP, the May Revision calls for drastic state spending reductions across most programs, in order to address a projected General Fund shortfall of \$54.3 billion across the current fiscal year and the FY 2020-21 Budget Year.

The May Revision also calls for spending billions from the state's rainy-day fund and from the FY 2019-20 budget surplus and other reserve funds.

These actions are estimated to leave a \$203 billion General Fund spending budget, down 10% from the FY 2019-2020 budget.

While under the May Revision the budget would be balanced next year, a significant structural out-year deficit would remain, increasing to over \$16 billion by FY 2023-24.

Immediate actions to close the Budget Year deficit include:

- Cancel \$6.1 billion in program expansions and spending increases, including canceling or reducing a number of one-time expenditures included in the 2019 Budget Act. It also includes redirecting \$2.4 billion in extraordinary payments to California Public Employees' Retirement System (CalPERS) to temporarily offset the state's obligations to CalPERS in FYs 2020-21 and 2021-22. It further reflects savings from the Administration's direction to agencies to increase efficiency in state operations now and into the future.
- Draw down \$16.2 billion in the Budget Stabilization Account (Rainy Day Fund) over three years, and allocate the Safety Net Reserve to offset increased costs in health and human services programs over the next two years. The May Revision reflects the withdrawal of \$8.3 billion, including \$7.8 billion from the Rainy Day Fund and \$450 million from the Safety Net Reserve in FY 2020-21.



- Borrow and transfer \$4.1 billion from special funds.
- Temporarily suspend net operating losses and temporarily limit to \$5 million the amount of credits a taxpayer can use in any given tax year. These short-term limitations will generate new revenue of \$4.4 billion in FY 2020-21, \$3.3 billion in FY 2021-22, and \$1.5 billion in FY 2022-23 to increase funding for schools and community colleges and maintain other core services.
- Reflect the Administration’s nationwide request of \$1 trillion in flexible federal funds to support all 50 states and local governments, and identifies reductions to base programs and employee compensation that will be necessary if sufficient federal funding does not materialize.

Combined with new Federal relief funds, the May Revision proposes these budget balancing solutions:

<b>May Revision Proposes Balanced Solution</b>	
<i>(dollars in billions)</i>	
Cancelled Expansions & Other Reductions	\$8.4
Reserves	8.8
Borrowing/Transfers/Deferrals	10.4
New Revenues	4.4
Federal Funds	8.3
Triggers	14.0
	<b>\$54.3</b>

The Governor also clarifies his budget proposal contains control language that would reduce the size of some of the proposed spending cuts if Congress passes Speaker Pelosi’s proposed national relief bill, the HEROES Act.

The California Constitution requires the Legislature to pass a balanced State Budget by June 15; and, the Governor must sign the State Budget (and make any concurrent line-item vetoes of new legislative spending proposals in the budget bill that he deems necessary) by July 1. However, while a governor’s May Revision usually contemplates the tax revenues from the April 15 filing deadline, this year, because Governor Newsom used his emergency authority under the health crisis to push back payment deadlines for some taxpayers to July 15, we believe the Administration may release another update to the state revenue picture later this summer, after those new tax receipts come in. That also gives the Administration time to further scope pandemic relief spending needs. We believe this will likely trigger another round of actions by the Governor and Legislature, perhaps in August, to further shore up the State Budget, in terms of either available new spending and/or a new round of expenditure cuts.

The Governor’s May Revision Summary can be found [here](#).

### **Transportation Funding**

As noted above, the updated FY 2020-21 Budget presents a stark contrast to where we were less than six months ago. Revenue from excise and sales taxes on fuels is projected to decrease significantly for the remainder of the current fiscal year and into FY 2020-21. The total estimated state revenues for the various transportation programs is \$11.6 billion for the coming fiscal year, a decrease of approximately \$1.1 billion from January’s estimates. As for the remainder of the current fiscal year, the Administration is estimating a decrease of \$400 million over the January forecast. The Governor’s May Revision summary also notes that, “in the immediate term, Caltrans will accelerate projects to achieve cost savings, support the creation of new jobs in the transportation sector, and improve roads. The Federal Highway Administration estimates that approximately 13,000 jobs are created for every billion dollars spent on

highway infrastructure. While fuel tax revenues used to fund transportation projects are expected to drop by a total of \$1.8 billion through 2024-25, the May Revision maintains current planning and engineering staffing levels to continue developing and designing previously programmed projects. This will support preparedness for when stimulus funding becomes available.”

*Transit*

Initially, the January Budget estimated the State Transit Assistance (STA) Program would receive approximately \$806 million in FY 2020-21. Now, the Program is projected to see revenues of approximately \$528 million, a decrease of about \$278 million. Intercity and Commuter Rail would receive an estimated \$164 million in the coming fiscal year (a drop of approximately \$106 million). Cap and Trade funding remains stable (but there is some uncertainty in the market) and is estimated to provide an additional \$116 million to the Low-Carbon Transit Operations Program, which is distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$493 million in FY 2020-21, as transportation improvement fee (TIF) revenues (as well as Cap and Trade) remain steady (if not showing a slight increase over the current year). Please see the table below:

Estimated Transit Funding (May Revise)					
Source	2018-19	2019-20 (GB)	2019-20 (MR)	2020-21 (GB)	2020-21 (MR)
<b>STA</b>					
Base (2.375%)	\$216,984	\$214,941	\$220,636	\$225,281	\$138,012
Gas Tax Swap (1.75%)	\$149,694	\$148,024	\$152,776	\$155,684	\$91,895
SB 1 (3.5%)	\$299,387	\$296,048	\$305,552	\$311,288	\$183,789
STA SGR (TIF)	\$105,000	\$108,900	\$108,900	\$114,600	\$114,600
<b>Total</b>	<b>\$771,065</b>	<b>\$767,913</b>	<b>\$787,864</b>	<b>\$806,853</b>	<b>\$528,296</b>
<b>INTERCITY &amp; COMMUTER RAIL</b>					
Base (2.375%)*	\$216,984	\$214,941	\$220,636	\$225,281	\$138,012
SB 1 (0.5%)	\$42,772	\$42,293	\$43,650	\$44,470	\$26,256
<b>Total</b>	<b>\$259,755</b>	<b>\$257,233</b>	<b>\$264,286</b>	<b>\$269,751</b>	<b>\$164,268</b>
<b>LCTOP</b>					
Cap & Trade (5.0%)	\$146,949	\$137,693	\$144,300	\$114,666	\$115,900
<b>Total</b>	<b>\$146,949</b>	<b>\$137,693</b>	<b>\$144,300</b>	<b>\$114,666</b>	<b>\$115,900</b>
<b>TIRCP**</b>					
Cap & Trade (10.0%)	\$163,029	\$654,750	\$680,600	\$233,408	\$225,400
SB 1 (TIF)	\$245,000	\$254,100	\$254,100	\$267,400	\$267,400
<b>Total</b>	<b>\$408,029</b>	<b>\$908,850</b>	<b>\$934,700</b>	<b>\$500,808</b>	<b>\$492,800</b>
* Funds also used for other Caltrans purposes					
**Funds included as part of five-year programming cycle					

*Local Streets and Roads*

The FY 2020-21 January Budget estimated approximately \$3 billion in funding to cities and counties for local streets and roads. The estimate has been revised down to \$2.8 billion. Of that amount, approximately \$1.1 billion is a result of SB 1. Over the remainder of the current fiscal year and into FY 2020-21, funding is estimated at approximately \$275 million less than what was expected in January.

*STIP / SHOPP*

Additionally, the State Transportation Improvement Program (STIP) is now pegged to receive an estimated \$560 million in FY 2020-21. Over the remainder of the current fiscal year and into FY 2020-21, funding is estimated at approximately \$100 million less than what was expected in January. Over the four-year span of the SHOPP (FY 2020-21 through FY 2023-24), the Administration is projecting a decrease of \$850 million compared to what was presented to the CTC in February. Projects in the current SHOPP are not expected to be de-programmed.

### *Goods Movement*

The Trade Corridors Enhancement Program will continue to receive its most of its anticipated share of SB 1 revenues, receiving an estimated \$288 million in FY 2020-21.

### *Other Competitive Programs*

In addition to the TCEP, the May Revision does not anticipate any negative impacts to the Local Partnership Program, Solutions for Congested Corridors Program, or Active Transportation Program. Each is expected to receive their full statutorily directed share of SB 1 revenues (\$200 million, \$250 million, and \$100 million, respectively).

### *Cap and Trade*

In January, the Governor proposed a \$965 million Cap and Trade Expenditure Plan, which continued support for several existing ongoing programs, while prioritizing community air protection. The Governor's Cap and Trade Expenditure Plan included \$150 million for Clean Trucks, Buses, & Off-Road Freight Equipment.

Considering the current economic conditions, there is significant uncertainty surrounding the amount of Cap and Trade proceeds that will be generated in the upcoming auctions, which could result in lower auction proceeds than previously estimated. The May Revision, therefore, maintains the Governor's commitment to his Cap and Trade Expenditure Plan, introduced in January, but establishes a "pay-as-you-go" budget mechanism to authorize expenditures based on actual proceeds received at quarterly actions. These expenditures will prioritize the following investments:

- Air Quality in Disadvantaged Communities: AB 617 Community Air Protection Program and agricultural diesel emission reduction.
- Forest Health and Fire Prevention, including implementation of the requirements of Chapter 391, Statutes 2019 (AB 38).
- Safe and Affordable Drinking Water.

On the issue of climate resiliency, the May Revision withdraws the Climate Catalyst Fund, proposed in the January budget, which would have provided low-interest loans and loan guarantees for various climate-related projects, including infrastructure for zero-emission buses and trucks.



May 8, 2020

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 – June 2020**

---

### **General Update**

The California State Assembly returned to Sacramento on Monday, May 4 and the Senate returned on May 11. The two houses released updated Legislative Calendars covering the remainder of the Legislative Session (which is scheduled to adjourn on August 31). The two houses have slightly different deadlines for policy and fiscal committees in the near-term, finding parity once they return from Summer Recess on July 13. Committee hearings have begun again, with the committees following procedural guidelines that require social distancing and allow for remote participation from stakeholders. With the limited space available in the Capitol allowing for social distancing, committee hearings are being held in larger venues, like rooms 4202/4203, or on the Floor of either house. It also seems that most policy committees will only hold one hearing each and many committees are limiting the number of bills that will be set for hearing and have asked authors to prioritize their bills, focusing on key issues like COVID-19 response, economic recovery, housing/homelessness, and wildfire response. The Assembly Transportation Committee, for example, had its hearing on May 4 and only heard three bills and placed noncontroversial items in a consent agenda.

The item that looms largest in the coming weeks is the FY 2020-21 budget. The budget is constitutionally required to be passed by the Legislature by June 15 and signed by the Governor by July 1. The Administration and Legislature are bracing for the worst and the Governor anticipates a \$54 billion deficit through FY 2020-21 due to declining tax revenues, a reduction in consumer spending, and costs associated with COVID response. In a recent release, the Administration estimated that sales tax revenue will be down 27.2% in FY 2020-21. It is likely that the June budget bill will represent a “workload budget” – i.e. a pared down budget necessary to keep the basic functions of state government running – and agencies and departments will be faced with significant spending cuts. That being said, as the state’s fiscal position becomes clearer, following the extended deadlines for tax filings and other deferments, there could be subsequent budget actions in late-Summer. We also believe the budget may contain additional cuts triggered during the next fiscal year if revenues fall short. Although there is no guarantee the state will be able to help, it is at that time that we might expect action on additional funding relief for various sectors, such as public transportation.

### ***TIRCP Grant Awards Announced***

On April 21, the California State Transportation Agency (CalSTA) announced the award of \$500 million to 17 recipients through the Transit and Intercity Rail Capital Program, funded by a combination of Cap and Trade and SB 1 moneys. In the [press release that supports the announcement](#), Secretary Kim stated,

“The \$500 million in grant awards made today will increase transit service on new and existing routes, provide for a more integrated transit system, reduce greenhouse gas emissions, and support jobs,” and, “Although the current COVID-19 pandemic is putting tremendous stress on transit agencies, these funds support long-term capital projects to be completed in the years to come, and will help support the economic recovery in the years ahead.” Unfortunately, Caltrain/SamTrans did not receive any funding this round. However, BART did receive \$107.1 million to purchase additional rail cars as it continues its fleet replacement. These cars will service the Peninsula BART stations.

### ***ARB Provides Flexibility to Large Transit Agencies for ICT Regulation Rollout Plans***

The California Air Resources Board (CARB) recently announced that large transit agencies, like SamTrans, facing difficulty meeting the rollout plan submission deadline of June 30, 2020, established under the Innovative Clean Transit regulation, may file a petition for a deadline extension with CARB.

Petitions will be evaluated on a case-by-case basis, but ARB has communicated its willingness to provide reasonable flexibility to transit agencies that can articulate COVID-19-related difficulties. Petitions must include verbiage communicating that transit agencies were diligently working on their rollout plan pre-pandemic and will continue to work on it, as the crisis permits. Additionally, petitions should include a transit agency’s desired deadline. Though SamTrans has been working diligently towards meeting the June 30 deadline, staff is proceeding with applying for an extension. This will allow sufficient time for Board feedback and completion of the necessary work. **We are working with SamTrans staff to finalize a petition letter.**

### **Bills of Interest**

#### ***Free Transit Legislation***

There are several pieces of legislation that would require transit agencies to offer free transit to a specific segment of the population, or risk losing access to state funding. Three bills were introduced in the session – AB 1350 (Gonzales), AB 2012 (Chu), and AB 2176 (Holden) – that would target specific transit ridership demographics: riders under the age of 18; seniors 65 and older; and college students, respectively. As a result of the pandemic, the need to focus any legislation on certain policy areas, and the dire straits most transit systems are currently in, **Assembly Members Gonzalez and Chu have indicated they do not intend to move their respective bills forward. Additionally, AB 2176 was not heard by the Assembly Transportation Committee on May 4 and is also likely done for the year.**

#### ***FASTER Bay Area / Seamless Bay Area***

As reported last month, on March 17 the FASTER proponents announced they would not be moving forward for this coming November released a document stating:

*FASTER will continue to work towards passing legislation to authorize a Bay Area ballot initiative **but we will no longer be proposing that it be eligible for the November 2020 ballot.** This change will give us more time to work with the Bay Area’s transit operators, elected officials, stakeholders, and the broader public.*

In addition to FASTER Bay Area, stakeholders in the Bay Area have been pushing for several policy changes meant to improve the operation and effectiveness of the region’s transit agencies known as the Seamless bill. **On April 28, the author’s office indicated it would not be moving forward with the Seamless effort in 2020, but plans to take it up again in 2021.**

### **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. **The**

**CTC recently adopted a revised schedule for SCCP, LPP, and TCEP as a result of the COVID-19 outbreak. The key change was a small delay in the application due date.**

***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. Funding from this program can be used to purchase zero-emission buses. 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:

April 2020 – CalSTA Awards Announced

***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

July 2020 – Applications Due

December 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

June 2020 – Applications Due

December 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

July 2020 – Applications Due

December 2020 – Program Adoption

***Volkswagen Environmental Mitigation Trust (\$65 million in FY 2019-20)***

The Volkswagen (VW) Mitigation Trust provides incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW.

**Current Guidelines:** See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#)  
**Status:** [Funding cycle open](#)

***Carl Moyer (\$50 million in FY 2019-20)***

The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer) offers grants to owners of heavy-duty vehicles and equipment to reduce emissions from heavy-duty engines on a first-come/first-served basis. Carl Moyer is funded through tire fees, smog abatement vehicle registration fees and AB 617 investments.

**Current Guidelines:** Found [here](#)  
**Status:** [Funding cycle open](#)

***Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$142 million in FY 2019-20)***

The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state's Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

**Current Guidelines:** Found [here](#); an update to the guidelines for FY 2019-20 is pending  
**Status:** [Funding cycle is currently oversubscribed](#)

***Alternative and Renewable Fuel and Vehicle Technology Program – Zero-Emission Bus Infrastructure (Up to \$73 million in FY 2020-21)***

The Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) promotes the accelerated development and deployment of advanced transportation and fuel technologies. In early 2020, the California Energy Commission circulated several draft solicitations, which could provide up to \$73 million to public and private transit agencies and truck fleets for new installations of, or upgrades to fueling infrastructure for battery electric and hydrogen fuel cell transit vehicles (sometimes referred to as “make-ready” infrastructure), large-scale infrastructure demonstrations for zero-emission buses, and infrastructure planning blueprints.

**Current Guidelines:** Draft solicitations found [here](#)  
**Status:** Solicitation expected summer 2020

***Grade Separation Funding***

At the December 5, 2018 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.



## San Mateo County Transit District State Legislative Matrix 5/8/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 5</a> <a href="#">Gonzalez D</a></p> <p>Worker status: employees and independent contractors.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law, as established in the case of <i>Dynamex Operations West, Inc. v. Superior Court of Los Angeles</i> (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the “ABC” test, to establish that a worker is an independent contractor for those purposes. This bill would state the intent of the Legislature to codify the decision in the Dynamex case and clarify its application. The bill would provide that for purposes of the provisions of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration shall be considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation or business.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 51</a> <a href="#">Gonzalez</a> D</p> <p>Employment discrimination: enforcement.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law imposes various restrictions on employers with respect to contracts and applications for employment. A violation of those restrictions is a misdemeanor. This bill would prohibit a person from requiring any applicant for employment or any employee to waive any right, forum, or procedure for a violation of any provision of the California Fair Employment and Housing Act (FEHA) or other specific statutes governing employment as a condition of employment, continued employment, or the receipt of any employment-related benefit. The bill would also prohibit an employer from threatening, retaliating or discriminating against, or terminating any applicant for employment or any employee because of the refusal to consent to the waiver of any right, forum, or procedure for a violation of specific statutes governing employment. The bill would establish a specific exemption from those prohibitions. Because a violation of these prohibitions would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 145</a> <a href="#">Frazier</a> D</p> <p>High-Speed Rail Authority: Senate confirmation.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 252</a> <a href="#">Daly D</a>  Department of Transportation: environmental review process: federal program.	Signed by Governor Newsom.	Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.	Supported May 2019

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 291</a> <a href="#">Chu D</a></p> <p>Local Emergency Preparedness and Hazard Mitigation Fund.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>The California Emergency Services Act creates within the office of the Governor the Office of Emergency Services, which is responsible for the state’s emergency and disaster response services, as specified. Existing federal law requires a state mitigation plan as a condition for disaster assistance and authorizes the Federal Emergency Management Agency to condition mitigation grant assistance upon state, local, and Indian tribal governments undertaking coordinated disaster mitigation planning and implementation measures. This bill would establish a Local Emergency Preparedness and Hazard Mitigation Fund to, upon appropriation by the Legislature, support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board. The bill, on or before July 1, 2021, would require the committee to adopt guidelines identifying eligible uses of the funds distributed pursuant to these provisions for the mitigation, prevention, preparedness, response, and recovery phases of emergency management that supports the development of a resilient community. The bill would require, upon appropriation by the Legislature, the Office of Emergency Services to receive \$1,000,000 annually and each county to receive \$500,000 annually for specified purposes. The bill would require the Office of Emergency Services to distribute funds to lead agencies, subject to certain requirements and restrictions, as specified. The bill would require lead agencies to further distribute those funds to local governments pursuant to a specified schedule for specified purposes, and impose various requirements on local governments that receive funds pursuant to these provisions. The bill would include related legislative findings. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 5/8/20

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 752</a> <a href="#">Gabriel</a> D  Public transit: transit stations: lactation rooms.	Signed by Governor Newsom.	Existing law requires the airport manager of an airport operated by a city, county, city and county, or airport district that conducts commercial operations and that has more than one million enplanements a year, or upon new terminal construction or the replacement, expansion, or renovation of an existing terminal, to provide a room or other location at each airport terminal behind the airport security screening area for members of the public to express breast milk in private. This bill would require specific multimodal transit stations, and multimodal transit stations that meet certain criteria, that begin construction or a renovation on or after January 1, 2021, to include a lactation room. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 784</a> <a href="#">Mullin</a> D  Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	Signed by Governor Newsom.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, until January 1, 2024, provide an exemption from those taxes with respect to the sale of, and the storage and use of, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.	Supported May 2019

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 851</a> <a href="#">Cooper</a> D</p> <p>Drug masking products.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law generally prohibits the unauthorized use, possession, and sale of controlled substances, and regulates programs and facilities that provide treatment and other services to persons affected by narcotic, alcohol, and other drug abuse. Under existing law, it is unlawful to deliver, furnish, or transfer, possess with intent to deliver, furnish, or transfer, or manufacture with intent to deliver, furnish, or transfer, drug paraphernalia, as defined, knowing, or under circumstances where a person reasonably should know, that it will be used to engage in specified acts relating to controlled substances. This bill would prohibit a person from distributing, delivering, or selling, or possessing with intent to distribute, deliver, or sell, a drug masking product. The bill would define a “drug masking product” to mean synthetic urine, as defined, or any other substance designed to be added to human urine or hair for the purpose of defrauding an alcohol or drug screening test.</p>	<p>Watch</p>
<p><a href="#">AB 992</a> <a href="#">Mullin</a> D</p> <p>Open meetings: local agencies: social media.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines “meeting” for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 5/8/20

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1486</a> <a href="#">Ting D</a>  Surplus land.	Signed by Governor Newsom.	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “local agency” for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. Existing law defines “surplus land” for these purposes as land owned by any local agency that is determined to be no longer necessary for the agency’s use, except property being held by the agency for the purpose of exchange. Existing law defines “exempt surplus land” to mean land that is less than 5,000 square feet in area, less than the applicable minimum legal residential building lot size, or has no record access and is less than 10,000 square feet in area, and that is not contiguous to land owned by a state or local agency and used for park, recreational, open-space, or affordable housing. This bill would expand the definition of “local agency” to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land. The bill would specify that the term “district” includes all districts within the state, and that this change is declaratory of existing law. The bill would revise the definition of “surplus land” to mean land owned in fee simple by any local agency, for which the local agency’s governing body takes formal action, in a regular public meeting, declaring, supported by written findings, that the land is surplus and is not necessary for the agency’s use, as defined. The bill would provide that “surplus land” for these purposes includes land held in the Community Redevelopment Property Trust Fund and land that has been designated in the long-range property management plan, either for sale or for future development, as specified. The bill would also broaden the definition of “exempt surplus land” to include specified types of lands. This bill contains other related provisions and other existing laws.</p>	Watch

## San Mateo County Transit District State Legislative Matrix 5/8/20

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2323</a> <a href="#">Friedman</a> D  California Environmental Quality Act: exemptions.	In the Assembly Natural Resources Committee.	CEQA exempts from its requirements certain residential, employment center, and mixed-use development projects in transit priority project areas if the project is consistent with a specific plan for which an environmental impact report has been certified. This bill would require that the project is undertaken and is consistent with either a specific plan or a community plan, as defined, in order to be exempt.	Watch
<a href="#">AB 2542</a> <a href="#">Kalra</a> D  Local transportation funds: State Transit Assistance Program: reports.	In the Assembly Appropriations Committee.	Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws.	Watch



## San Mateo County Transit District State Legislative Matrix 5/8/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2730</a> <a href="#">Cervantes D</a></p> <p>Access and functional needs: local government: agreement for emergency management, transportation, and paratransit services.</p>	<p>In the Assembly Governmental Organization Committee.</p>	<p>This bill would require a regional transit district, county transportation commission, or other local transportation authority that provides paratransit services to enter into an agreement with adjacent regional transit districts, county transportation commissions, or local transportation authorities, upon request of the adjacent district, commission, or authority, for purposes of permitting the adjacent district, commission, or authority to borrow, for compensation, paratransit vehicles and drivers in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the jurisdiction or service area of the adjacent district, commission, or authority. The bill would also require a county, including a city and county, to enter into an agreement with an adjacent county, upon the request of the adjacent county, for purposes of permitting the adjacent county to borrow, for compensation, the county's emergency management and transportation services in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the adjacent county. The bill would provide that an adjacent county means a county within the same standard metropolitan statistical area, as established by the United States Office of Management and Budget. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">AB 3213</a> <a href="#">Rivas, Luz D</a></p> <p>High-Speed Rail Authority: high-speed rail service: priorities.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>Existing law establishes the High-Speed Rail Authority within the state government with various powers and duties related to developing and implementing high-speed passenger rail service. Existing law requires the authority to direct the development and implementation of intercity high-speed rail service that is fully integrated with specified forms of transit. This bill would require the authority, in directing the development and implementation of intercity high-speed rail service, to prioritize projects based on specified criteria.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3256</a> <a href="#">Garcia, Eduardo</a> D</p> <p>Wildfire Prevention, Safe Drinking Water, Climate Resilience, Drought Preparation, and Flood Protection Bond Act of 2020.</p>	<p>In the Assembly Natural Resources Committee.</p>	<p>The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, approved by the voters as Proposition 68 at the June 5, 2018, statewide direct primary election, authorizes the issuance of bonds in the amount of \$4,000,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. This bill would enact the Wildfire Prevention, Safe Drinking Water, Climate Resilience, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$6,980,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, climate resilience, drought preparation, and flood protection program. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">AB 3278</a> <a href="#">Patterson</a> R</p> <p>High-speed rail.</p>	<p>In the Assembly Appropriations Committee.</p>	<p>The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9,000,000,000 in general obligation bonds for high-speed rail purposes. Existing law requires the High-Speed Rail Authority, before committing those bond proceeds for expenditure for construction and real property and equipment acquisition, to have approved and concurrently submitted to the Director of Finance and the Chairperson of the Joint Legislative Budget Committee both a detailed funding plan and a report, prepared by one or more financial services firms, financial consulting firms, or other consultants involved in funding or constructing the high-speed train system, indicating that, among other things, the planned passenger train service to be provided by the authority, or pursuant to its authority, will not require an operating subsidy. This bill would state that passenger train service is provided by the authority, or pursuant to its authority for those purposes when high-speed train service uses the high-speed train system owned by the authority, regardless of whether the service is provided directly by the authority or provided by a third party pursuant to a lease agreement with the authority.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 128</a> <a href="#">Beall D</a></p> <p>Public contracts: Best Value Construction Contracting for Counties Pilot Program.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Riverside, San Bernardino, San Diego, San Mateo, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before January 1, 2020. Existing law repeals the pilot program provisions on January 1, 2020. This bill would authorize the County of Santa Clara and the County of Monterey to utilize this pilot program and would extend the operation of those provisions until January 1, 2025. The bill, instead, would require the board of supervisors of a participating county to submit the report described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2024. By expanding the crime of perjury, this bill would impose a state-mandated local program.</p>	<p>Supported May 2019</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 397</a> <a href="#">Glazer D</a></p> <p>Public transit operators: passengers with pets: evacuation orders.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law imposes various requirements on transit operators. Existing law prohibits a person from doing any of specified acts with respect to the property, facilities, or vehicles of a transit district, including, among other things, interfering with the operator or operation of a transit vehicle, or impeding the safe boarding or alighting of passengers. This bill would require the Office of Emergency Services and the Department of Food and Agriculture, in consultation with public transit operators and county emergency management officials, to develop best practices for allowing pets on public transit vehicles serving areas subject to an evacuation order. If an evacuation order is issued that covers all or a portion of a public transit operator’s service area, the bill would require the operator to authorize passengers to board public transit vehicles with their pets in the area covered by the evacuation order, consistent with those best practices. By creating new duties for public transit operators, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 795</a> <a href="#">Beall D</a></p> <p>Economic development: housing: workforce development: climate change infrastructure.</p>	<p>In the Senate Governance and Finance Committee.</p>	<p>Existing law establishes various housing programs administered by the Department of Housing and Community Development, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development for specified types of housing projects. Existing law also establishes the Homeless Housing, Assistance, and Prevention program, administered by the Business, Consumer Services, and Housing Agency, for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as provided. This bill would continuously appropriate the sum of \$10,000,000,000 from the General Fund for expenditure over the 2020–21 fiscal year and each of the 4 following fiscal years. Of that amount, the bill would require the Controller to allocate for each of those fiscal years \$1,805,000,000 among various housing programs administered by the Department of Housing and Community Development, the Homeless Housing, Assistance, and Prevention program, and for distribution by the California Workforce Development Board among local agencies to participate in, invest in, or partner with new or existing preapprenticeship training programs established as described above. The bill would require the Business, Consumer Services, and Housing Agency to establish deadlines for applications and submitting final reports under the Homeless Housing, Assistance, and Prevention program with respect to moneys allocated to that program under the bill. This bill contains other related provisions and other existing laws.</p>	<p>Supported April 2020</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 988</a> <a href="#">McGuire D</a></p> <p>Aviation fuel.</p>	<p>In the Senate Governance and Finance Committee.</p>	<p>Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. Existing law requires a seller or person subject to sales and use tax to file, on or before the last day of the month following each quarterly period, a return for the preceding quarterly period. Existing law provides that if the California Department of Tax and Fee Administration (the department) finds that a person’s failure to make a timely return or payment is due to reasonable cause and circumstances beyond the person’s control, and occurred notwithstanding the exercise of ordinary care and the absence of willful neglect, the person shall be relieved of the penalties for failing to file a return. This bill would require an aviation fuel retailer to provide a quarterly information return, as specified, and would subject a retailer who fails to file that information return or who files an inaccurate information return to a penalty of \$5,000. The bill would exempt from those penalties a person who fails to file a return or provides information or files an inaccurate return, if that person’s failure is due to reasonable cause and circumstances beyond the person’s control, notwithstanding the exercise of ordinary care and the absence of willful neglect. The bill would require the department to collect and disseminate, as specified, information from those information returns and calculate the amount of revenue collected from the sale, storage, use, or consumption of aviation fuel in the state. This bill would also require the department to report corresponding tax revenue information to local tax entities.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1159</a> <a href="#">Hill D</a></p> <p>Workers' compensation: COVID-19: critical workers.</p>	<p>In the Senate Labor and Industrial Relations Committee.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of the employment. This bill would, until an unspecified date, define "injury" for a critical worker, as described, to include illness or death that results from exposure to coronavirus disease 2019 (COVID-19) under specified circumstances. The bill would create a disputable presumption, as specified, that an injury that develops or manifests itself while a critical worker is employed arose out of and in the course of the employment.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

<b>Signed, Vetoed or Inactive Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<a href="#">AB 314</a> <a href="#">Bonta</a> D  Public employment: labor relations: release time.	Vetoed by Governor Newsom.	Current law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, Judicial Council Employer-Employee Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. These acts generally require the public entities in this context to grant employee representatives of recognized employee organizations reasonable time off without loss of compensation or benefits for certain purposes in connection with labor relations, commonly referred to as release time. This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those activities. This bill contains other related provisions and other existing laws.	Watch



**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1112</a> <a href="#">Friedman D</a>  Shared mobility devices: local regulation.	Failed passage in the Senate Transportation Committee.*	Existing law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Existing law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a “shared mobility device” as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided. The bill would require shared mobility devices to include a single unique alphanumeric ID. The bill would allow a local authority to require a shared mobility device provider to provide the local authority with deidentified and aggregated trip data and operational data, including as a condition for operating a shared mobility device program. The bill would prohibit the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act. The bill would allow a local authority to enact reasonable regulations on shared mobility devices and providers within its jurisdiction, including, but not limited to, requiring a shared mobility service provider to obtain a permit. The bill would allow a local authority to ban persons from deploying and offering shared mobility devices for hire on its public right of way, subject to the California Environmental Quality Act. This bill contains other related provisions.	Watch

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1142</a> <a href="#">Friedman</a> D  Regional transportation plans: transportation network companies.	Failed passage in the Senate Appropriations Committee.*	Existing law requires designated transportation planning agencies to, among other things, prepare and adopt a regional transportation plan. Existing law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under existing law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Existing law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 1286</a> <a href="#">Muratsuchi</a> D  Shared mobility devices: agreements.	Failed passage in the Senate Judiciary Committee.*	Existing law regulates contracts for particular transactions, including those in which one person agrees to give to another person the temporary possession and use of personal property, other than money for reward, and the latter agrees to return the property to the former at a future time. This bill would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. This bill contains other related provisions.	Watch

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1350</a> <a href="#">Gonzalez D</a>  Free youth transit passes: eligibility for state funding.	Failed passage in Senate Transportation Committee.*	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.	Watch

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

<b>Signed, Vetoed or Inactive Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<a href="#"><u>AB 1991</u></a> <a href="#"><u>Friedman D</u></a>  Transit and Intercity Rail Capital Program: passenger tramways.	Failed passage in the Assembly Transportation Committee.*	Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of 10% of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. This bill would expand the purpose of the program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.	Watch

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1992</a> <a href="#">Friedman D</a>  Transportation: transportation infrastructure: climate change.	Failed passage in the Assembly Transportation Committee.*	Existing law vests the Department of Transportation with full possession and control of the state highway system. Existing law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan that assesses the health and condition of the state highway system and with which the department is able to determine the most effective way to apply the state's limited resources. This bill would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the department, in consultation with the commission, to update the asset management plan on or before December 31, 2022, and every 4 years thereafter, and for the updates to take into account the forecasted impacts of climate change on transportation infrastructure. The bill would require the updates to the California Transportation Plan and the Strategic Growth Council's report to include a forecast of the impacts of climate change on transportation infrastructure and measures to address those impacts. The bill would require the commission's revisions to the guidelines for the preparation of regional transportation plans to include a requirement that designated transportation planning agencies take into account the forecasted transportation infrastructure impacts of climate change. By requiring regional transportation plans to take into account this additional factor, the bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2012</a> <a href="#">Chu D</a>  Free senior transit passes: eligibility for state funding.	Failed passage in the Assembly Transportation Committee.*	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.	Watch

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2057</a> <a href="#">Chiu D</a>  San Francisco Bay area: public transportation.	Failed passage in the Assembly Transportation Committee.*	<p>This bill would declare the intent of the Legislature to enact subsequent legislation that would create a transportation network manager for the 9-county San Francisco Bay area to, among other things, integrate all aspects of public transit within the 9-county San Francisco Bay area and provide leadership and accountability in planning, coordinating, and financing the transportation network. The bill would establish a 19-member Bay Area Seamless Transit Task Force to recommend to the Legislature the structure, governance, and funding of the transportation network manager and the organizational structure, governance, and funding for San Francisco Bay area transportation agencies, and other reforms to the San Francisco Bay area's local, regional, and state public agencies, that should be enacted in future legislation to maximize the effectiveness of the public transit system in the San Francisco Bay area. The bill would require the Secretary of Transportation to convene the task force by April 1, 2021. The bill would require the Metropolitan Transportation Commission to provide staffing to the task force to aid it in the performance of its duties, and would require the Legislative Analyst's Office to advise the task force in the performance of its duties. The bill would require the task force to submit a report to the Legislature on or before January 1, 2023, of its findings and recommendations and a summary of its activities. The bill would repeal these provisions on January 1, 2027. This bill would require the commission, in consultation with transit agencies, on or before January 1, 2022, (A) to create standardized discount categories and eligibility requirements for fare discount programs for seniors, students, youth, and other rider categories, and (B) to create a multimodal, multiagency pilot program to implement an accumulator pass that may be used with one regional rail agency and at least one transit agency. The bill would require the regional rail agency and the transit agency or agencies selected to participate in the pilot program to offer the accumulator pass to the public on or before July 1, 2022. The bill would require the commission to prepare a plan, on or before July 1, 2023, to deploy the Clipper card payment system on passenger trains operated on the Capitol Corridor and on passenger trains operated by the Altamont Corridor Express.</p>	Watch

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2121</a> <a href="#">Friedman</a> D  Traffic safety.	Failed passage in the Assembly Transportation Committee.*	Existing law creates the Department of Transportation (Caltrans) within the Transportation Agency. Existing law provides various duties of Caltrans, including, among others, coordinating and assisting, upon request of the various public and private transportation entities in strengthening their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual. This bill contains other related provisions and other existing laws.	Supported April 2020
<a href="#">AB 2176</a> <a href="#">Holden</a> D  Free student transit passes: eligibility for state funding.	Failed passage in the Assembly Transportation Committee.*	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs. This bill contains other related provisions and other existing laws.	Watch



**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2237</a> <a href="#">Berman</a> D  Bay area county transportation authorities: contracting.	Failed passage in the Assembly Transportation Committee.*	The Bay Area County Traffic and Transportation Funding Act authorizes each of the 9 counties in the bay area to impose a 1/2 of 1% or 1% sales tax for transportation purposes, subject to voter approval. Existing law provides for the establishment of a county transportation authority in each county imposing a sales tax under these provisions, requires the development of a county transportation expenditure plan, and specifies the powers and duties of a county board of supervisors and the county transportation authority in this regard. Existing law requires each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$75,000 to the lowest responsible bidder after competitive bidding, except in an emergency declared by the vote of 2/3 of the voting membership of the county transportation authority. This bill would require each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified.	Supported March 2020

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

<b>Signed, Vetoed or Inactive Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<a href="#">AB 2249</a> <a href="#">Mathis</a> R  High-speed rail: legislative oversight.	Failed passage in the Assembly Transportation Committee.*	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on or before March 1, 2017, and every 2 years thereafter, to provide a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. This bill would create the Joint Legislative Committee on High-Speed Rail Oversight consisting of 3 Members of the Senate and 3 Members of the Assembly and would require the committee to ascertain facts, review documents, and take action thereon, and make recommendations to the Legislature concerning the state's programs, policies, and investments related to high-speed rail, as specified. The bill would require the authority and any entity contracting with the authority to give and furnish to the committee upon request information, records, and documents as the committee deems necessary and proper to achieve its purposes. The bill would require the authority to submit to the committee on a monthly basis certain information relating to the authority's ongoing operations in the development and implementation of intercity high-speed train service, as provided. This bill contains other related provisions and other existing laws.	Watch

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2262</a> <a href="#">Berman</a> D</p> <p>Greenhouse gases: zero-emission vehicle charging or fueling infrastructure: statewide assessment and zero-emission readiness plans.</p>	<p>Failed passage in the Assembly Transportation Committee.*</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission to prepare a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electrical vehicle adoption required for the state to meet the goal of deploying at least 5,000,000 vehicles by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. Existing law requires the commission to update the assessment at least once every 2 years. This bill, on and after January 1, 2021, would require the assessment to consider the different electric vehicle charging infrastructure needs of metropolitan planning areas. The bill would require each metropolitan transportation organization to submit to the commission a zero-emission readiness plan, as specified. By imposing additional duties on metropolitan transportation organizations, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2307</a> <a href="#">Bonta</a> D</p> <p>Public employment: labor relations: release time.</p>	<p>Failed passage in the Assembly Public Employment and Retirement Committee.*</p>	<p>This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those acts. The bill would require these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities. This requirement would apply to activities to investigate and process grievances or otherwise enforce a collective bargaining agreement or memorandum of understanding; to meet and confer or meet and negotiate with the public employer on matters within the scope of representation, including preparation for the activities specified in these provisions; to testify or appear as the designated representative of the exclusive representative in conferences, hearings, or other proceedings before the Public Employment Relations Board or similar bodies, as specified; to testify or appear as the designated representative of the exclusive representative before the governing body of the public employer, or a personnel, civil service, or merit commission, among others; and to serve as a representative of the exclusive representative for new employee orientations. The bill would require the exclusive representative to provide reasonable notice requesting an absence in this connection. The bill would specify that its provisions prescribe minimum release time rights and would prescribe requirements regarding the relation of its provisions to other labor agreements that address release time. The bill would prohibit the Public Employment Relations Board from enforcing these provisions with regard to public transit workers that are not otherwise subject to the board’s jurisdiction.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2433</a> <a href="#">Cooper</a> D  Local public employee organizations.	Failed passage in the Assembly Appropriations Committee.*	The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost. This bill would revise the above-described timeframe to no earlier than 15 days after the factfinders' written findings of fact and recommended terms of settlement have been submitted to the parties. This bill contains other existing laws.	Watch

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2772</a> <a href="#">Reyes D</a>  Alternative and Renewable Fuel and Vehicle Technology Program.	Failed passage in the Assembly Transportation Committee.*	Existing law establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission. This bill would revise and recast the program to no longer require the commission to provide certain project preferences and to additionally require the commission to provide preference to a project that has the ability to support advanced vehicle infrastructure needed to meet specified climate goals. The bill would revise the list of projects that the commission is required to make eligible for funding to include, among others, medium- and heavy-duty vehicle research, pilot, demonstration, and deployment projects that reduce emissions from fleets in the goods movement and public transit sectors. The bill instead would create a list of projects that the commission would be authorized to make eligible for funding, as specified. The bill would require the commission to develop and award block grants or incentive programs administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within the state, and the development of alternative and renewable fuel and vehicle technology centers, as specified. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2824</a> <a href="#">Bonta D</a>  Bay Bridge Fast Forward Program.	Failed passage in the Assembly Transportation Committee.*	Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would require the commission, Department of Transportation, and certain transit entities to jointly identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require the commission, department, and certain transit operators, on or before January 1, 2022, to jointly submit to the Legislature a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor. The bill would authorize the commission and department, on and after January 1, 2024, if a specified travel speed reliability performance target for the San Francisco-Oakland Bay Bridge corridor has not been met for a consecutive 6-month period, to, as a year-long pilot program, designate a lane on the San Francisco-Oakland Bay Bridge exclusively for use by buses and very high occupancy vehicles during specified time periods, and would require the commission, department, and certain transit operators to jointly submit to the Legislature a report on the pilot program's efficiency. The bill would require the department to obtain federal approval or waivers, as necessary, to implement these provisions. This bill contains other related provisions.	Watch

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

<b>Signed, Vetoed or Inactive Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<a href="#"><u>AB 2873</u></a> <a href="#"><u>Kalra D</u></a>  Public transit operators: bus procurement: new technology considerations.	Failed passage in the Assembly Transportation Committee.*	Existing law requires a public transit operator, before the procurement of a new bus to be used in revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for specified purposes, including, among other purposes, preventing accidents caused by blind spots created by bus equipment or bus design. This bill would require a public transit operator, for these purposes, to also take into consideration recommendations of, and best practices standards developed by, that exclusive representative for the purpose of changing or introducing new technology that can affect the nature of work for employees of the transit operator or require job training for employees of the transit operator. By creating new duties for public transit operators, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
<a href="#"><u>AB 2943</u></a> <a href="#"><u>Ting D</u></a>  Surplus property: disposal.	Failed passage in the Assembly Local Government Committee.*	Existing law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Existing law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. This bill would provide that the provisions regulating the disposal of surplus land shall not be construed to require a local agency to dispose of land that is determined to be surplus.	Watch



**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2987</a> <a href="#">Flora R</a>  Local agency public contracts: bidding procedures.	Failed passage in the Local Government Committee.*	The Uniform Public Construction Cost Accounting Act authorizes a public agency to elect to become subject to uniform construction cost accounting procedures. The act authorizes bidding procedures for public projects, as specified. Those bidding procedures include procedures for the publication or posting and electronic transmission of notice inviting formal bids. This bill would authorize a public agency, as an alternative to the publication or posting requirement, to meet the notice inviting formal bids requirement by transmitting notice electronically, as specified, and publishing the notice electronically in a prescribed manner on the public agency's internet website at least 14 calendar days before the date of opening the bids. This bill contains other related provisions and other existing laws.	Watch

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2992</a> <a href="#">Weber D</a></p> <p>Employment practices: leave time and unemployment benefits.</p>	<p>Failed passage in the Assembly Labor and Employment Committee.*</p>	<p>(1)Existing law, the Moore-Brown-Roberti Family Rights Act, or the California Family Rights Act (CFRA), makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. Existing law makes this leave available to an employee with more than 12 months of service with the employer and at least 1,250 hours of service with the employer within the last 12 months. Existing law creates an exception to this provision, by prescribing that it is not an unlawful employment practice for an employer to refuse to grant a request for family care and medical leave by an employee if the employer employs less than 50 employees within 75 miles of the worksite where that employee is employed. This bill would delete that exception. The bill would require an employer to allow family and medical leave of up to 12 workweeks in any 12-month period, if the employer employs 50 or more employees within 75 miles of the worksite where the employee is employed, 6 workweeks in any 12-month period for family care or medical leave, if the employer employs at least 20 but not more than 49 employees within 75 miles of the worksite where the employee is employed, and 2 workweeks in any 12-month period for family care or medical leave, if the employer employs at least one but not more than 19 employees within 75 miles of the worksite where the employee is employed. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3100</a> <a href="#">Garcia, Eduardo</a> D</p> <p>State Energy Resources Conservation and Development Commission: Blue Ribbon Commission on Lithium Extraction in California: report.</p>	<p>Failed passage in the Assembly Natural Resources Committee.*</p>	<p>Existing law establishes in the Resources Agency the State Energy Resources Conservation and Development Commission, consisting of 5 members appointed by the Governor, as specified. Existing law requires the commission to undertake a continuing assessment of trends in the consumption of electrical energy and other forms of energy and analyze the social, economic, and environmental consequences of these trends, and to carry out, or cause to be carried out, under contract or other arrangements, research and development into alternative sources of energy, improvements in energy generation, transmission, and siting, fuel substitution, and other topics related to energy supply, demand, public safety, ecology, and conservation that are of particular statewide importance. This bill would require, on or before March 1, 2021, the commission to establish and convene the Blue Ribbon Commission on Lithium Extraction in California, with specified members appointed as prescribed. The bill would require the Blue Ribbon Commission on Lithium Extraction in California to review, investigate, and analyze certain issues regarding lithium extraction and use in California, and to consult, if feasible, with the United States Environmental Protection Agency in performing these tasks. The bill would require the Blue Ribbon Commission on Lithium Extraction in California to submit, on or before October 1, 2022, a report to the Legislature discussing and documenting its findings and recommendations.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 3128</a> <a href="#">Burke</a> D  Electricity: deenergization events: fuel cells.	Failed passage in the Assembly Natural Resources Committee.*	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit its plan to the commission for review and approval, as specified. Existing law requires the wildfire mitigation plan to include, among other things, protocols for disabling reclosers and deenergizing portions of the electrical distribution system, also known as public safety power shutoffs, that consider the associated impacts on public safety. This bill would provide that it is the intent of the Legislature to enact legislation that would incentivize the use of fuel cells to address reliability issues associated with public safety power shutoffs.	Watch

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

<b>Signed, Vetoed or Inactive Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<a href="#"><u>AB 3335</u></a> <a href="#"><u>Friedman D</u></a>  California Environmental Quality Act: transit priority projects.	Failed passage in the Assembly Natural Resources Committee.*	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for limited CEQA review or exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.	Watch

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 25</a> <a href="#">Caballero D</a></p> <p>California Environmental Quality Act: projects funded by qualified opportunity zone funds or other public funds.</p>	<p>Failed passage in the Assembly Natural Resources Committee.*</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for projects that are funded, in whole or in part, by specified public funds or public agencies and that meet certain requirements. Because a public agency would be required to comply with those new procedures, this bill would impose a state-mandated local program. The bill would require the Judicial Council, by September 1, 2020, to adopt rules of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification or adoption of an environmental review document or the granting of project approvals, including any appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to those projects. The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 43</a> <a href="#">Allen</a> D  Carbon intensity and pricing: retail products.	Failed passage in the Assembly Revenue and Taxation Committee.*	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would require the state board, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law, so that the total carbon equivalent emissions associated with such retail products can be quantified. This bill contains other existing laws.	Watch

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 50</a> <a href="#">Wiener</a> D</p> <p>Planning and zoning: housing development: streamlined approval: incentives.</p>	<p>Failed passage on the Senate Floor.</p>	<p>(1)Existing law authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. This bill would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define “eligible parcel” to mean a parcel that meets specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>



## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 127</a> <a href="#">Wiener</a> D  Transportation funding: active transportation: complete streets.	Vetoed by Governor Newsom.	Existing law provides that the Department of Transportation has full possession and control over the highways of the state and is responsible for preparing the State Highway Operation and Protection Program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Existing law also creates the California Transportation Commission, with specified powers and duties relative to the programming of transportation capital improvement projects and the allocation of state transportation funds for state transportation improvement projects. Existing law requires the department, in consultation with the commission, to prepare an asset management plan to guide selection of projects for the State Highway Operation and Protection Program consistent with any applicable state and federal requirements. Existing law requires the commission, in connection with the asset management plan, to adopt targets and performance measures reflecting state transportation goals and objectives. This bill would require the asset management plan to prioritize the implementation of safe and connected facilities for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program projects, as specified. The bill would require the department to include complete streets elements in the asset management plan, as specified.	Watch
<a href="#">SB 146</a> <a href="#">Beall</a> D  Peninsula Rail Transit District.	Failed passage in the Assembly Transportation Committee.*	Existing law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.	Watch

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

<b>Signed, Vetoed or Inactive Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<a href="#">SB 147</a> <a href="#">Beall</a> D High-Speed Rail Authority.	Failed passage in the Assembly Transportation Committee.*	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.	Watch

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 277</a> <a href="#">Beall</a> D  Road Maintenance and Rehabilitation Program: Local Partnership Program.	Vetoed by Governor Newsom.	<p>Under existing law, the California Transportation Commission allocates various state and federal transportation funds through specified state programs to local and regional transportation agencies to implement projects consistent with the requirements of those programs. Existing law continuously appropriates \$200,000,000 annually from the Road Maintenance and Rehabilitation Account for allocation by the commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Existing law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys. This bill would require the commission to annually deposit 85% of these funds into the Local Partnership Formula Subaccount, which the bill would create, and 15% of these funds into the Small Counties and Uniform Developer Fees Competitive Subaccount, which the bill would create. The bill would require the commission to distribute the funds in the Local Partnership Formula Subaccount pursuant to a specified formula to local or regional transportation agencies that meet certain eligibility requirements. The bill would require the commission to allocate funds in the Small Counties and Uniform Developer Fees Competitive Subaccount through a competitive grant program to local or regional transportation agencies that meet other eligibility requirements. The bill would require the commission, in consultation with transportation planning agencies, county transportation commissions, and other local agencies, to develop separate guidelines for the distribution or allocation of the funds in each subaccount that, among other things, establish the types of eligible projects consistent with specified requirements. In order to receive a distribution of funds from the Local Partnership Formula Subaccount from the commission in a funding cycle, the bill would require an eligible entity to submit to the commission a description of a project nominated to be funded with the funds, including the project's status and the amount of eligible local matching funds the eligible entity is committing to the project. The bill would require the commission to review the accompanying documentation for nominated projects to ensure that each nominated project meets certain requirements, and would</p>	Watch

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 278</a> <a href="#">Beall D</a>  Metropolitan Transportation Commission.	Failed passage in the Assembly Transportation Committee.*	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region. This bill contains other related provisions and other existing laws.</p> <p>This bill was the legislative vehicle for the FASTER Bay Area framework and expenditure plan.</p>	Watch
<a href="#">SB 336</a> <a href="#">Dodd D</a>  Transportation: fully-automated transit vehicles.	Failed passage in the Assembly Transportation Committee.*	<p>Existing law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. Existing law imposes various requirements on transit operators. This bill would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.</p>	Watch

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

<b>Signed, Vetoed or Inactive Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<a href="#">SB 664</a> <a href="#">Allen D</a>  Electronic toll and transit fare collection systems.	Failed passage in the Assembly Privacy and Consumer Protection Committee.*	(1)Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle’s use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities. The bill would limit the above-described authorization to those operators engaged in an interstate interoperability program. The bill would assert that these provisions are declarative of existing law. This bill contains other related provisions and other existing laws.	Supported August 2019

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 757</a>  <a href="#">Allen (D)</a>  State Highways: Relinquishments	Failed passage in the Assembly Transportation Committee.*	<p>The bill would require Caltrans, not later than April 1, 2021, and biennially thereafter, to make a specified report to the California Transportation Commission (CTC) on which state highway routes or segments primarily serve regional travel and do not facilitate interregional movement of people and goods. The bill would also authorize Caltrans to identify in the report which of those routes and segments are the best candidates for relinquishment.</p> <p>Rather than needing piece meal bills for each jurisdiction, the bill would also authorize the CTC to relinquish a portion of a state highway to a county or city, if Caltrans and the county or city concerned have entered into an agreement providing for the relinquishment of a portion of a state highway, within the territorial limits of the county or city, that is not an interstate highway and does not facilitate the interregional movement of people and goods, as determined in the report. The bill would also require that the relinquishment of those routes and segments is subject to certain conditions, including that the department complete a specified cost-benefit analysis and that the commission hold a public hearing on the proposed relinquishment.</p>	Watch

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 931</a> <a href="#">Wieckowski</a> D</p> <p>Local government meetings: agenda and documents.</p>	<p>Failed passage in the Senate Governance and Finance Committee.*</p>	<p>Existing law, the Ralph M. Brown Act, requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Existing law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require, if the local agency has an internet website, a legislative body or its designee to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. The bill would require, where the local agency determines it is technologically infeasible to send a copy of all documents constituting the agenda packet or a website link containing the documents by electronic mail or by other electronic means, the legislative body or its designee to send by electronic mail a copy of the agenda or a website link to the agenda and mail a copy of all other documents constituting the agenda packet in accordance with the mailing requirements. By requiring local agencies to comply with these provisions, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1215</a> <a href="#">Stern D</a>  Electricity: microgrids: grant program.	Failed passage in the Senate Governmental Organization Committee.*	(1)The California Emergency Services Act establishes the Office of Emergency Services in the office of the Governor and provides that the office is responsible for the state's emergency and disaster response services for natural, technological, or manmade disasters and emergencies. This bill would establish the Local Government Deenergization Event Resiliency Program, to be administered by the Office of Emergency Services, to support state and local government efforts to enhance public safety, protect vulnerable populations and individuals, and improve resiliency in response to deenergization events. The bill would establish the Local Government Deenergization Event Resiliency Fund and would continuously appropriate the moneys in the fund for expenditure for purposes of the bill. The bill would transfer an unspecified sum from the General Fund to the fund, thereby making an appropriation. The bill would allocate unspecified sums from the fund to local governments, joint powers authorities, and special districts for various purposes relating to microgrid projects. The bill would also require the office to offer planning grants and technical assistance to local governments to assist in identifying microgrid projects within their jurisdictions, as provided, and would require an identified microgrid project to satisfy specified requirements. This bill contains other related provisions and other existing laws.	Watch



## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1258</a> <a href="#">Stern D</a>  California Climate Technology and Infrastructure Financing Act.	Failed passage in Senate Business, Professions and Economic Development Committee.*	Existing law, the Bergeson-Peace Infrastructure and Economic Development Bank Act, authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans, issue bonds, and provide other assistance for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes. This bill would enact the California Climate Technology and Infrastructure Financing Act to require the bank, in consultation with specified agencies to administer the Climate Catalyst Revolving Fund, which the bill would establish to provide financial assistance to eligible climate catalyst projects, as defined. This bill contains other related provisions.	Watch

**San Mateo County Transit District  
State Legislative Matrix 5/8/20**

<b>Signed, Vetoed or Inactive Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<p><a href="#"><u>SB 1283</u></a> <a href="#"><u>Beall</u></a> D</p> <p>Transit buses: Counties of Monterey and Santa Cruz.</p>	<p>Failed passage in the Senate Transportation Committee.*</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right half of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report to the Legislature that includes certain information about the project. This bill contains other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1291</a> Committee on Transportation</p> <p>Federal Statewide Transportation Improvement Program: submissions.</p>	<p>Failed passage in the Senate Transportation Committee.*</p>	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies. Existing law requires each metropolitan planning organization and transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the department for incorporation into the Federal Statewide Transportation Improvement Program, which existing law requires the department to submit to the United States Secretary of Transportation by not later than December 1 of each even-numbered year. This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the department, and the department is not required to submit the Federal Statewide Transportation Improvement Program to the secretary, for 2020. This bill contains other related provisions.</p>	<p>Watch</p>
<p><a href="#">SB 1314</a> <a href="#">Dodd D</a></p> <p>Community Energy Resilience Act of 2020.</p>	<p>Failed passage in the Senate Natural Resources and Water Committee.*</p>	<p>Existing law establishes the Strategic Growth Council in state government consisting of various state agency heads and 3 public members. Existing law assigns to the council various duties, including managing and awarding grants and loans to support the planning and development of sustainable communities, as provided. This bill, the Community Energy Resilience Act of 2020, would require the council to develop and implement a grant program for local governments to develop community energy resilience plans. The bill would set forth guiding principles for plan development, including equitable access to reliable energy, as provided, and integration with other existing local planning documents. The bill would require a plan to, among other things, ensure a reliable electricity supply is maintained at critical facilities and identify areas most likely to experience a loss of electrical service. This bill contains other related provisions.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1330</a> <a href="#">Umberg D</a>  Sales and Use Tax Law: zero emissions vehicle exemption.	Failed passage in the Senate Governance and Finance Committee.*	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2021, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, an electric or a hybrid electric vehicle for which the final listing price is not greater than \$25,000. The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the Sales and Use Tax Law. Amendments to the Sales and Use Tax Law are automatically incorporated into the local tax laws. Existing law requires the state to reimburse counties and cities for revenue losses caused by the enactment of sales and use tax exemptions. This bill would provide that, notwithstanding Section 2230 of the Revenue and Taxation Code, no appropriation is made and the state shall not reimburse any local agencies for sales and use tax revenues lost by them pursuant to this bill. This bill would take effect immediately as a tax levy.	Watch

## San Mateo County Transit District State Legislative Matrix 5/8/20

Signed, Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1363</a> <a href="#">Allen</a> D</p> <p>Regional transportation plans: sustainable communities strategies: greenhouse gas emissions and vehicle miles traveled reduction targets.</p>	<p>Failed passage in the Senate Environmental Quality Committee.*</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Existing law requires the State Air Resources Board, no later than September 30, 2010, to provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035, respectively. Existing law requires each regional transportation plan to include, among other things, a sustainable communities strategy that, among other things, sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, those greenhouse gas emission reduction targets approved by the state board. This bill would also require the state board to provide, no later than December 31, 2022, each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050, and with vehicle miles traveled reduction targets for 2035, 2045, and 2050, and to release, no later than September 30, 2022, a draft of those targets, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SCA 1</a> <a href="#">Allen</a> D</p> <p>Public housing projects.</p>	<p>Failed passage in the Assembly Housing and Community Development Committee.*</p>	<p>The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.</p>	<p>Watch</p>

\*This bill is not moving forward due to limitations in place on bills under consideration due to COVID-19.