



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 the websites provided below for audio/visual capability or by calling the phone numbers listed below for audio only. The video live stream will be available 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 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

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 and Committee Chairs 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, JULY 8, 2020

PART I OF MEETING: 2:00 pm

Connect for audio/video capability at <https://zoom.us/j/92096934865>

Connect for audio capability only by calling 1-669-900-9128, Webinar ID: 920 9693 4865

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE
2. ROLL CALL
3. CONFERENCE WITH LEGAL COUNSEL
 - a. Closed Session: Conference with Labor Negotiator Pursuant to Government Code Section 54957.6

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

Agency-designated Representative: Pat Glenn
Employee Organization: Amalgamated Transit Union, Local 1574 (Bus Operators, Mechanics, Utility Workers, Storeskeepers, and Customer Service Representatives)

PART II OF MEETING: 2:30 pm or upon conclusion of Part I of the meeting, whichever is later

Connect for audio/video capability at <https://zoom.us/j/95197636751>

Connect for audio capability only by calling 1-669-900-9128, Webinar ID: 951 9763 6751

3. CONFERENCE WITH LEGAL COUNSEL (continued)

b. Open Session: Report from Closed Session During Part I of Meeting

4. CONSENT CALENDAR

MOTION

- a. Approval of Minutes of the Board of Directors Meeting of June 3, 2020
- b. Acceptance of Statement of Revenues and Expenses for May 2020
- c. Authorize an Amendment to the Contract with Wipro, LLC, for PeopleSoft Hosting and Application Support Services
- d. Authorize an Amendment to Extend the Contract with C.A.R.E. Evaluators for ADA Paratransit Eligibility Evaluation Services

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

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

6. REPORT OF THE CHAIR

7. REPORT OF THE GENERAL MANAGER/CEO

a. SamTrans Scenario Planning Update

8. BOARD MEMBER REQUESTS/COMMENTS

9. 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 June 3, 2020

INFORMATIONAL

- 3. Accessible Services Update
- 4. Paratransit Coordinating Council Update

5. Citizens Advisory Committee Update
6. Multimodal Ridership Report – May 2020
7. 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 June 3, 2020
3. Award of Contract for the Purchase and Delivery of Fourteen 2019 Paratransit Minivan Vehicles and Disposition of Fourteen 2014 Paratransit Minivan Vehicles
4. Approval and Ratification of the Fiscal Year 2021 District Insurance Program
5. Authorize Execution of Amendment 2 of the Amended and Restated Clipper Memorandum of Understanding
6. Rejection of Bids from Banner Uniform Center, Galls, LLC, and Murphy & Hartelius/M&H Uniforms and Authorize Negotiation of Contract for Bus Operator Uniforms on the Open Market
7. 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 June 3, 2020

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

10. RECONVENE BOARD OF DIRECTORS MEETING

11. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

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

12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

RESOLUTIONS

- a. Awarding a Contract to Creative Bus Sales, Inc., for the Purchase and Delivery of 14 Braun Paratransit Vehicles for a Not-to-exceed Amount of \$882,894 and Authorizing the Disposition of 14 Surplus 2014 El Dorado Paratransit Vehicles
- b. Approving and Ratifying the Insurance Program for Fiscal Year 2021
- c. Authorizing Execution of Amendment 2 of the Amended and Restated Clipper Memorandum of Understanding with the Metropolitan Transportation Commission and Bay Area Transit Operators

MOTION

- d. Rejection of Bids from Banner Uniform Center, Galls, LLC, and Murphy & Hartelius/M&H Uniforms and Authorize Negotiation of Contract for Bus Operator Uniforms on the Open Market

13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

SUBJECT DISCUSSED

- a. State and Federal Legislative Update

14. GENERAL COUNSEL REPORT

- a. Closed Session – Anticipated Litigation: Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case
- b. Open Session: Report from Closed Session

15. COMMUNICATIONS TO THE BOARD OF DIRECTORS

16. DATE, TIME AND PLACE OF NEXT REGULAR MEETING – Wednesday, August 5, 2020 at 2:00 pm, via Zoom teleconference

17. 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.

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 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.

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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; 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
JUNE 3, 2020**

MEMBERS PRESENT: R. Collins, M. Fraser (arrived at 2:03 pm), C. Groom, R. Guilbault,
(Via Teleconference) K. Matsumoto (Chair) (left at 4:47 pm), D. Pine, J. Powell, P. Ratto
(Vice Chair), C. Stone (arrived at 2:05 pm; left at 4:07 pm))
MEMBERS ABSENT: None
STAFF PRESENT: J. Hartnett, C. Mau, J. Cassman, D. Olmeda, D. Hansel, A. Chan, J.
Brook, S. Wong, D. Seamans

1. CALL TO ORDER

Chair Karyl Matsumoto called the meeting to order at 2:01 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 May 6, 2020**
- b. **Acceptance of Statement of Revenues and Expenses for April 2020**
- c. **Acceptance of Capital Projects Quarterly Status Report 3rd Quarter FY 2020**
- d. **Authorizing the Execution of Contracts for Information Technology Licenses, Maintenance Services, and Professional Services – Approved by Resolution No. 2020-21**
- e. **Authorizing the Execution of Contracts for Technology-related Products and Services Through Piggybacking Contracts and Cooperative Purchasing Program – Approved by Resolution No. 2020-22**

Director Marina Fraser arrived at 2:03 pm.

Chair Matsumoto asked about Item #3 (c) confirmation of delivery of the new Proterra buses. Jim Hartnett, General Manager/CEO, said one vehicle would arrive late.

Motion/Second: Guilbault/Ratto

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

Noes: None

Absent: Stone

Director Charles Stone arrived at 2:05 pm.

4. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Adina Levin, Friends of Caltrain, spoke in support of Facebook to continue its contribution to the Dumbarton rail project's EIR (Environmental Impact Report).

Sandhya Laddha, San Mateo County Bicycle Coalition/TEAMC, commented on Facebook's contribution to the Dumbarton project and funding of the EIR.

Lalo Gonzales, Youth Leadership Institute/TEAMC, commented on the Dumbarton Rail Corridor project.

Ken Chan spoke in support of Dumbarton Rail Corridor funding.

Roland Lebrun opined that the project was out of control and unlikely to get built.

Adrian Brandt suggested an analysis be done on a potential openable span for the Dumbarton Rail Corridor project.

Kelsey Banes, Executive Director, Peninsula for Everyone, supported the Dumbarton Rail Corridor project saying that public transit is important for low-income people and people with disabilities.

5. REPORT OF THE CHAIR

Chair Matsumoto expressed appreciation and thanks for all front-line and essential workers during the COVID-19 pandemic, and she also thanked the public for bearing with SamTrans in the face of service reductions.

6. REPORT OF THE GENERAL MANAGER/CEO

Mr. Hartnett expressed appreciation and thanks for the District Secretary and her staff for their dedication in implementing meetings on the Zoom platform. He commended other transit agencies and said they were working well together.

a. COVID-19 Status Update

Christy Wegener, Director of Planning, and Millie Tolleson, Principal Planner, provided the presentation on scenario planning for resumption of bus service.

Director Ron Collins asked if riders are left at stops because buses are full under the new social distancing rules. David Olmeda, Chief Operations Officer/Bus, said operators have been asked to call dispatch to pick up any passengers that may be left at stops due to capacity issues.

Director Rose Guilbault asked about the number of workforce that is requesting sick time or paid time off. Mr. Olmeda responded that they have been preparing for an increase in time-off requests from operators, but many operators are coming to work and a minimal number of workers have been out sick.

Director Guilbault inquired about the District's plans to return to the full service schedule as the shelter-in-place is lifted. Ms. Tolleson said they would be conducting surveys on buses. She added that they would use emailed surveys to target people who are not currently riding.

Seamus Murphy, Chief Communications Officer, noted that a survey conducted currently would not yield statistically viable results.

Carter Mau, Deputy General Manager/CEO, said that schools are doing outreach to parents and asking them how comfortable they are putting their children on the buses.

Director Charles Stone expressed concern with going towards a more restrictive scenario given the recent gatherings and protests. He thanked the bus operators, front-line workers, and the voters of San Mateo County for passing Measure W.

Director Marina Fraser said she had heard from riders that they feel safe riding SamTrans.

Director Peter Ratto said that there is still a lot of uncertainty about future operations.

Director Carole Groom commended Ms. Wegener for her report. She asked how the speed of the buses could be increased given the state of traffic. Ms. Wegener said that transit signal priority on El Camino will shorten the red light cycle by several seconds at every intersection. She said they are also doing a pinch point study on the corridor and are looking at bus stop spacing.

Director Dave Pine commented that SamTrans is moving more passengers than Caltrain. He said the majority of SamTrans riders do not have cars. He asked about how the runbook was determined, and Mr. Olmeda said the runbook is changed three times a year in cooperation with the unions.

Chair Matsumoto said the largest cities in the County have the largest number of COVID-19 cases. She said that South San Francisco's at-risk population is very transit-dependent. She added that they may not have computers and depend on their cellphones, making it potentially difficult to reach them to inform them about SamTrans and other County services.

Mr. Hartnett acknowledged that the people of the organization have stepped up and adapted to the pandemic situation. He emphasized that planning would continue to be an ongoing exercise.

Public Comment:

Kevin Burke asked that Clipper readers be put on the rear door as the SFMTA (San Francisco Municipal Transportation Agency) has done.

7. BOARD MEMBER REQUESTS/COMMENTS

Chair Matsumoto noted that since the Board retreat was cancelled due to COVID-19, she requested a morning Board "retreat" to discuss a six-month projection.

Director Stone noted that Mr. Mau was working on supplying SamTrans buses to San Mateo to take protesters back home after protest marches.

Director Ratto commended Sonny Koya for serving nine years on the SamTrans Citizens Advisory Committee (CAC).

8. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to Committee meetings at 3:40 pm.

Director Stone left the meeting at 4:07 pm.

9. RECONVENE BOARD OF DIRECTORS MEETING

Chair Matsumoto reconvened the Board meeting at 4:46 pm and left at 4:47 pm to attend another meeting.

10. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

Director Fraser led the Board on voting on the following item:

MOTION:

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

Motion/Second: Fraser/Groom

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

Noes: None

Absent: Matsumoto, Stone

Director Fraser reported on the following items:

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

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

RESOLUTIONS:

- a. 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 – *Approved by Resolution No. 2020-23*
- 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 – *Approved by Resolution No. 2020-24*
- 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 – *Approved by Resolution No. 2020-25*
- 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 – *Approved by Resolution No. 2020-26*
- 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 – *Approved by Resolution No. 2020-27*

- 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 – *Approved by Resolution No. 2020-28*

Motion/Second: Powell/Groom

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

Noes: None

Absent: Matsumoto, Stone

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

Vice Chair Ratto noted that the correspondence was in the packet.

15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Vice Chair Ratto announced the time and location of the next meeting as Wednesday, July 8, 2020 at 2:00 pm, with teleconference details to be provided prior to the meeting.

16. ADJOURN

The Board meeting adjourned at 4:51 pm.

An audio/video recording of this meeting is available online at 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.

**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
MAY 31, 2020**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of May 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 May 31, 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 May year-to-date actual, the Total Sources of Funds (page 1, line 17) are \$40.1 million higher than the prior year. This is primarily driven by the Local TDA and STA Funds (page 1, line 2), Operating Grants (page 1, line 4), SMCTA Measure A (page 1, line 5), Measure W Sales Tax (page 1, line 11) and Investment Income (page 1, line 12). The increases are partially offset by Passenger Fares (page 1, line 1), San Mateo County Measure K & Other (page 1, line 6), Measure A Sales Tax (page 1, line 10) and Other Interest, Rent & Other Income (page 1, line 13). The accruals for sales tax revenues have been adjusted to reflect the decline due to covid-19 pandemic.

Year to Date Expenses: As of May year-to-date actual, the Total Uses of Funds (page 1, line 37) are \$12.1 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 May 2020.

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By:

Maria Pascual, Accountant
Jennifer Ye, Manager, General Ledger

650-508-6288
650-622-7890

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

% OF YEAR ELAPSED: 91.7%

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
SOURCES OF FUNDS					
Operating Revenues					
1 Passenger Fares	13,994,912	11,652,593	(2,342,319)	(16.7%)	15,264,000
2 Local TDA and STA Funds	43,709,057	54,767,418	11,058,361	25.3%	59,746,274
3 Pass through to Other Agencies	679,812	289,667	(390,146)	(57.4%)	316,000
4 Operating Grants	1,708,909	2,786,009	1,077,099	63.0%	2,810,717
5 SMCTA Measure A	10,164,484	11,729,779	1,565,296	15.4%	12,879,456
6 SM County Measure K & Other	2,291,667	-	(2,291,667)	(100.0%)	-
7 AB434 Funds, TA Funded Shuttle & Other	379,500	389,621	10,121	2.7%	417,100
8 Subtotal - Operating Revenues	72,928,341	81,615,087	8,686,746	11.9%	91,433,547
Other Revenue Sources					
10 District Sales Tax	90,078,932	81,106,109	(8,972,823)	(10.0%)	91,000,000
11 Measure W Sales Tax	-	39,003,319	39,003,319	100.0%	45,500,000
12 Investment Income	2,101,305	4,068,261	1,966,957	93.6%	3,600,000
13 Other Interest, Rent & Other Income	8,725,194	7,563,287	(1,161,907)	(13.3%)	8,068,323
14 Due from PCJPB, SMCTA & SAMTR Capital W&B	22,888,342	23,488,569	600,227	2.6%	41,573,346
15 Subtotal - Other Revenues	123,793,773	155,229,545	31,435,773	25.4%	189,741,669
16 Total Revenues	196,722,113	236,844,633	40,122,519	20.4%	281,175,215
17 Total Sources of Funds	196,722,114	236,844,633	40,122,519	20.4%	281,175,215
USES OF FUNDS					
20 PCJPB, SMCTA & SAMTR Capital W&B	22,888,342	23,488,569	600,227	2.6%	41,573,346
21 Motor Bus	114,600,673	122,044,094	7,443,421	6.5%	148,489,400
22 A. D. A. Programs	15,899,966	14,863,043	(1,036,924)	(6.5%)	20,473,135
23 Caltrain	6,998,200	8,393,113	1,394,913	19.9%	9,239,456
24 Other Multi-modal Programs	2,257,056	2,157,448	(99,608)	(4.4%)	2,681,911
25 Pass through to Other Agencies	679,812	289,667	(390,146)	(57.4%)	316,000
26 Land Transfer Interest Expense	-	-	-	0.0%	45,716
27 Total Operating Expense	163,324,050	171,235,933	7,911,883	4.8%	222,818,964
28					
29 Total Operating Surplus/ (Deficit)	33,398,064	65,608,700	32,210,636	96.4%	58,356,252
30					
31 District Sales Tax Capital	5,514,273	7,786,276	2,272,003	41.2%	8,494,119
32 Measure W Sales Tax Capital	-	2,232,083	2,232,083	100.0%	2,435,000
33 Sales Tax Allocation - Capital Program	5,514,273	10,018,359	4,504,087	81.7%	10,929,119
34					
35 Total Debt Service	8,921,470	8,559,312	(362,158)	(4.1%)	19,358,210
36					
37 Total Uses of Funds	177,759,792	189,813,604	12,053,812	6.8%	253,106,293
38					
39 NET SURPLUS/ (DEFICIT)	18,962,322	47,031,029	28,068,707	148.0%	28,068,921

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

% OF YEAR ELAPSED: 91.7%

	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
OPERATING REVENUES - MOTOR BUS					
PASSENGER FARES	13,167,387	10,979,764	(2,187,622)	(16.6%)	14,355,000
LOCAL (TDA) TRANSIT FUND	36,415,199	41,808,464	5,393,264	14.8%	45,609,233
STATE TRANSIT ASSISTANCE	5,377,268	9,172,919	3,795,651	70.6%	10,006,821
OPERATING GRANTS	1,174,960	667,236	(507,724)	(43.2%)	735,193
DISTRICT SALES TAX REVENUE	50,548,560	51,120,265	571,705	1.1%	69,990,846
INVESTMENT INTEREST INCOME	1,802,899	3,470,498	1,667,599	92.5%	3,005,000
OTHER REVENUE SOURCES:					
Rental Income	2,216,769	2,228,963	12,194	0.6%	1,672,487
Advertising Income	1,112,066	1,248,749	136,683	12.3%	1,233,331
Other Income	2,785,565	1,347,236	(1,438,328)	(51.6%)	1,881,488
TOTAL OTHER REVENUES	6,114,400	4,824,948	(1,289,452)	(21.1%)	4,787,307
TOTAL MOTOR BUS	114,600,673	122,044,094	7,443,421	6.5%	148,489,400
AMERICAN DISABILITIES ACT:					
Passenger Fares Redi-Wheels	827,525	672,829	(154,696)	(18.7%)	909,000
Local TDA 4.5 Redi-Wheels	1,916,590	2,265,766	349,177	18.2%	2,471,745
Local STA - Paratransit	-	1,520,269	1,520,269	100.0%	1,658,475
Operating Grants	533,950	2,118,773	1,584,823	296.8%	2,075,524
Sales Tax Revenue - ADA	5,619,775	3,260,059	(2,359,717)	(42.0%)	7,723,391
Interest Income - Paratransit Fund	298,405	597,763	299,358	100.3%	595,000
SMCTA Measure A Redi-Wheels	3,166,284	3,336,667	170,383	5.4%	3,640,000
SM County Measure K	2,291,667	-	(2,291,667)	(100.0%)	-
Measure M Paratransit	1,245,771	1,090,918	(154,853)	(12.4%)	1,400,000
TOTAL ADA PROGRAMS	15,899,966	14,863,043	(1,036,923)	(6.5%)	20,473,135
MULTI-MODAL TRANSIT PROGRAMS:					
Transfer from SMCTA for Caltrain	6,332,568	7,186,134	853,566	13.5%	7,922,752
Other Sources - Caltrain	665,632	1,206,979	541,347	81.3%	1,316,704
AB434 Funds-SamTrans Shuttle	379,500	389,621	10,121	2.7%	417,100
Employer SamTrans Shuttle Funds	1,365,023	1,256,014	(109,009)	(8.0%)	1,594,700
Dumbarton Rental Income	-	391,407	391,407	100.0%	286,316
Sales Tax Revenue - Gen. Operating Asst.	512,533	120,405	(392,128)	(76.5%)	383,795
TOTAL MULTIMODAL	9,255,256	10,550,561	1,295,305	14.0%	11,921,367
TOTAL REVENUES	139,755,896	147,457,698	7,701,802	5.5%	180,883,902

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

% OF YEAR ELAPSED: 91.7%

<u>EXPENSES</u>	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
DISTRICT OPERATED BUSES					
Motor Bus Wages & Benefits	64,563,684	68,415,746	3,852,062	6.0%	77,852,914
Services:					
Board of Directors	42,435	96,694	54,260	127.9%	132,116
Contracted Vehicle Maintenance	866,142	1,142,270	276,128	31.9%	1,335,519
Property Maintenance	1,161,648	1,369,562	207,914	17.9%	1,791,144
Professional Services	2,958,600	3,035,316	76,716	2.6%	5,668,743
Technical Services	6,024,866	7,155,185	1,130,319	18.8%	10,634,075
Other Services	2,446,538	2,848,363	401,824	16.4%	3,785,419
Materials & Supply:					
Fuel and Lubricants	2,962,814	2,663,880	(298,934)	(10.1%)	3,824,141
Bus Parts and Materials	1,843,937	1,683,095	(160,842)	(8.7%)	2,084,863
Uniforms and Driver Expense	338,949	304,176	(34,773)	(10.3%)	656,813
Timetables and Tickets	70,700	123,836	53,136	75.2%	283,500
Office Supplies / Printing	492,327	462,177	(30,149)	(6.1%)	615,104
Other Materials and Supply	105,444	144,267	38,823	36.8%	143,600
Utilities:					
Telephone	424,228	497,220	72,992	17.2%	712,500
Other Utilities	919,722	992,017	72,295	7.9%	1,271,530
Insurance	1,432,439	1,397,444	(34,995)	(2.4%)	1,524,531
Claims Reserves and Payments	380,344	1,115,682	735,338	100.0%	2,455,563
Workers' Compensation	2,896,992	3,045,321	148,329	5.1%	3,732,568
Taxes and License Fees	666,325	730,896	64,571	9.7%	919,556
Leases and Rentals	167,656	86,843	(80,813)	(48.2%)	191,926
Promotional and Legal Advertising	596,730	508,668	(88,062)	(14.8%)	1,460,867
Training and Business Travel	298,951	310,402	11,451	3.8%	869,793
Dues and Membership	116,191	108,794	(7,397)	(6.4%)	172,143
Postage and Other	34,833	101,815	66,982	192.3%	184,780
Total District Operated Buses	91,812,495	98,339,670	6,527,175	7.1%	122,303,709
CONTRACTED BUS SERVICES					
Contracted Urban Bus Service	19,162,360	19,258,394	96,034	0.5%	21,551,200
Coastside Services	1,488,439	1,467,900	(20,539)	(1.4%)	1,738,200
Redi Coast Non-ADA	200,275	208,134	7,859	3.9%	263,700
La Honda - Pescadero	43,313	45,612	2,300	5.3%	55,130
SamCoast - Pescadero	96,548	71,633	(24,915)	(25.8%)	143,700
CUB Related Wages & Benefits	278,977	329,137	50,160	100.0%	499,764
CUB Related Other Support	45,599	94,944	49,344	108.2%	118,500
CUB Insurance	416,596	420,976	4,380	1.1%	597,097
CUB Claims Reserves & Payments	1,056,072	1,807,696	751,624	100.0%	1,218,400
Total Contracted Bus Service	22,788,178	23,704,424	916,246	4.0%	26,185,691
TOTAL MOTOR BUS	114,600,673	122,044,094	7,443,421	6.5%	148,489,400

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

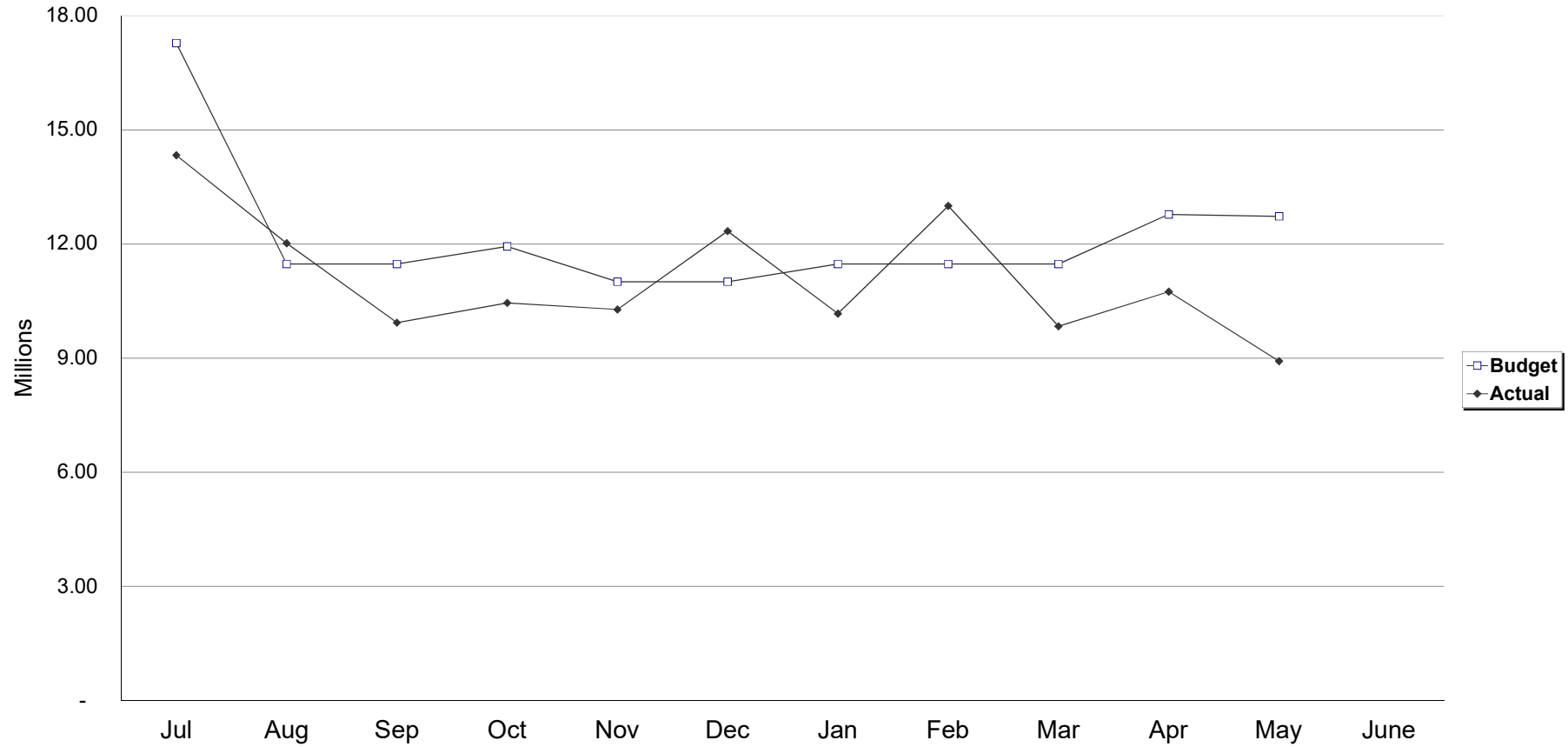
% OF YEAR ELAPSED: 91.7%

<u>EXPENSES</u>	YEAR-TO-DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
AMERICAN DISABILITY ACT PROGRAMS					
Elderly & Disabled/Redi-Wheels	4,690,004	5,145,019	455,015	9.7%	6,832,050
ADA Sedans / Taxi Service	5,035,851	4,430,054	(605,797)	(12.0%)	5,834,100
Coastside ADA	1,676,442	1,563,410	(113,032)	(6.7%)	1,921,400
ADA Related Wages & Benefits	2,664,923	2,413,022	(251,901)	(9.5%)	2,530,107
ADA Related Other Support	1,214,635	1,304,630	89,995	7.4%	2,710,214
ADA Insurance	343,238	350,131	6,893	2.0%	426,864
ADA Claims Reserves & Payments	274,873	(343,223)	(618,096)	100%	218,400
TOTAL ADA PROGRAMS	15,899,966	14,863,043	(1,036,924)	(6.5%)	20,473,135
MULTI-MODAL TRANSIT PROGRAMS					
CALTRAIN SERVICE					
Peninsula Rail Service	6,998,200	8,393,113	1,394,913	19.9%	9,239,456
Total Caltrain Service	6,998,200	8,393,113	1,394,913	19.9%	9,239,456
OTHER SUPPORT					
SamTrans Shuttle Service	1,946,367	1,807,631	(138,736)	(7.1%)	2,128,700
Shuttle Related Wages & Benefits	61,645	58,719	(2,926)	100%	89,095
Dumbarton M.O.W.	98,719	146,291	47,572	100%	286,316
Maintenance Multimodal Facilities	150,325	144,807	(5,518)	100%	177,800
Total Other Support	2,257,056	2,157,448	(99,608)	(4.4%)	2,681,911
TOTAL MULTI-MODAL PROGR	9,255,256	10,550,561	1,295,305	14.0%	11,921,367
TOTAL OPERATING EXPENSES	139,755,895	147,457,698	7,701,802	5.5%	180,883,902

SAN MATEO COUNTY TRANSIT DISTRICT

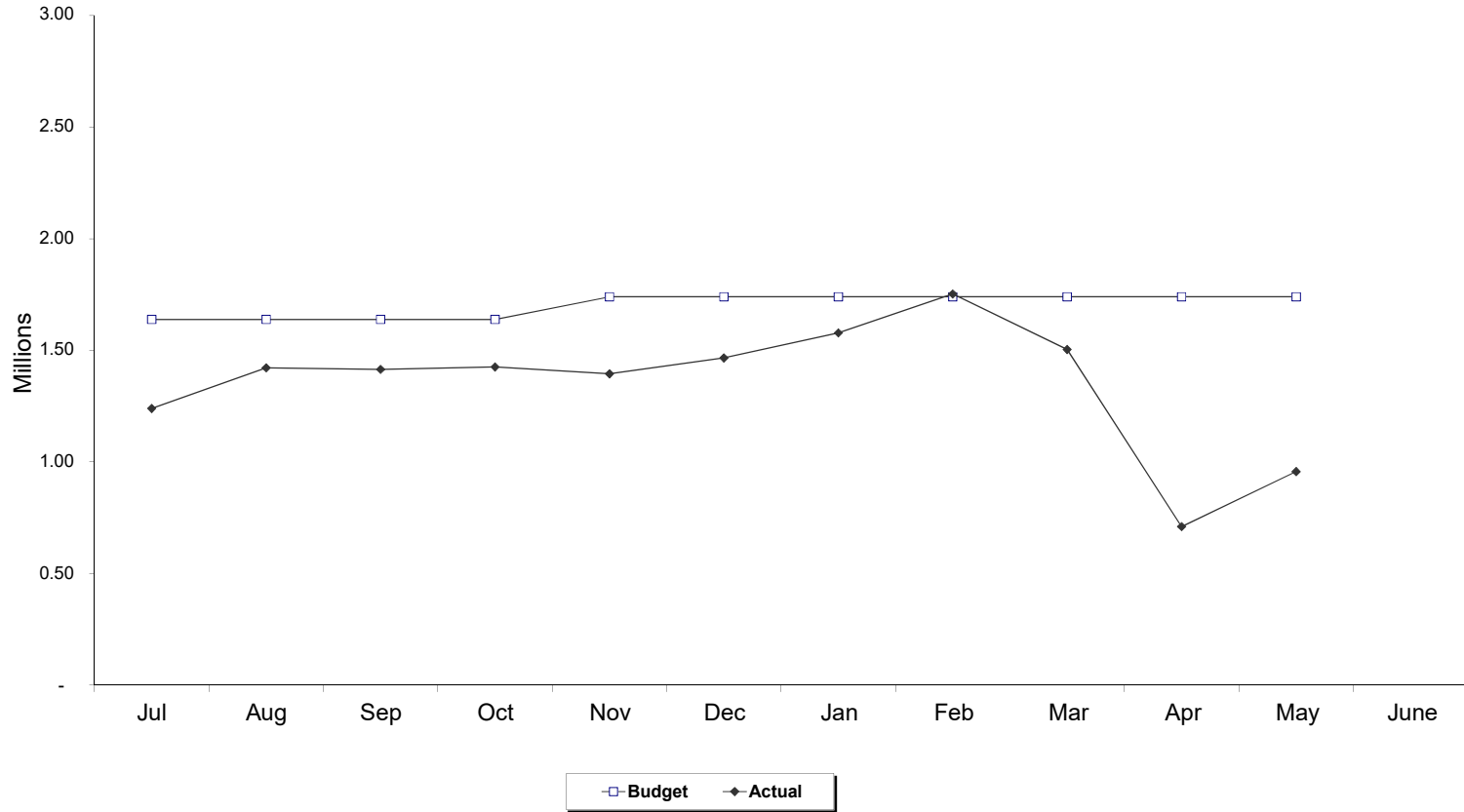
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2020



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	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	12,729,090	
Actual	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	8,920,887	
CUMULATIVE EXPENSES												
Budget	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	135,836,757	
Actual	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	122,044,093	
Variance - F(U)	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	13,792,664	
Variance %	17.04%	8.34%	9.79%	10.40%	9.74%	7.08%	7.65%	5.19%	7.25%	8.11%	10.2%	

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

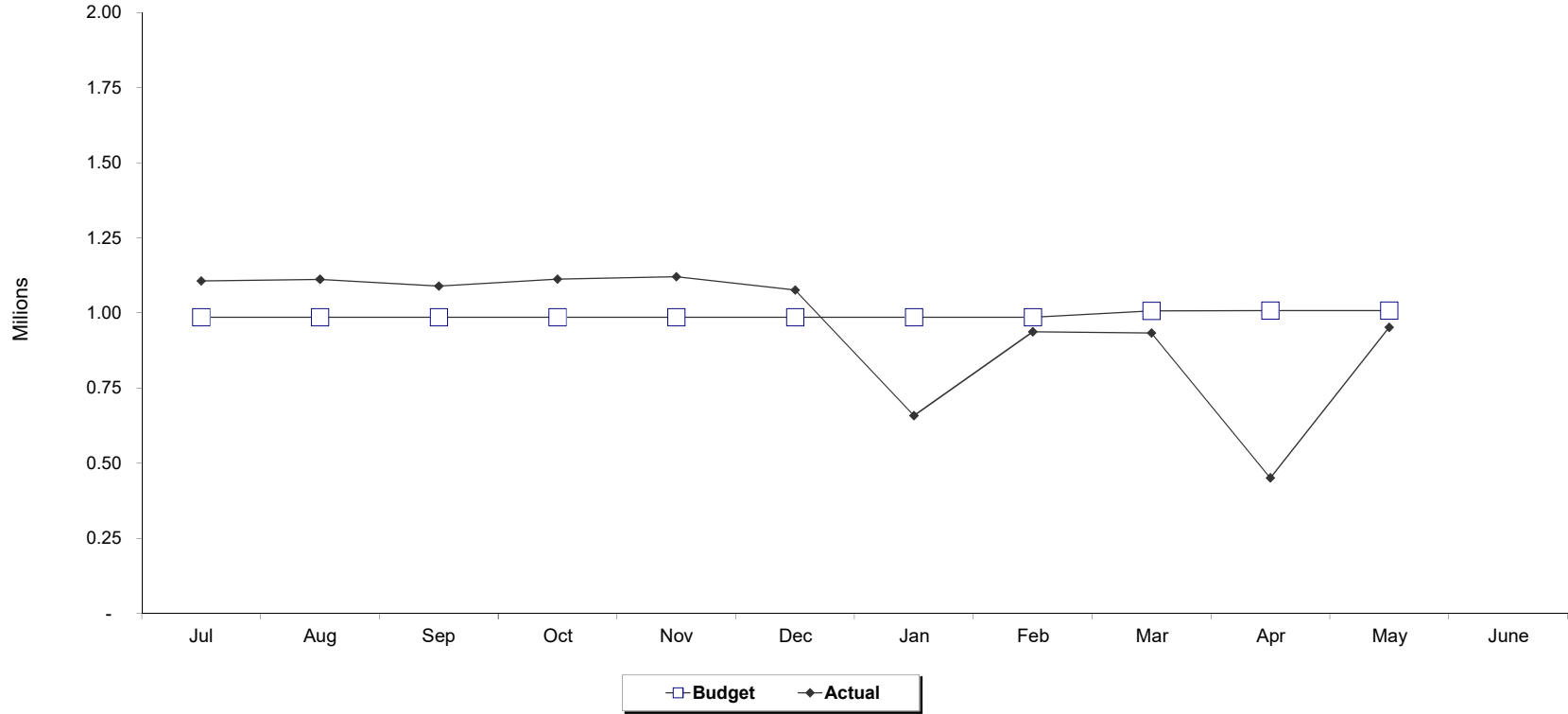


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	1,638,782	1,638,782	1,638,782	1,638,782	1,739,751	1,739,751	1,739,751	1,739,751	1,739,751	1,739,751	1,739,751	
Actual	1,239,506	1,421,472	1,414,210	1,425,262	1,394,710	1,466,173	1,578,670	1,752,686	1,503,970	710,024	956,359	
CUMULATIVE EXPENSES												
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	18,733,384	
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	14,863,043	
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	3,870,342	
Variance %	24.36%	18.81%	17.11%	16.09%	16.87%	16.68%	15.58%	13.48%	13.49%	18.17%	20.66%	

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
MONTHLY EXPENSES												
Budget	986,253	986,253	986,253	986,253	986,253	986,253	986,253	986,253	1,007,086	1,008,086	1,008,086	
Actual	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	952,078	
CUMULATIVE EXPENSES												
Budget	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	10,913,281	
Actual	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	10,550,561	
Variance - F(U)	(120,396)	(246,056)	(349,062)	(475,610)	(609,838)	(700,337)	(372,490)	(323,795)	(250,238)	306,712	362,719	
Variance %	(12.2%)	(12.5%)	(11.8%)	(12.1%)	(12.4%)	(11.8%)	(5.4%)	(4.1%)	(2.8%)	3.1%	3.3%	

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF MAY 31, 2020**

Page 8 of 16

5/31/2020

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$ 40,515,482.25
Bank of America Checking (Restricted)	7,967,814.45
Wells Fargo	1,648.50
LAIF	74,910,069.58

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	124,431,652.93
MMF - US Bank Custodian Account	10,211,295.77

Debt Service Reserves Held By Trustee 14,750,821.41

TOTAL 272,788,784.89

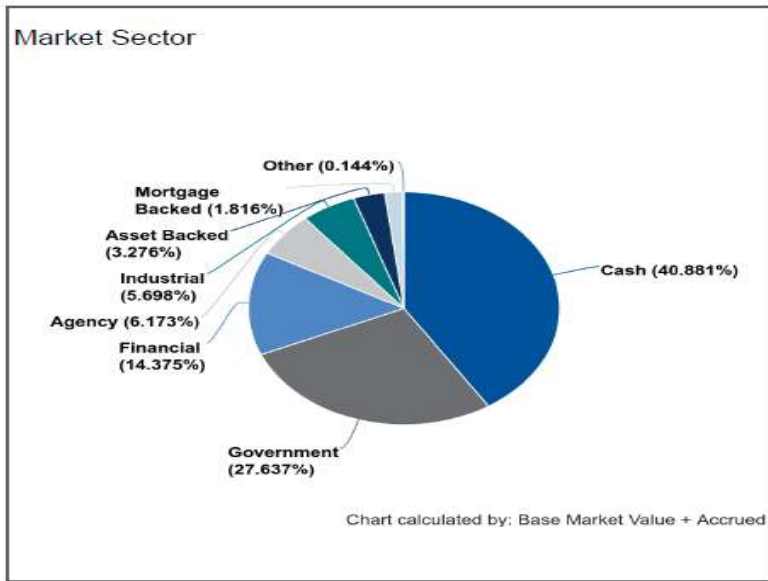
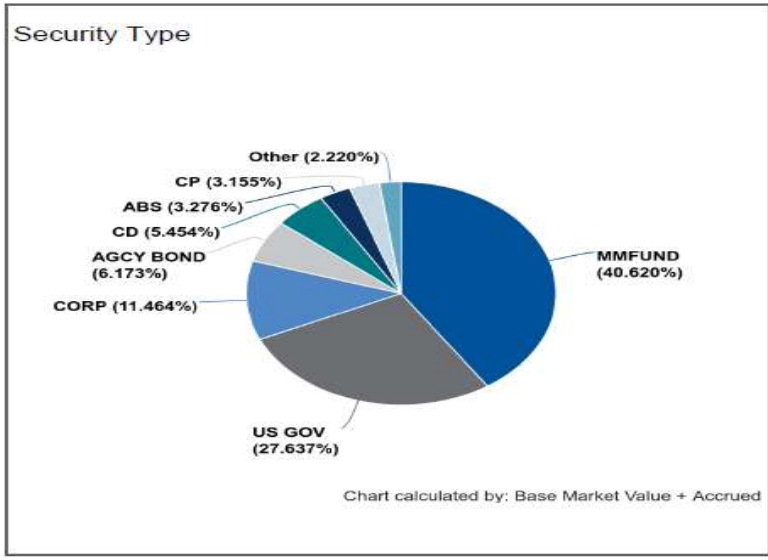
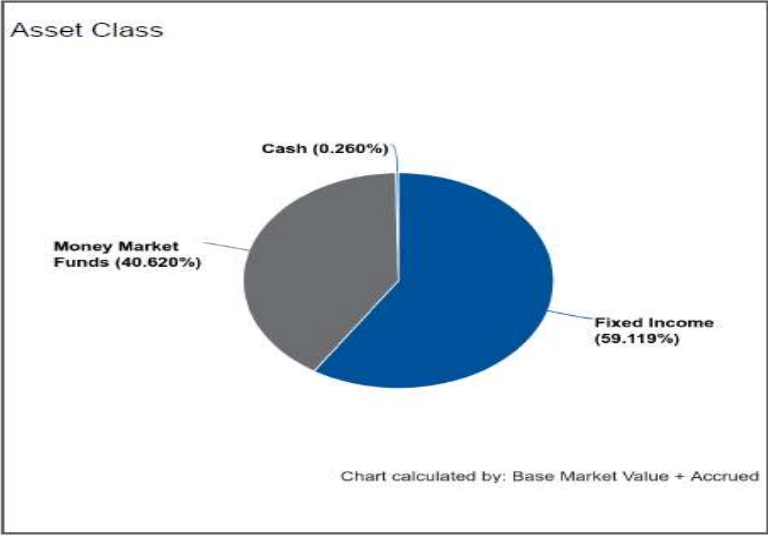
* Fund Managed by PFM Investment Advisor

Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	545,034.38
MMFund (including LAIF)	85,121,365.35
Fixed Income	123,886,618.55
Duration	1.929
Convexity	-0.149
WAL	1.316
Years to Final Maturity	1.365
Years to Effective Maturity	1.315
Yield	0.644
Book Yield	1.210
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	27.637%
Other	22.116%
U.S. Bancorp	4.873%
Federal National Mortgage Association	3.561%
Federal Home Loan Banks	2.420%
Freddie Mac	2.008%
Mitsubishi UFJ Financial Group, Inc.	1.638%
---	100.000%

Footnotes: 1,2

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

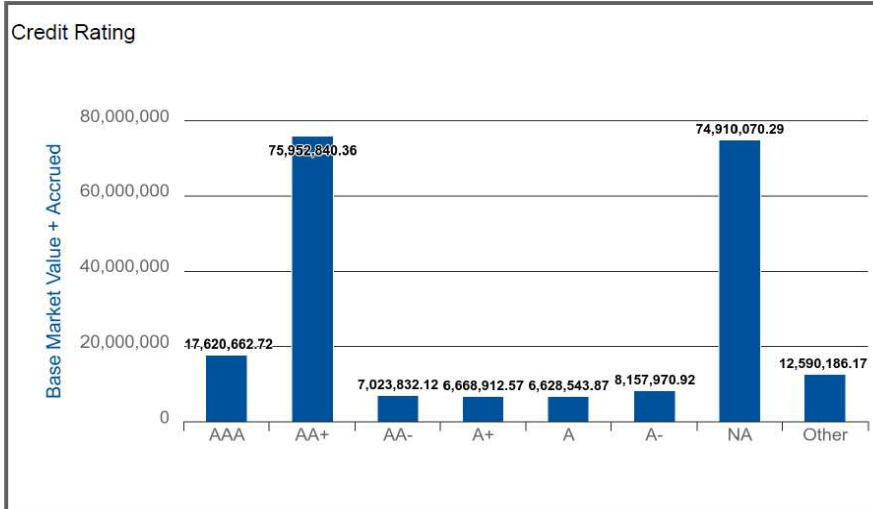


Risk Summary

05/01/2020 - 05/31/2020

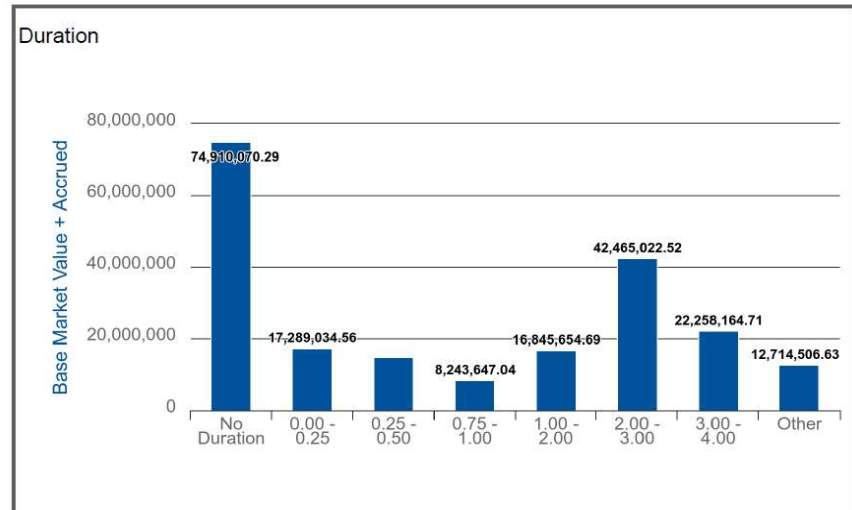
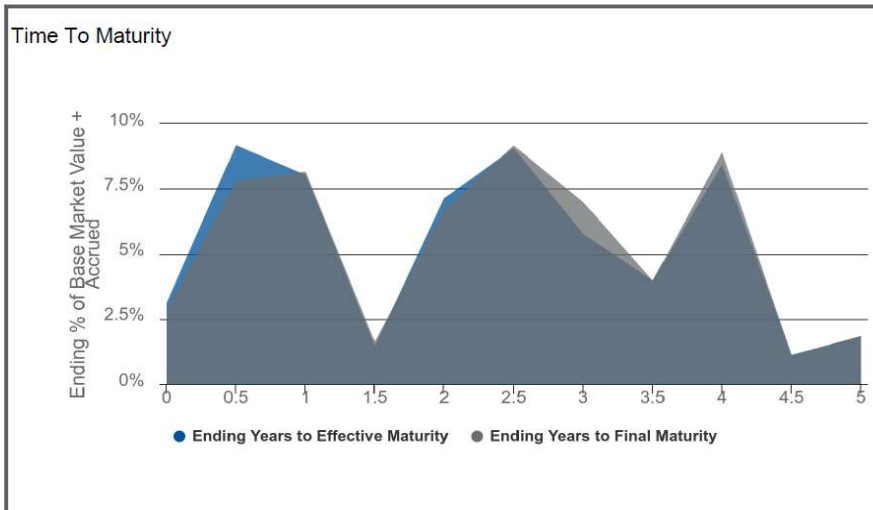
SAM Transit District Agg (136232)

Dated: 06/10/2020



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	7.072%	0.000%	1.337%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	6.194%	6.310%	15.945%	10.052%	1.654%	0.000%	0.000%	0.000%	0.000%
A	8.026%	1.728%	2.379%	0.569%	0.692%	0.000%	0.000%	0.000%	0.000%
BBB	1.690%	0.000%	0.605%	0.000%	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%

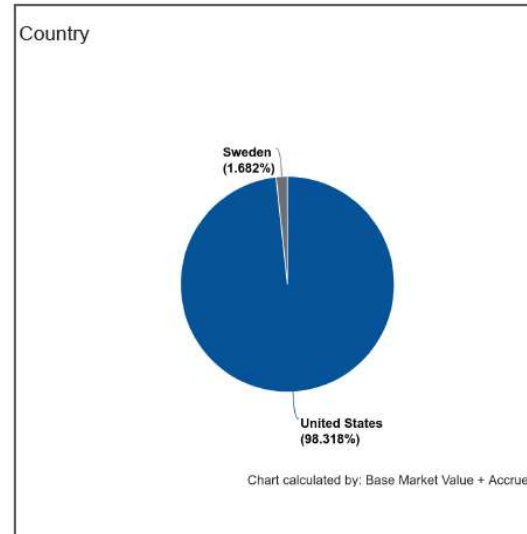
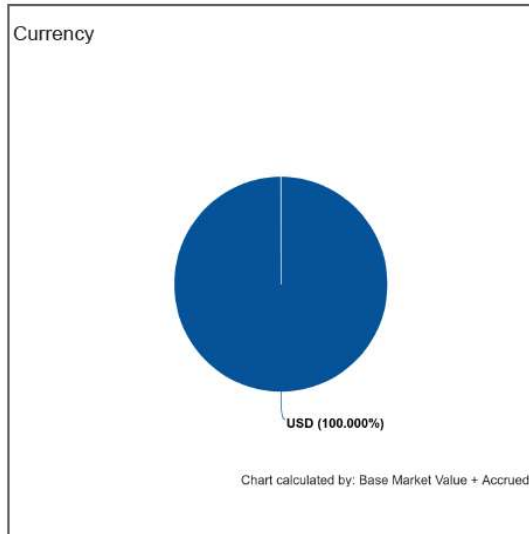
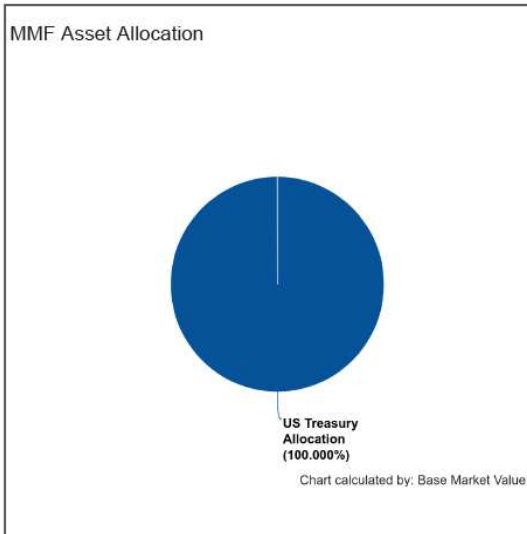
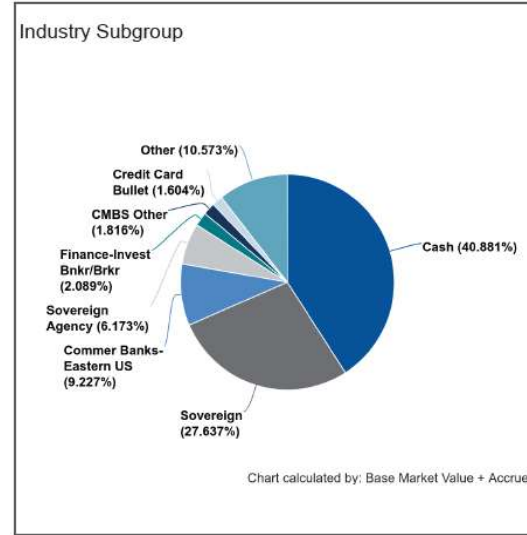
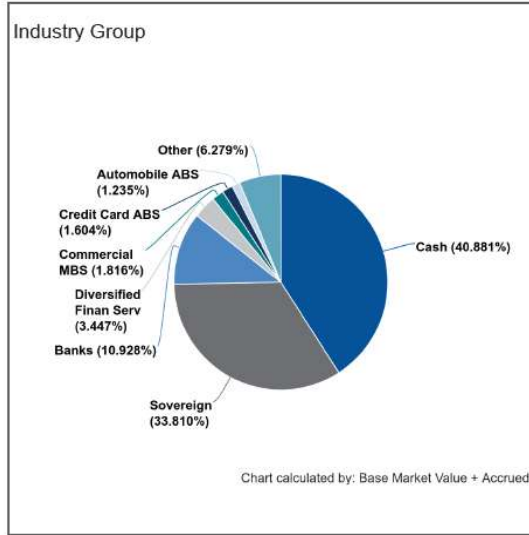
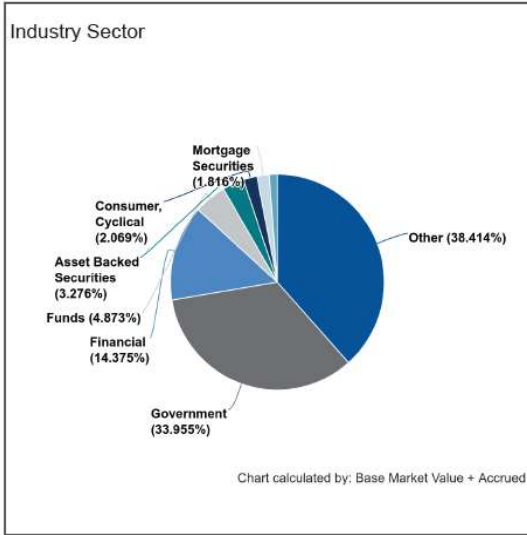


Risk Summary

05/01/2020 - 05/31/2020

SAM Transit District Agg (136232)

Dated: 06/10/2020



clearwater

Report: Master BS by lot - group by Security type
Account: SAM TR Reimbursement Fund (136225)
As of: 05/31/2020
Base Currency: USD

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Dat	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,440,745.17	---	05/31/2020	8,440,745.17	0.00	8,440,745.17	8,440,745.17
MMFUND			8,440,745.17			8,440,745.17	0.00	8,440,745.17	8,440,745.17

* 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: 05/31/2020
 Base Currency USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
ABS	02004VAC7	ALLYA 2018-2 A3	456,376.09	04/30/2018	11/15/2022	456,293.21	592.27	461,094.50	461,686.78
ABS	02007HAC5	ALLYA 2017-2 A3	65,668.32	03/29/2017	08/16/2021	65,660.58	51.95	65,696.94	65,748.89
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,698,274.08	1,699,543.06
ABS	14313FAD1	CARMX 2018-3 A3	420,000.00	07/25/2018	06/15/2023	419,942.75	584.27	427,464.09	428,048.36
ABS	17305EGK5	CCCT 2018-A1 A1	900,000.00	01/31/2018	01/20/2021	899,875.44	8,154.75	912,028.13	920,182.88
ABS	34531EAD8	FORDO 2017-A A3	10,004.72	01/25/2017	06/15/2021	10,004.69	7.43	10,008.69	10,016.11
ABS	36255JAD6	GMCAR 2018-3 A3	374,805.61	07/18/2018	05/16/2023	374,718.20	471.63	381,643.31	382,114.94
ABS	43814PAC4	HAROT 2017-3 A3	91,801.99	09/29/2017	09/18/2021	91,792.05	59.34	92,112.03	92,171.37
ABS	47788BAD6	JDOT 2017-B A3	91,981.42	07/18/2017	10/15/2021	91,974.69	74.40	92,043.28	92,117.68
ABS	47788CAC6	JDOT 2018 A3	140,559.45	02/28/2018	04/18/2022	140,549.35	166.17	141,255.43	141,421.61
ABS	89190BAD0	TAOT 2017-B A3	294,789.09	05/17/2017	07/15/2021	294,766.48	230.59	295,201.08	295,431.67
ABS	89238BAD4	TAOT 2017-A A3	282,251.50	01/31/2018	05/16/2022	282,248.25	294.80	284,516.77	284,811.57
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	486,560.78	486,829.29
ABS			5,263,238.19			5,262,352.08	12,225.08	5,347,899.13	5,360,124.21

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
AGCY BOND	3130A8QS5	FEDERAL HOME LOAN BANKS	2,700,000.00	07/15/2016	07/14/2021	2,683,581.30	11,559.38	2,728,023.30	2,739,582.68
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	440,000.00	09/08/2017	09/28/2020	438,587.60	1,058.75	441,730.08	442,788.83
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	625.00	999,498.00	1,000,123.00
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	642.36	1,005,527.00	1,006,169.36
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,525,000.00	08/19/2016	08/17/2021	1,518,823.75	5,506.94	1,544,426.98	1,549,933.92
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	475,000.00	08/19/2016	08/17/2021	473,375.03	1,715.28	481,051.03	482,766.30
AGCY BOND	3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	600,000.00	08/01/2017	07/30/2020	598,182.00	3,025.00	601,322.40	604,347.40
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	900,000.00	01/11/2019	01/11/2022	899,352.00	9,187.50	934,844.40	944,031.90
AGCY BOND	3137EAEJ4	FREDDIE MAC	580,000.00	09/29/2017	09/29/2020	578,950.20	1,623.19	582,775.30	584,398.49
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	237.50	952,111.85	952,349.35
AGCY BOND			10,170,000.00			10,133,432.88	35,180.90	10,271,310.33	10,306,491.23

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
CASH	CCYUSD	Receivable	324,565.63	---	05/31/2020	324,565.63	0.00	324,565.63	324,565.63
CASH			324,565.63			324,565.63	0.00	324,565.63	324,565.63

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
CD	06417GU22	Bank of Nova Scotia, Houston Branch	900,000.00	06/07/2018	06/05/2020	899,658.00	13,552.00	900,028.34	913,580.34
CD	22535CDV0	Credit Agricole Corporate And Investment Bank, New	900,000.00	04/04/2019	04/01/2022	900,000.00	3,962.00	900,000.00	903,962.00

clearwater

CD	23341VZT1	DNB Bank ASA, New York Branch	950,000.00	12/06/2019	12/02/2022	950,000.00	9,582.33	950,000.00	959,582.33
CD	65558TLL7	Nordea Bank Abp, New York Branch	950,000.00	08/29/2019	08/26/2022	950,000.00	4,686.67	950,000.00	954,686.67
CD	78012UEE1	Royal Bank of Canada New York Branch	1,500,000.00	06/08/2018	06/07/2021	1,500,000.00	23,490.00	1,503,654.63	1,527,144.63
CD	83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	950,000.00	09/03/2019	08/26/2022	950,000.00	4,712.00	950,000.00	954,712.00
CD	86565BPC9	Sumitomo Mitsui Banking Corporation, New York Bra	900,000.00	10/18/2018	10/16/2020	898,776.00	3,898.50	899,769.98	903,668.48
CD	87019U6D6	Swedbank AB (publ)	1,800,000.00	11/17/2017	11/16/2020	1,800,000.00	1,702.50	1,792,734.05	1,794,436.55
CD			8,850,000.00		08/28/2021	8,848,434.00	65,586.00	8,846,186.99	8,911,772.99

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
CORP	025816BU2	AMERICAN EXPRESS CO	900,000.00	05/17/2018	05/17/2021	899,847.00	1,181.25	921,794.40	922,975.65
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	9,240.00	924,358.50	933,598.50
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	625.00	1,017,118.00	1,017,743.00
CORP	05531FBH5	BB&T CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	7,500.00	950,960.70	958,460.70
CORP	06051GFW4	BANK OF AMERICA CORP	100,000.00	11/03/2017	04/19/2021	100,776.00	306.25	101,865.70	102,171.95
CORP	06051GGS2	BANK OF AMERICA CORP	550,000.00	09/18/2017	10/01/2021	550,000.00	2,134.00	548,649.75	550,783.75
CORP	06051GHH5	BANK OF AMERICA CORP	250,000.00	05/17/2018	05/17/2022	250,000.00	340.18	255,860.75	256,200.93
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	01/28/2020	10/24/2024	376,650.00	809.38	392,900.25	393,709.63
CORP	14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	650,000.00	09/07/2017	09/04/2020	649,454.00	2,906.04	652,321.15	655,227.19
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	03/15/2017	01/06/2022	448,015.50	4,803.13	465,201.00	470,004.13
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2019	01/10/2022	174,832.00	2,193.33	182,222.78	184,416.11
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	4,294.79	980,398.10	984,692.89
CORP	38141EC23	GOLDMAN SACHS & CO	900,000.00	07/11/2019	07/08/2024	941,922.00	13,763.75	977,643.00	991,406.75
CORP	427866BA5	HERSHEY CO	360,000.00	05/10/2018	05/15/2021	359,751.60	496.00	369,633.60	370,129.60
CORP	437076BQ4	HOME DEPOT INC	450,000.00	06/05/2017	06/05/2020	449,739.00	3,960.00	450,051.75	454,011.75
CORP	44932HAG8	IBM CREDIT LLC	900,000.00	02/06/2018	02/05/2021	899,559.00	7,685.00	914,301.90	921,986.90
CORP	46647PBB1	JPMORGAN CHASE & CO	900,000.00	03/22/2019	04/01/2023	900,000.00	4,810.50	932,697.90	937,508.40
CORP	6174467P8	MORGAN STANLEY	1,800,000.00	11/10/2016	07/24/2020	2,009,250.00	34,925.00	1,813,510.80	1,848,435.80
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	375,000.00	02/26/2018	03/15/2021	374,583.75	2,295.83	381,571.50	383,867.33
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	515,000.00	04/19/2018	03/15/2021	512,821.55	3,152.94	524,024.86	527,177.80
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	11,200.00	978,296.40	989,496.40
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	2,315.63	335,613.20	337,928.83
CORP	713448DX3	PEPSICO INC	600,000.00	10/10/2017	04/15/2021	599,880.00	1,533.33	608,309.40	609,842.73
CORP	808513AW5	CHARLES SCHWAB CORP	570,000.00	05/22/2018	05/21/2021	569,982.90	514.58	584,956.80	585,471.38
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	2,430.00	459,911.25	462,341.25
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	729.00	137,973.38	138,702.38
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	756.00	143,083.50	143,839.50
CORP	904764AZ0	UNILEVER CAPITAL CORP	725,000.00	03/22/2018	03/22/2021	721,295.25	3,821.35	737,322.10	741,143.45
CORP	931142EA7	WAL-MART STORES INC	900,000.00	10/20/2017	12/15/2020	898,695.00	7,885.00	908,047.80	915,932.80
CORP			18,145,000.00			18,399,224.05	138,607.27	18,650,600.21	18,789,207.48

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accru
CP	62479LJ14	MUFG Bank Ltd. (New York Branch)	1,800,000.00	12/06/2019	09/01/2020	1,774,890.00	0.00	1,791,444.00	1,791,444.00
CP	62479LK61	MUFG Bank Ltd. (New York Branch)	1,000,000.00	01/13/2020	10/06/2020	986,650.00	0.00	993,650.00	993,650.00
CP	63873JK90	Natixis, New York Branch	2,500,000.00	01/17/2020	10/09/2020	2,467,673.61	0.00	2,484,201.39	2,484,201.39
CP			5,300,000.00			5,229,213.61	0.00	5,269,295.39	5,269,295.39

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	713,024.00	714,682.58
FHLMC	3137BM6P6	FHMS K-721 A2	450,000.00	04/09/2018	08/25/2022	453,832.03	1,158.75	469,368.00	470,526.75
FHLMC	3137FKK39	FHMS K-P05 A	248,895.50	12/17/2018	07/25/2023	248,894.75	664.34	257,283.27	257,947.62
FHLMC	3137FQ3V3	FHMS K-J27 A1	295,203.44	11/26/2019	07/25/2024	295,196.35	514.64	304,399.02	304,913.66
FHLMC			1,644,098.93			1,680,118.44	3,996.31	1,744,074.30	1,748,070.61

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
FNMA	3136AJ7G5	FNA 2014-M6 A2	878,852.42	12/15/2016	05/25/2021	896,635.45	1,961.68	890,804.81	892,766.49
FNMA	3136B1XP4	FNA 2018-M5 A2	336,014.36	04/30/2018	09/25/2021	342,698.03	996.84	341,985.34	342,982.18
FNMA			1,214,866.78			1,239,333.47	2,958.52	1,232,790.15	1,235,748.67

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	1,394,095.74	---	05/31/2020	1,394,095.74	0.00	1,394,095.74	1,394,095.74
MMFUND			1,394,095.74			1,394,095.74	0.00	1,394,095.74	1,394,095.74

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	1,610.77	238,466.30	240,077.07
MUNI			230,000.00			230,000.00	1,610.77	238,466.30	240,077.07

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accrued
US GOV	912828L32	UNITED STATES TREASURY	410,000.00	07/12/2016	08/31/2020	417,840.49	1,424.69	411,217.19	412,641.88
US GOV	912828N30	UNITED STATES TREASURY	2,275,000.00	12/13/2018	12/31/2022	2,218,658.21	20,320.31	2,388,750.00	2,409,070.31
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	52,698.83	6,195,000.00	6,247,698.83
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	26,796.02	3,150,000.00	3,176,796.02
US GOV	912828Q78	UNITED STATES TREASURY	1,640,000.00	01/05/2017	04/30/2021	1,607,456.25	1,960.87	1,657,425.00	1,659,385.87
US GOV	912828R69	UNITED STATES TREASURY	5,400,000.00	03/06/2019	05/31/2023	5,204,039.06	239.75	5,631,187.50	5,631,427.25
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	42.18	990,671.88	990,714.05
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	75.48	1,772,781.25	1,772,856.73
US GOV	912828R77	UNITED STATES TREASURY	350,000.00	03/17/2017	05/31/2021	340,908.21	13.15	354,046.88	354,060.02
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	4,168.48	3,091,046.88	3,095,215.35
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	3,250.00	2,409,968.75	2,413,218.75
US GOV	912828TJ9	UNITED STATES TREASURY	2,500,000.00	09/07/2018	08/15/2022	2,395,117.19	11,941.96	2,579,687.50	2,591,629.46
US GOV	912828VP2	UNITED STATES TREASURY	575,000.00	05/18/2016	07/31/2020	593,785.56	3,854.40	576,707.03	580,561.43
US GOV	912828X47	UNITED STATES TREASURY	3,700,000.00	05/07/2018	04/30/2022	3,581,773.44	6,032.61	3,819,671.88	3,825,704.48
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	42,032.97	5,353,125.00	5,395,157.97

[clearwater](#)

US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	12,399.73	1,579,171.88	1,591,571.60
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	5,464.29	695,906.25	701,370.54
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,782.97	481,781.25	485,564.22
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	11,348.90	1,445,343.75	1,456,692.65
US GOV			42,575,000.00			42,083,656.54	207,847.58	44,583,489.84	44,791,337.42

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	se Market Value + Accru
---	---	---	95,110,865.28			94,824,426.43	468,012.44	97,902,774.01	98,370,786.45

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

clearwater

Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 05/31/2020
 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	129,891.66	04/30/2018	11/15/2022	129,868.06	168.57	131,234.59	131,403.16
ABS	02007HAC5	ALLYA 2017-2 A3	18,178.08	03/29/2017	08/16/2021	18,175.94	14.38	18,186.00	18,200.38
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	485,951.92	486,315.03
ABS	14313FAD1	CARMX 2018-3 A3	110,000.00	07/25/2018	06/15/2023	109,985.01	153.02	111,954.88	112,107.90
ABS	17305EGK5	CCCT 2018-A1 A1	250,000.00	01/31/2018	01/20/2021	249,965.40	2,265.21	253,341.15	255,606.36
ABS	34531EAD8	FORDO 2017-A A3	2,918.04	01/25/2017	06/15/2021	2,918.03	2.17	2,919.20	2,921.37
ABS	36255JAD6	GMCAR 2018-3 A3	112,441.68	07/18/2018	05/16/2023	112,415.46	141.49	114,492.99	114,634.48
ABS	43814PAC4	HAROT 2017-3 A3	27,818.79	09/29/2017	09/18/2021	27,815.77	17.98	27,912.74	27,930.72
ABS	47788BAD6	JDOT 2017-B A3	26,061.40	07/18/2017	10/15/2021	26,059.50	21.08	26,078.93	26,100.01
ABS	47788CAC6	JDOT 2018 A3	39,455.29	02/28/2018	04/18/2022	39,452.45	46.64	39,650.65	39,697.29
ABS	89190BAD0	TAOT 2017-B A3	81,885.86	05/17/2017	07/15/2021	81,879.58	64.05	82,000.30	82,064.35
ABS	89238BAD4	TAOT 2017-A A3	78,403.19	01/31/2018	05/16/2022	78,402.29	81.89	79,032.44	79,114.32
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	128,042.31	128,112.97
ABS			1,477,053.99			1,476,803.26	3,410.26	1,500,798.10	1,504,208.36

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	2,226.25	525,397.08	527,623.33
AGCY BOND	3130ACE26	FEDERAL HOME LOAN BANKS	85,000.00	09/08/2017	09/28/2020	84,727.15	204.53	85,334.22	85,538.75
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	171.88	274,861.95	275,033.83
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	176.65	276,519.93	276,696.57
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	140,000.00	08/19/2016	08/17/2021	139,521.06	505.56	141,783.46	142,289.02
AGCY BOND	3135G0N82	FEDERAL NATIONAL MORTGAGE ASSOCIATION	460,000.00	08/19/2016	08/17/2021	458,137.00	1,661.11	465,859.94	467,521.05
AGCY BOND	3135G0T60	FEDERAL NATIONAL MORTGAGE ASSOCIATION	150,000.00	08/01/2017	07/30/2020	149,545.50	756.25	150,330.60	151,086.85
AGCY BOND	3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	01/11/2019	01/11/2022	249,820.00	2,552.08	259,679.00	262,231.08
AGCY BOND	3137EAEJ4	FREDDIE MAC	165,000.00	09/29/2017	09/29/2020	164,701.35	461.77	165,789.53	166,251.30
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	68.75	275,611.33	275,680.08
AGCY BOND			2,595,000.00			2,586,243.94	8,784.83	2,621,167.03	2,629,951.85

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	220,468.75	---	05/31/2020	220,468.75	0.00	220,468.75	220,468.75
CASH			220,468.75			220,468.75	0.00	220,468.75	220,468.75

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	3,764.44	250,007.87	253,772.32
CD	22535CDV0	Credit Agricole Corporate And Investment Bank, New	250,000.00	04/04/2019	04/01/2022	250,000.00	1,100.56	250,000.00	251,100.56

clearwater

CD	23341VZT1	DNB Bank ASA, New York Branch	275,000.00	12/06/2019	12/02/2022	275,000.00	2,773.83	275,000.00	277,773.83
CD	65558TLL7	Nordea Bank Abp, New York Branch	275,000.00	08/29/2019	08/26/2022	275,000.00	1,356.67	275,000.00	276,356.67
CD	78012UEE1	Royal Bank of Canada New York Branch	425,000.00	06/08/2018	06/07/2021	425,000.00	6,655.50	426,035.48	432,690.98
CD	83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	275,000.00	09/03/2019	08/26/2022	275,000.00	1,364.00	275,000.00	276,364.00
CD	86565BPC9	Sumitomo Mitsui Banking Corporation, New York Bra	250,000.00	10/18/2018	10/16/2020	249,660.00	1,082.92	249,936.10	251,019.02
CD	87019U6D6	Swedbank AB (publ)	500,000.00	11/17/2017	11/16/2020	500,000.00	472.92	497,981.68	498,454.60
CD			2,500,000.00			2,499,565.00	18,570.83	2,498,961.13	2,517,531.97

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	328.13	256,054.00	256,382.13
CORP	02665WC22	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,566.67	256,766.25	259,332.92
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	171.88	279,707.45	279,879.33
CORP	05531FBH5	BB&T CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	2,083.33	264,155.75	266,239.08
CORP	06051GFW4	BANK OF AMERICA CORP	25,000.00	11/03/2017	04/19/2021	25,194.00	76.56	25,466.43	25,542.99
CORP	06051GGS2	BANK OF AMERICA CORP	160,000.00	09/18/2017	10/01/2021	160,000.00	620.80	159,607.20	160,228.00
CORP	06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2018	05/17/2022	75,000.00	102.05	76,758.23	76,860.28
CORP	06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	01/28/2020	10/24/2024	100,440.00	215.83	104,773.40	104,989.23
CORP	14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	185,000.00	09/07/2017	09/04/2020	184,844.60	827.10	185,660.64	186,487.74
CORP	24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	03/15/2017	01/06/2022	114,492.85	1,227.47	118,884.70	120,112.17
CORP	24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2019	01/10/2022	49,952.00	626.67	52,063.65	52,690.32
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,220.63	278,639.46	279,860.09
CORP	38141EC23	GOLDMAN SACHS & CO	250,000.00	07/11/2019	07/08/2024	261,645.00	3,823.26	271,567.50	275,390.76
CORP	427866BA5	HERSHEY CO	100,000.00	05/10/2018	05/15/2021	99,931.00	137.78	102,676.00	102,813.78
CORP	437076BQ4	HOME DEPOT INC	125,000.00	06/05/2017	06/05/2020	124,927.50	1,100.00	125,014.38	126,114.38
CORP	44932HAG8	IBM CREDIT LLC	250,000.00	02/06/2018	02/05/2021	249,877.50	2,134.72	253,972.75	256,107.47
CORP	46647PBB1	JPMORGAN CHASE & CO	250,000.00	03/22/2019	04/01/2023	250,000.00	1,336.25	259,082.75	260,419.00
CORP	6174467P8	MORGAN STANLEY	500,000.00	11/10/2016	07/24/2020	558,125.00	9,701.39	503,753.00	513,454.39
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	150,000.00	04/19/2018	03/15/2021	149,365.50	918.33	152,628.60	153,546.93
CORP	63743HER9	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	100,000.00	02/26/2018	03/15/2021	99,889.00	612.22	101,752.40	102,364.62
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	3,111.11	271,749.00	274,860.11
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	712.50	103,265.60	103,978.10
CORP	713448DX3	PEPSICO INC	165,000.00	10/10/2017	04/15/2021	164,967.00	421.67	167,285.09	167,706.75
CORP	808513AW5	CHARLES SCHWAB CORP	160,000.00	05/22/2018	05/21/2021	159,995.20	144.44	164,198.40	164,342.84
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	675.00	127,753.13	128,428.13
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	135.00	25,550.63	25,685.63
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	270.00	51,101.25	51,371.25
CORP	904764AZ0	UNILEVER CAPITAL CORP	200,000.00	03/22/2018	03/22/2021	198,978.00	1,054.17	203,399.20	204,453.37
CORP	931142EA7	WAL-MART STORES INC	250,000.00	10/20/2017	12/15/2020	249,637.50	2,190.28	252,235.50	254,425.78
CORP			5,055,000.00			5,125,495.05	38,545.24	5,195,522.31	5,234,067.54

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	646,910.33	646,910.33
CP	63873JK90	Natixis, New York Branch	700,000.00	01/17/2020	10/09/2020	690,948.61	0.00	695,576.39	695,576.39
CP			1,350,000.00			1,331,881.11	0.00	1,342,486.72	1,342,486.72

[clearwater](#)

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	191,968.00	192,414.54
FHLMC	3137BM6P6	FHMS K-721 A2	130,000.00	04/09/2018	08/25/2022	131,107.03	334.75	135,595.20	135,929.95
FHLMC	3137FKK39	FHMS K-P05 A	70,708.95	12/17/2018	07/25/2023	70,708.74	188.73	73,091.84	73,280.57
FHLMC	3137FQ3V3	FHMS K-J27 A1	76,676.22	11/26/2019	07/25/2024	76,674.38	133.67	79,064.68	79,198.35
FHLMC			452,385.16			462,158.12	1,103.70	479,719.72	480,823.42

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	241,684.42	12/15/2016	05/25/2021	246,574.75	539.46	244,971.32	245,510.79
FNMA	3136B1XP4	FNA 2018-M5 A2	92,403.95	04/30/2018	09/25/2021	94,241.96	274.13	94,045.97	94,320.10
FNMA			334,088.37			340,816.71	813.59	339,017.29	339,830.89

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	376,454.86	---	05/31/2020	376,454.86	0.00	376,454.86	376,454.86
MMFUND			376,454.86			376,454.86	0.00	376,454.86	376,454.86

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	60,000.00	12/05/2019	08/01/2024	60,000.00	420.20	62,208.60	62,628.80
MUNI	157411TK5		60,000.00			60,000.00	420.20	62,208.60	62,628.80

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

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828B90	UNITED STATES TREASURY	175,000.00	10/05/2016	02/28/2021	181,323.24	884.51	177,351.56	178,236.07
US GOV	912828L32	UNITED STATES TREASURY	80,000.00	07/12/2016	08/31/2020	81,532.14	277.99	80,237.50	80,515.49
US GOV	912828N30	UNITED STATES TREASURY	700,000.00	12/13/2018	12/31/2022	682,664.06	6,252.40	735,000.00	741,252.40
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	14,291.21	1,680,000.00	1,694,291.21
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	7,592.20	892,500.00	900,092.20
US GOV	912828Q78	UNITED STATES TREASURY	185,000.00	01/05/2017	04/30/2021	181,328.91	221.20	186,965.63	187,186.82
US GOV	912828R69	UNITED STATES TREASURY	1,600,000.00	03/06/2019	05/31/2023	1,541,937.50	71.04	1,668,500.00	1,668,571.04
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	8.88	208,562.50	208,571.38
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	24.42	573,546.88	573,571.29
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	1,201.09	890,640.63	891,841.71
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	883.15	654,882.81	655,765.96
US GOV	912828T91	UNITED STATES TREASURY	700,000.00	09/07/2018	08/15/2022	670,632.81	3,343.75	722,312.50	725,656.25
US GOV	912828VP2	UNITED STATES TREASURY	490,000.00	05/18/2016	07/31/2020	505,996.90	3,284.62	491,454.69	494,739.30
US GOV	912828X47	UNITED STATES TREASURY	1,300,000.00	05/07/2018	04/30/2022	1,258,460.94	2,119.57	1,342,046.88	1,344,166.44
US GOV	912828XX3	UNITED STATES TREASURY	1,400,000.00	11/06/2019	06/30/2024	1,428,328.13	11,769.23	1,498,875.00	1,510,644.23
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	3,572.80	455,015.63	458,588.43

[clearwater](#)

US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	1,050.82	133,828.13	134,878.95
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,471.15	187,359.38	188,830.53
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,782.97	481,781.25	485,564.22
US GOV			12,480,000.00			12,358,086.47	62,103.00	13,060,860.94	13,122,963.94

Summary

<u>Security Type</u>	<u>Identifier</u>	<u>Description</u>	<u>PAR</u>	<u>Settle Date</u>	<u>Maturity Date</u>	<u>Original Cost</u>	<u>Accrued Interest</u>	<u>Market Value</u>	<u>Base Market Value + Accrued</u>
---	---	---	26,900,451.13	---	---	26,837,973.25	133,751.64	27,697,665.44	27,831,417.09

* 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: 05/01/2020 - 05/31/2020
 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	312.51	0.000	Buy	05/04/2020	05/04/2020	05/31/2020	312.51	0.00	(312.51)
31846V534	FIRST AMER:US TRS MM Y	1,207,496.46	0.000	Buy	---	---	05/31/2020	1,207,496.46	0.00	(1,207,496.46)
31846V534	FIRST AMER:US TRS MM Y	(1,959,024.71)	0.000	Sell	---	---	05/31/2020	(1,959,024.71)	0.00	1,959,024.71
31846V534	FIRST AMER:US TRS MM Y	334,619.27	0.000	Buy	---	---	05/31/2020	334,619.27	0.00	(334,619.27)
31846V534	FIRST AMER:US TRS MM Y	(554,457.15)	0.000	Sell	---	---	05/31/2020	(554,457.15)	0.00	554,457.15
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	0.375	Buy	05/05/2020	05/07/2020	05/05/2023	949,601.00	0.00	(949,601.00)
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	0.375	Buy	05/05/2020	05/07/2020	05/05/2023	274,884.50	0.00	(274,884.50)
037833DT4	APPLE INC	1,000,000.00	1.125	Buy	05/11/2020	05/13/2020	05/11/2025	1,002,010.00	62.50	(1,002,072.50)
037833DT4	APPLE INC	275,000.00	1.125	Buy	05/11/2020	05/13/2020	05/11/2025	275,552.75	17.19	(275,569.94)
912828VF4	UNITED STATES TREASURY	(255,000.00)	1.375	Maturity	05/31/2020	05/31/2020	05/31/2020	(255,000.00)	0.00	255,000.00
912828VF4	UNITED STATES TREASURY	(200,000.00)	1.375	Maturity	05/31/2020	05/31/2020	05/31/2020	(200,000.00)	0.00	200,000.00
34531EAD8	FORDO 2017-A A3	(44,209.96)	1.670	Principal Paydown	05/15/2020	05/15/2020	06/15/2021	(44,209.97)	0.00	44,209.97
34531EAD8	FORDO 2017-A A3	(12,894.57)	1.670	Principal Paydown	05/15/2020	05/15/2020	06/15/2021	(12,894.57)	0.00	12,894.57
02007PAC7	ALLYA 2017-1 A3	(7,736.09)	1.700	Principal Paydown	05/15/2020	05/15/2020	06/15/2021	(7,736.10)	0.00	7,736.10
02007PAC7	ALLYA 2017-1 A3	(2,196.67)	1.700	Principal Paydown	05/15/2020	05/15/2020	06/15/2021	(2,196.66)	0.00	2,196.66
89190BAD0	TAOT 2017-B A3	(71,964.93)	1.760	Principal Paydown	05/15/2020	05/15/2020	07/15/2021	(71,964.94)	0.00	71,964.94
89190BAD0	TAOT 2017-B A3	(19,990.26)	1.760	Principal Paydown	05/15/2020	05/15/2020	07/15/2021	(19,990.26)	0.00	19,990.26
02007HAC5	ALLYA 2017-2 A3	(45,126.26)	1.780	Principal Paydown	05/15/2020	05/15/2020	08/16/2021	(45,126.27)	0.00	45,126.27
02007HAC5	ALLYA 2017-2 A3	(12,491.70)	1.780	Principal Paydown	05/15/2020	05/15/2020	08/16/2021	(12,491.70)	0.00	12,491.70
43814PAC4	HAROT 2017-3 A3	(13,772.02)	1.790	Principal Paydown	05/18/2020	05/18/2020	09/18/2021	(13,772.02)	0.00	13,772.02
43814PAC4	HAROT 2017-3 A3	(4,173.34)	1.790	Principal Paydown	05/18/2020	05/18/2020	09/18/2021	(4,173.34)	0.00	4,173.34
037833CS7	APPLE INC	(820,000.00)	1.800	Maturity	05/11/2020	05/11/2020	05/11/2020	(820,000.00)	0.00	820,000.00
89236GTG6	TOYOTA MOTOR CREDIT CORP	450,000.00	1.800	Buy	05/20/2020	05/26/2020	02/13/2025	454,396.50	2,317.50	(456,714.00)
89236GTG6	TOYOTA MOTOR CREDIT CORP	140,000.00	1.800	Buy	05/20/2020	05/26/2020	02/13/2025	141,367.80	721.00	(142,088.80)
89236GTG6	TOYOTA MOTOR CREDIT CORP	135,000.00	1.800	Buy	05/21/2020	05/26/2020	02/13/2025	136,879.20	695.25	(137,574.45)
037833CS7	APPLE INC	(225,000.00)	1.800	Maturity	05/11/2020	05/11/2020	05/11/2020	(225,000.00)	0.00	225,000.00
89236GTG6	TOYOTA MOTOR CREDIT CORP	125,000.00	1.800	Buy	05/20/2020	05/26/2020	02/13/2025	126,221.25	643.75	(126,865.00)
89236GTG6	TOYOTA MOTOR CREDIT CORP	50,000.00	1.800	Buy	05/20/2020	05/26/2020	02/13/2025	50,488.50	257.50	(50,746.00)
89236GTG6	TOYOTA MOTOR CREDIT CORP	25,000.00	1.800	Buy	05/21/2020	05/26/2020	02/13/2025	25,348.00	128.75	(25,476.75)
47788BAD6	JDOT 2017-B A3	(36,964.19)	1.820	Principal Paydown	05/15/2020	05/15/2020	10/15/2021	(36,964.19)	0.00	36,964.19
47788BAD6	JDOT 2017-B A3	(10,473.19)	1.820	Principal Paydown	05/15/2020	05/15/2020	10/15/2021	(10,473.19)	0.00	10,473.19
3137FQ3V3	FHMS K-J27 A1	(6,975.53)	2.092	Principal Paydown	05/01/2020	05/01/2020	07/25/2024	(6,975.53)	0.00	6,975.53
3137FQ3V3	FHMS K-J27 A1	(1,811.83)	2.092	Principal Paydown	05/01/2020	05/01/2020	07/25/2024	(1,811.83)	0.00	1,811.83
89238BAD4	TAOT 2017-A A3	(24,755.53)	2.350	Principal Paydown	05/15/2020	05/15/2020	05/16/2022	(24,755.54)	0.00	24,755.54
89238BAD4	TAOT 2017-A A3	(6,876.54)	2.350	Principal Paydown	05/15/2020	05/15/2020	05/16/2022	(6,876.54)	0.00	6,876.54
47788CAC6	JDOT 2018 A3	(19,730.64)	2.660	Principal Paydown	05/15/2020	05/15/2020	04/18/2022	(19,730.64)	0.00	19,730.64
47788CAC6	JDOT 2018 A3	(5,538.43)	2.660	Principal Paydown	05/15/2020	05/15/2020	04/18/2022	(5,538.43)	0.00	5,538.43
3136AJ7G5	FNA 2014-M6 A2	(10,727.42)	2.679	Principal Paydown	05/01/2020	05/01/2020	05/25/2021	(10,727.42)	0.00	10,727.42
3136AJ7G5	FNA 2014-M6 A2	(2,950.04)	2.679	Principal Paydown	05/01/2020	05/01/2020	05/25/2021	(2,950.04)	0.00	2,950.04
02004VAC7	ALLYA 2018-2 A3	(34,512.82)	2.920	Principal Paydown	05/15/2020	05/15/2020	11/15/2022	(34,512.82)	0.00	34,512.82
02004VAC7	ALLYA 2018-2 A3	(9,822.88)	2.920	Principal Paydown	05/15/2020	05/15/2020	11/15/2022	(9,822.88)	0.00	9,822.88
89236TEU5	TOYOTA MOTOR CREDIT CORP	(660,000.00)	2.950	Sell	05/20/2020	05/26/2020	04/13/2021	(672,540.00)	(2,325.58)	674,865.58
89236TEU5	TOYOTA MOTOR CREDIT CORP	(180,000.00)	2.950	Sell	05/20/2020	05/26/2020	04/13/2021	(183,420.00)	(634.25)	184,054.25
36255JAD6	GMCAR 2018-3 A3	(17,585.04)	3.020	Principal Paydown	05/16/2020	05/16/2020	05/16/2023	(17,585.04)	0.00	17,585.04
36255JAD6	GMCAR 2018-3 A3	(5,275.51)	3.020	Principal Paydown	05/16/2020	05/16/2020	05/16/2023	(5,275.51)	0.00	5,275.51
3137FKK39	FHMS K-P05 A	(464.15)	3.203	Principal Paydown	05/01/2020	05/01/2020	07/25/2023	(464.15)	0.00	464.15
3137FKK39	FHMS K-P05 A	(131.86)	3.203	Principal Paydown	05/01/2020	05/01/2020	07/25/2023	(131.86)	0.00	131.86
3136B1XP4	FNA 2018-M5 A2	(29,631.95)	3.560	Principal Paydown	05/01/2020	05/01/2020	09/25/2021	(29,631.95)	0.00	29,631.95
3136B1XP4	FNA 2018-M5 A2	(8,148.79)	3.560	Principal Paydown	05/01/2020	05/01/2020	09/25/2021	(8,148.79)	0.00	8,148.79
---	---	(352,985.75)	---	---	---	---	---	(357,196.30)	1,883.61	355,312.69

* 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 the issuer

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

SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF BUDGET ACTIVITY FOR MAY 2020

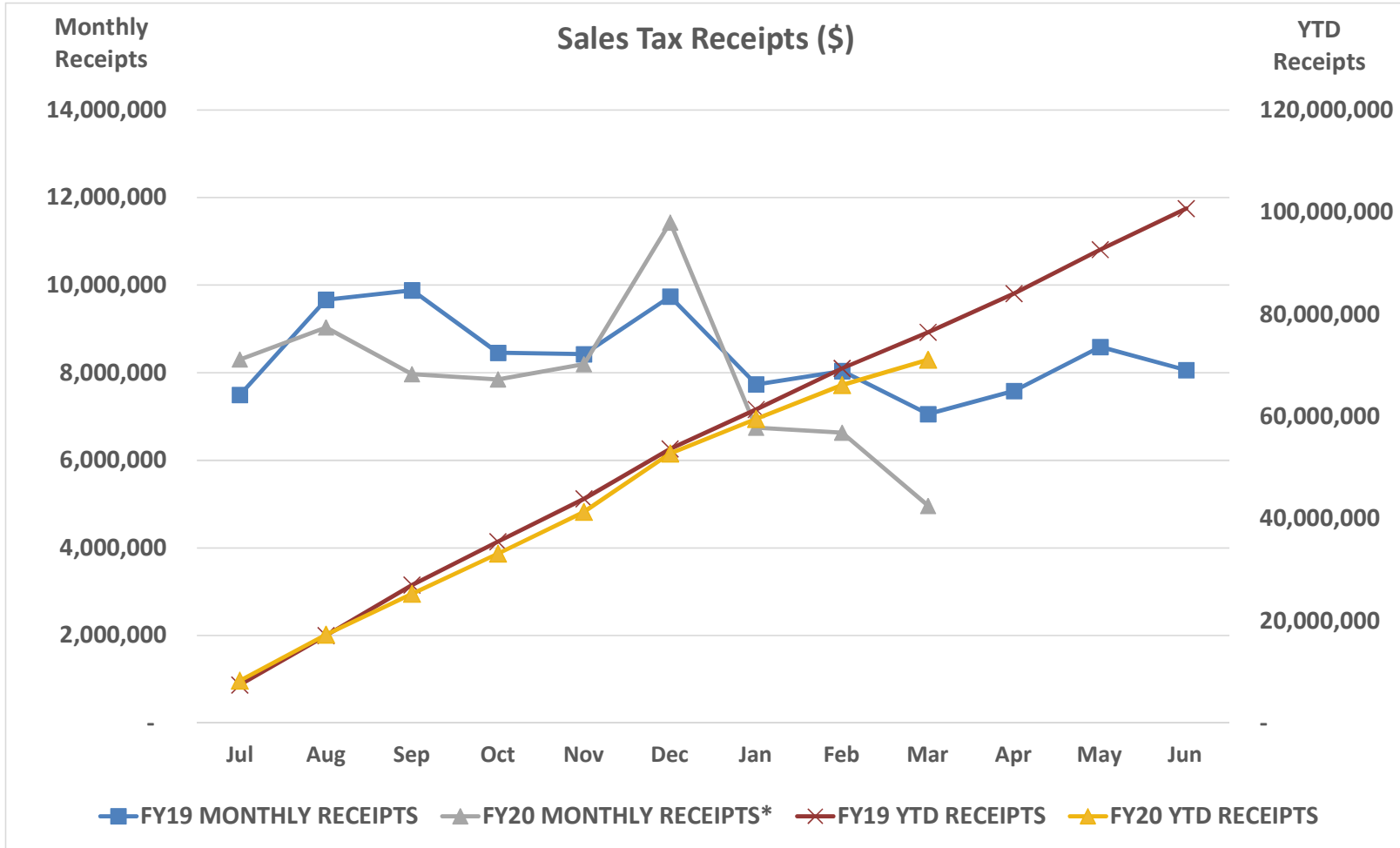
BUDGET AMENDMENTS

	Amount	Line Item	Description
May-20			Line
			No Budget Amendments for May 2020
	<u>\$ -</u>	Total	<u>\$ -</u>

BUDGET REVISIONS

	Amount	Line Item	Description
May-20			No Budget Revisions for May 2020
	<u>\$ -</u>	Total	<u>\$ -</u> Total

**SAN MATEO COUNTY TRANSIT DISTRICT
FY2020
Measure A Sales Tax
May 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

Monthly Sales Tax Receipts

FY2020

May

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	4,960,039	(29.7%)	76,492,553	71,119,106	(7.0%)
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>71,119,106</u>				

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett
General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **AUTHORIZE AN AMENDMENT TO THE CONTRACT WITH WIPRO, LLC. FOR
PEOPLESOFT HOSTING AND APPLICATION SUPPORT SERVICES**

ACTION

Staff proposes that the Board:

1. Approve an amendment to the contract with Wipro, LLC (Wipro) to include PeopleSoft Enterprise Performance Management (EPM) 9.1 Hosting and Application Support Services (Services) on Oracle Cloud Infrastructure (OCI) in the amount of \$550,000 for two-years.
2. Authorize the General Manager/CEO or his designee to execute a contract amendment with Wipro in a form approved by legal counsel.

SIGNIFICANCE

Approval of the above actions will ensure the continuation of PeopleSoft EPM 9.1 hosting and application support. The Services consist of:

- Hosting and Infrastructure Support: This support will maintain PeopleSoft in a state-of-the-art data center with full redundancy and a guaranteed uptime of 99.6 percent. It also provides 24/7 infrastructure support and disaster recovery.
- Application Support: The application support scope will provide day-to-day support to the San Mateo County Transit District's (District) user community, and minor enhancements to the systems and processes on an as-needed basis. Up-to-date patch management, including system bug fixes, will ensure PeopleSoft remains current.

BUDGET IMPACT

Funding for the Services will be available under approved and future operating budgets.

BACKGROUND

In October 2019, by Resolution No. 2019-36, the Board of Directors (Board) awarded a five-year contract to Wipro to provide continued PeopleSoft hosting and application support services for the Human Capital Management (HCM), Finance and Supply Chain Management (FSCM) and EPM modules for a not-to-exceed amount of \$10,341,008. The contract included a five-year support option for HCM and FSCM, while EPM support was included until August 31, 2020.

Amendment No. 1, effective April 3, 2020, was executed to clarify the process for Wipro to provide additional services through a task order process as part of the not-to-exceed 10 percent contract contingency amount. Two task orders have been issued to date for the enhancement to the District bus driver recruitment site and grants checklist integration for the amount of \$87,780, and enhancement to the budgeting and payroll process for the amount of \$29,138.

Amendment No. 2, effective May 18, 2020, was executed to migrate PeopleSoft EPM 9.1 application from the Ensono Datacenter to the OCI for the amount of \$505,000, which was within the contract contingency amount.

Staff requested a proposal from Wipro to continue providing hosting and support services on OCI for the EPM 9.1 application for two-years. Wipro's proposal was reviewed by qualified staff from the Information Technology department, who determined that Wipro's proposal met all of the District's requirements and that the firm possesses the requisite depth of experience and required qualifications to successfully perform the Services. Staff also has determined that a contract amendment is required to increase the amount of the contract by \$550,000, from \$10,341,008 to \$10,891,008. Costs were found to be fair and reasonable, and align with the existing contract.

Prepared By: Shruti Ladani, Contract Administrator 650-622-7857
Project Manager: Dianne LaVanway, Manager, Information Technology 650-508-7957

RESOLUTION NO. 2020-

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

* * *

**AUTHORIZING AN AMENDMENT TO THE CONTRACT WITH WIPRO, LLC. FOR
PEOPLESOFT HOSTING AND APPLICATION SUPPORT SERVICES TO
INCREASE THE TOTAL CONTRACT AMOUNT BY \$550,000**

WHEREAS, pursuant to Resolution No. 2019-36, the Board of Directors (Board) of the San Mateo County Transit District (District) awarded the contract for PeopleSoft hosting and application support services for the Human Capital Management (HCM), Finance and Supply Chain Management (FSCM) and Enterprise Performance Management (EPM) modules for a not-to-exceed amount of \$10,341,008 to Wipro, LLC (Wipro); and

WHEREAS, the contract included a five-year hosting and support services option for HCM and FSCM, but EPM hosting and support is set to expire on August 31, 2020; and

WHEREAS, effective April 3, 2020, Amendment No. 1 was executed to clarify the process for Wipro to provide additional services through a task order process as part of the not-to-exceed 10 percent contract contingency amount and two task orders have been issued to date for the enhancement to the District bus driver recruitment site and grants checklist integration for the amount of \$87,780, and enhancement to the budgeting and payroll process for the amount of \$29,138; and

WHEREAS, effective May 18, 2020, Amendment No. 2 was executed to migrate PeopleSoft EPM 9.1 application from the Ensono Datacenter to the Oracle Cloud Infrastructure (OCI) for the amount of \$505,000; and

WHEREAS, staff requested a proposal from Wipro to continue providing PeopleSoft EPM 9.1 hosting and support services on OCI for two years; and

WHEREAS, Wipro submitted a proposal, which was reviewed by qualified staff from the Information Technology Department who determined that the proposal met all of the District's requirements and that the firm possesses the requisite depth of experience and required qualifications to successfully perform the services; and

WHEREAS, staff also has determined that a contract amendment is required to increase the amount of the contract by \$550,000, from \$10,341,008 to \$10,891,008; and

WHEREAS, the General Manager/CEO recommends and the Finance Committee concurs that the Board authorize an amendment to the contract with Wipro to increase the amount of the contract by \$550,000, from \$10,341,008 to \$10,891,008, which will allow for two years of PeopleSoft EPM 9.1 PeopleSoft hosting and support services.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District approves an amendment to the contract with Wipro, LLC to increase the amount of the contract by \$550,000, from \$10,341,008 to \$10,891,008, and add two years of PeopleSoft EPM 9.1 PeopleSoft hosting and support services; and

BE IT FURTHER RESOLVED that the Board authorizes the General Manager/CEO, or his designee, to execute the contract amendment in a form approved by legal counsel.

Regularly passed and adopted this 8th day of July 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: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **AUTHORIZE AN AMENDMENT TO EXTEND THE CONTRACT WITH C.A.R.E.
EVALUATORS FOR ADA PARATRANSIT ELIGIBILITY EVALUATION SERVICES**

ACTION

Staff proposes that the Board:

1. Approve an amendment to the contract with C.A.R.E. Evaluators, LLC of Aliso Viejo, California (C.A.R.E. Evaluators) for provision of Americans with Disabilities Act (ADA) paratransit eligibility evaluation services to: extend the term for one year from August 1, 2020 through July 31, 2021; and increase the total contract amount by \$571,200, from \$2,872,436 to \$3,443,636, which includes inflationary increases, option terms, and an increase for reimbursable direct costs.
2. Authorize the General Manager/CEO or his designee to execute the contract amendment as detailed above, in a form approved by legal counsel.

SIGNIFICANCE

The ADA requires that the San Mateo County Transit District (District) provide accessible transportation for people with disabilities, including ADA paratransit service. Approval of the above actions will ensure uninterrupted continuation of ADA paratransit eligibility evaluation and determination services. The District began certifying customers for paratransit eligibility in 1992. Currently there are more than 7,900 individuals certified as Redi-Wheels/RediCoast ADA paratransit customers.

BUDGET IMPACT

Funding for paratransit eligibility evaluation services will be available under approved and projected operating budgets.

BACKGROUND

In June 2015, Board Resolution 2015-34 authorized award of a five-year contract to C.A.R.E. Evaluators to provide ADA paratransit eligibility evaluation and determination services for a total not-to-exceed price of \$2,872,436 for the five-year term.

Staff has determined that a one-year extension of the existing contract will allow time for the Accessible Services department to assess the eligibility processes and ADA paratransit evaluation services required given the impact of the COVID-19 pandemic on the District's ADA paratransit services. An increase of \$571,200 is therefore needed to continue paratransit eligibility and determination services for an additional one-year term. After this increase, the not-to-exceed total contract amount will be \$3,443,636.

Because of the COVID-19 pandemic, the number of applications is down and staff negotiated a price reduction based on reduced staffing and reduced volume of applications.

The performance of C.A.R.E. Evaluators to date has been satisfactory and in accordance with the requirements of the contract. Staff intends to conduct a competitive procurement for services in the next fiscal year.

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

**RESOLUTION NO. 2020-
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA**

* * *

**AUTHORIZING A ONE-YEAR EXTENSION OF THE CONTRACT WITH
C.A.R.E. EVALUATORS, LLC FOR ADA PARATRANSIT ELIGIBILITY EVALUATION SERVICES**

WHEREAS, pursuant to Resolution No. 2015-34, the Board of Directors (Board) of the San Mateo County Transit District (District) awarded a contract for ADA paratransit eligibility determination to C.A.R.E. Evaluators of Aliso Viejo, California (C.A.R.E. Evaluators) for a five-year term with a not-to-exceed total amount of \$2,872,436; and

WHEREAS, the contract will expire on July 31, 2020; and

WHEREAS, Staff has determined that a one-year extension of the existing contract will allow time for the Accessible Services department to assess the ADA eligibility and determination processes, and the requirements for these services while giving due consideration to the impact of COVID-19 on SamTrans ADA paratransit services; and

WHEREAS, Staff intends to conduct a competitive procurement for paratransit eligibility and determination services in the next fiscal year; and

WHEREAS, the General Manager/CEO recommends and the Finance Committee concurs that the Board authorize an amendment to the contract with C.A.R.E. Evaluators to extend the contract term from August 1, 2020 to July 31, 2021, and increase the not-to-exceed total contract amount by \$571,200, from \$2,872,436 to \$3,443,636, which includes CPI increases, option terms and reimbursable direct costs.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District authorizes the General Manager/CEO, or his designee, to execute an amendment to the contract with C.A.R.E. Evaluators, in a form approved by legal

counsel, to extend the contract term from August 1, 2020 to July 31, 2021, and increase the not-to-exceed total contract amount by \$571,200 from \$2,872,436 to \$3,443,636.

Regularly passed and adopted this 8th day of July, 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 #7
 July 8, 2020**

Date: June 30, 2020
To: SamTrans Board of Directors
From: Jim Hartnett, General Manager/CEO
Subject: General Manager/CEO Report

11 Months Ending May 31, 2020

Fixed-route Bus Service/Ridership

For the first eleven months of FY 2020, fixed-route bus service provided 8,437,620 total trips, which is a decrease of 14.3 percent compared to the first eleven months of FY 2019. The YTD FY 2020 AWR decreased 13.9 percent compared to FY 2019.

For the eight months through February, there was an average of 926.908 trips per month. As a result of the shelter in place (SIP) health order, the month of May yielded 247,860 trips, which is a decrease of 73.3 percent compared to the average ridership obtained in the first eight months of FY 2020.

For the first eight months in FY 2020 (through February), the bus lifts were deployed on average 2,100 times per month. In May, 2020 the lifts were deployed 916 times, a decrease of 56.4 percent which represents a smaller decrease than the 73.3 decrease in total ridership. The wheelchair usage represents the value the SamTrans Bus Service provides to our vulnerable riders who are dependent on essential transportation.

Ridership	<u>May 2020</u>	<u>YTD FY 2020</u>	<u>YTD FY 2019</u>
• AWR	8,790	30,400	35,300
• Total Trips	247,860	8,437,620	9,850,020

On-time Performance goal is 85.0%:

• Directly operated service	89.1%	84.1%	81.6%
• Contracted bus service	87.0%	76.5%	71.3%
• Coastside service	81.4%	77.1%	76.5%
Combined service	88.4%	82.0%	79.0%
Trips that Did Not Operate (DNO)	0	2,330	629
Complaints per million trips	335	209	182

The YTD FY 2020 OTP is 82.0% percent, which is an improvement over the 79.0 percent for the same period in FY 2019. The OTP for May 2020 was 88.4 percent, which exceeds the 85.0 percent goal. There were zero (0) DNOs in May 2020.

Community Assistance – Bus Transportation Services for Protests

SamTrans collaborated with local law enforcement to provide bus transportation for citizens participating in organized protests at various locations throughout the county. The following three events were successfully supported:

June 3 - San Mateo, ten buses provided transportation services between Saratoga Ave at Franklin Parkway and El Camino Real at 20th Avenue.

June 4 - South San Francisco, ten buses provided transportation services from the Police Station on Arroyo Drive to Airport Boulevard at Grand Avenue.

June 10 - Daly City, ten buses provided transportation services between 90th St. at Edgeworth Avenue to Jefferson High School.

SamTrans ADA Paratransit Service/Ridership

For the first eleven months of FY 2020, SamTrans provided 247,780 Paratransit trips, which is a decrease of 20.1 percent compared to the first eleven months of FY 2019.

For the eight months through February, SamTrans ADA Paratransit Service provided an average of 27,461 trips per month. In the month of May 2020 there were 7,120 trips provided, which is a decrease of 74.1 percent compared to FY 2019's average for the first eight months.

There were 351,540 free Paratransit trips on fixed-route buses during the first eleven months of FY 2020, a decrease of 97,503 free trips compared to FY 2019. There were 7,674 registrants as of May 2020, a 5.0 percent decrease or 406 fewer registrants compared to May 2019.

	<u>May 2020</u>	<u>YTD FY 2020</u>	<u>YTD FY 2019</u>
On-time Performance goal is 90.0%			
• Redi-Wheels	97.6%	93.1%	90.9%
• RediCoast	95.4%	96.2%	97.1%
Complaints per 1,000 trips			
• Redi-Wheels	1.20	0.73	0.66
• RediCoast	0.00	1.02	0.42
Ridership			
• Paratransit AWR	280	910	1,160
• Paratransit Total Trips	7,120	247,780	310,050
• Free Paratransit trips on fixed-route buses	643	351,540	448,037

Ride Now - The Ride Now pilot program is set to launch August 1st. The program offers subsidized taxi service for seniors and people with disabilities, and is available to registered SamTrans Redi-Wheels customers. Taxi trips subsidized through this program must start and end within the designated (pilot) service area, which includes San Carlos, Redwood City, and North Fair Oaks. The first marketing phase of the program includes a mailer to existing Redi-Wheels customers living in the service area. The mailer will contain a brochure, statement on COVID-19, taxi cleaning procedures, and an application for the program. Based on interest and enrollment, the marketing team will expand its efforts to serve dialysis centers, medical facilities, and senior centers within the service area.

Human Capital Investment

	<u>May 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	560	70	16,856	2,107	21,960	2,745
Part to Full-time Bus Operator	0	0	0	0	372	47
New fleet/route orientation	0	0	317	40	242	30
VTT/DMV mandated training	132	17	2,830	354	2,316	290
Bus Operator retraining	724	91	2,627	328	1,426	178
Maintenance training	304	38	5,633	704	6,616	827
CPR/AED/First Aid	<u>0</u>	<u>0</u>	<u>244</u>	<u>31</u>	<u>652</u>	<u>82</u>
Total Hours	1,720	215	28,507	3,563	33,584	4,198

Ten Bus Operator Trainees were scheduled to graduate July 3, 2020.

During the SIP health order, three 8-hour bus operator training course were delivered.

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

Mechanics and Utility Workers are licensed to drive a bus, a customized VTT (Verified Transit Training) class has been developed for them.

Maintenance Department

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

	<u>May 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	381,035	14	27,217	5,755,959	188	30,617	5,699,767	202	28,217
Paratransit	52,543	1	52,543	1,036,547	30	34,552	1,323,547	29	45,640

SamTrans Digital Communications (Social & Web)

	<u>May 2020</u>	<u>YTD FY 2020</u>	<u>YTD FY 2019</u>
Impressions*	1,000,027	7,782,181	6,495,403
Interactions*	197,385	292,153	105,402
Website Sessions	51,174**	1,307,973	1,629,798

* Facebook, Twitter, Instagram, LinkedIn, Nextdoor.

** Website Sessions down significantly, below 100K for third month in a row. May 19 Sessions: 129K sessions.

A COVID Campaign drove significant social media engagement in May.

There were 10,682 total followers as of May 2020, up from 9,149 in May 2019.

COVID-19 Update:

- Starting June 22, SamTrans and Caltrain launched online COVID-19 customer surveys to better understand how the pandemic has affected communities served by SamTrans and Caltrain and what can be done to provide the best possible rider experience.

- Installation of polycarbonate barriers for the Bus Operator compartment will be completed by the end of July.
- Efforts are under way to resume the collection of fares; September 1, 2020 has been selected as the start date.
- Up to 39 buses and Bus Operators are assigned to standby for service recovery addressing over-crowding of buses in support of the recommended 6-ft social distancing.
- The Planning team will provide the Board an update during the July Board meeting. The update will include a discussion of scenario updates, regional planning efforts, fare collection, social distancing on transit, and the plans for the August runbook.



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

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

Connect for audio/video capability at <https://zoom.us/j/95197636751>
Connect for audio capability only by calling 1-669-900-9128, Webinar ID: 951 9763 6751

WEDNESDAY, JULY 8, 2020 – 3:00 pm

or immediately following Board meeting recess

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of June 3, 2020

INFORMATIONAL

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Multimodal Ridership Report – May 2020
7. 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
JUNE 3, 2020**

Committee Members Present: M. Fraser (Committee Chair), 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,
S. Wong, D. Seamans

1. CALL TO ORDER

Committee Chair Marina Fraser called the meeting to order at 3:40 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF MAY 6, 2020

Motion/Second: Ratto/Powell

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

Noes: None

Absent: None

3. APPOINTMENT OF ALEX MADRID, REPRESENTING MULTIMODAL RIDERS, TO THE CITIZENS ADVISORY COMMITTEE FOR A TERM ENDING APRIL 2023

Committee Chair Marina Fraser announced the nomination of Alex Madrid from the
Center for Independence of Individuals with Disabilities.

Motion/Second: Stone/Groom

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

Noes: None

Absent: None

4. ACCESSIBLE SERVICES UPDATE

Tina Dubost, Manager, Accessible Services, thanked customers for limiting their trips to
essential ones only.

Committee Chair Fraser thanked Ms. Dubost for scheduling a Coastsides transportation
meeting happening in the next few weeks.

5. PARATRANSIT COORDINATING COUNCIL UPDATE

Ben McMullan, PCC Chair, noted that PCC is working alongside Ms. Dubost and her team to address accessibility issues related to COVID-19 as they arise and communicating with riders.

6. CITIZENS ADVISORY COMMITTEE UPDATE

John Baker, Vice Chair, Citizens Advisory Committee, reported on their May 27 meeting. He thanked staff for continuing service. He noted Sonny Koya's retiring from the Committee and the appointment of a new member.

7. MULTIMODAL RIDERSHIP REPORT – APRIL 2020

Jim Hartnett, General Manager/CEO, noted that everything is down and there was nothing of significance to report. He added that the SamTrans ridership base is solid compared to other transit agencies.

8. QUARTERLY DASHBOARD REPORTS – OCTOBER-DECEMBER 2019 AND JANUARY-MARCH 2020

Mr. Olmeda noted that the reports provided a view of past performance prior to the pandemic, which has completely transformed the way SamTrans provides service. He said that on-time performance has improved, with fewer accidents and passenger complaints.

9. ADJOURN

The meeting adjourned at 3:51 pm.

An audio/video recording of this meeting is available online at 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.

**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 May 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
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of May 12, 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; Marie Violet, Dignity Health. (Member attendance = 11/15, Quorum = Yes)

Guests:

Henry Silvas, SamTrans; Lynn Spicer, First Transit/Redi-Wheels; Jane Stahl, PCC Staff; Patty Talbott, First Transit/Redi-Wheels; Richard Weiner, Nelson\Nygaard; Larisa Vaserman, Consumer; Alex Madrid, Consumer; Talib Salamin, Serra Taxi Service

Absentees:

Sue Alvey, Rosener House; Carmen Santoni, Catholic Charities; Monica Colondres, Community Advocate; Judy Garcia, Consumer

WELCOME/INTRODUCTIONS:

Chair Ben McMullan called the meeting to order at 1:37pm. The meeting was held via conference call and a roll call taken.

APPROVAL OF APRIL MINUTES:

Dinae Cruise moved to approve the April 2020 minutes; Nancy Keegan noted a correction as she did not attend the April meeting. The motion was seconded by Sammi Riley; approved with correction with Nancy, Dinae and Marie abstaining.

COMMITTEE REPORTS:

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

See page 10. (Note: Attached after PCC minutes.)

Grant/Budget Review – Nancy Keegan, Chair

No updates.

Education – Sammi Riley, Chair

Sammi reported on the committee meeting on May 1st. Giveaway items were discussed and Jane is obtaining samples of ID wallets so that a purchasing decision can be made. Several planned outreach events have been cancelled or postponed. The Community Benefits and Resources Fair is now scheduled for June 19th. Jane is contacting various senior organizations to see if they are doing any remote meetings and if the PCC could give a presentation. The committee will try Jitsi Meet at the next meeting.

The committee also discussed putting COVID-19 related information for riders on the PCC website. Tina suggested adding a link to the SamTrans website so that the information is always current. CID will be including PCC information in their outreach for emergency preparedness. The next committee meeting is on Friday, July 10th at 1pm (July 3rd is a holiday).

Executive – Benjamin McMullan, Chair

Ben reported that the committee had discussed the combining of PAL with the PCC meeting. The committee decided to send a letter to Carmen Santoni, Catholic Charities, rescinding membership as she has not been attending meetings. She or another representative can re-apply in the future. Nancy and Jane will be notifying council members about nominations for the 2020-21 PCC Chair and Vice Chair positions, with voting taking place at the June 2020 PCC meeting. Richard Weiner gave a COVID-19 update and updated the committee on SamTrans' contract with Nelson\Nygaard which ends in June. He reported that a large amount of the budget remains unused.

Nancy was concerned about social distancing on vehicles as this is very relevant for senior center passengers. For her center, she is concerned about assuring participants how social distancing will occur on the buses, if they will they tolerate wearing a mask, etc. Tina said this was something to be discussed.

Nominations/Membership – Nancy Keegan, Chair

Nancy reported that nominations for PCC Chair and Vice Chair are being sought. Both positions are one-year terms. Nominations can be made via the PCC email address or directly to Nancy. Current Chair Ben McMullan and Vice Chair Dinae Cruise have both served two terms.

Nancy reported that the membership committee is interested in reaching out to agencies that utilize Redi-Wheels and asked for a list of those agencies. Patty said that First Transit could not supply that list and it would have to come from SamTrans. Marie thought that these agencies should have a voice and would be able to contribute to the PCC. Tina said she would check into providing the list. Sandra thought it would be good to also contact other agencies who may or may not use Redi-Wheels.

CONSUMER COMMENTS

Nancy shared that she had seen Judy Garcia, who said “hello.” Judy is unable to attend meetings right now but hopes to join when the meetings are again in person.

OPERATIONAL REPORTS

The information was provided in the PAL committee meeting.

PERFORMANCE SUMMARY

Tina shared preliminary numbers for April. The number of rides is down; the number of trips was 5,517 as compared to last year's average of 25,620. Average weekday ridership was 215. These decreases are similar to SamTrans buses and other paratransit systems. There were a lot of same day cancels, but no-shows were down. The number of individuals riding was down to

450. The average number of trips per person went up slightly. Taxi trips were 15% of the total trips provided. The on-time performance was excellent at 97%. Productivity was lower at 1.22 passengers per hour.

Scott McMullin commented that it would be beneficial if the current on-time performance could be maintained after the COVID-19 situation eases.

Mike asked if there were any inter-county trips; there were four. He asked if there was any change in the process; there have been no changes.

Sammi mentioned that many medical appointments are now via video instead of in person which contributes to the low number of rides. Larisa agreed and added that some of the clinics are still closed; others are giving patients a choice between in person or via video. Alex asked about drivers being laid off. Patty reported that employees have been furloughed; they are getting benefits but not being paid hours. They are slowly being brought back to work.

COMMENT STATISTICS REPORT

Tina reported that the percentage of comments is similar to past reports and follows the same pattern, with the most common complaint being on time rides.

SAFETY REPORT

Patty reported that there were three incidents in April, all with Redi-Wheels. One was preventable and all were minor.

LIAISON REPORTS

Agency – Nancy Keegan

Nancy reported that the committee hadn't met. All the adult day programs are suspending on-site services and it is unknown when they will resume. They are working on a plan to resume operations and will work with Redi-Wheels on this. Senior Focus has been providing temporary in-home services with a weekly wellness check, virtual activities, follow up from staff, and some meal delivery.

ERC – Mike Levinson

No report.

Center for Independence (CID) – Ben McMullan

Ben reported that they are continuing to advocate on medical rationing; that community-based services be included in the relief packages to offer an alternative to protect against involuntary institutionalization; that CID aid is included to make sure that needs for home schooling, etc. are met; continuation of SSI advocacy for the 1918 program; ensuring funding for the asset limit for Medicaid; that Section 8 is properly funded with a comprehensive moratorium on evictions and foreclosures for people with disabilities; and ensure emergency preparedness measures are in place.

Commission on Disabilities (CoD) – Ben McMullan

Ben reported that they were working on advocacy issues similar to those presented in the CID report. Nancy asked for a report on this. Ben will send a copy of his email to Jackie Speier and Anna Eshoo.

Sandra asked about housing waiting lists. Ben advised that Section 8 housing is operated through HUD with the waiting list handled through local housing entities.

Commission on Aging (CoA) – Scott McMullin

Scott reported that the COA had met on May 11th. May is Older Americans month and the chairperson had received a proclamation from the Board of Supervisors. There was considerable discussion on the Great Meals Delivered program implemented by the counties. Staff has signed up many restaurants to deliver meals and taking applications from seniors. Deliveries started last weekend. The program will continue through June 10th and may be continued past that date. It provides good food, benefits restaurants and provides some sales tax revenue.

The annual reported was presented by Chair Jean Hastie. The next meeting is Monday, June 8th.

Coastside Transportation Committee (CTC) – Tina Dubost

Tina reported that ridership is down on the Coastside as well since people are staying home and only taking essential trips. Mike asked about the next CTC meeting but Tina reported that nothing has been decided.

Stakeholder Advisory Group – Sandra Lang

Sandra reported that the SAG Team C is waiting for any updates about reinstating the group. They last met on April 28th and heard questions about oversight and the components of Measure W. The Team is focused on transportation equity and wants to maintain relationships with organizations like the PCC to reinforce access to transportation for disabled people, seniors, and low-income people. The meeting included an informative update on Caltrain issues. Concern was expressed for the drivers who have been affected by COVID-19.

OTHER BUSINESS

None.

The next meeting will be on June 9th at 1:30pm. The meeting adjourned at 3:27pm.

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

The minutes from the April PAL meeting were included in the meeting packet; Sandra Lang moved to approve; Sammi Riley seconded the motion; all approved with Dinae Cruise abstaining.

Legislative Update

Tina Dubost reported on an article stating that the State expects to have a deficit of \$54B with sales tax and personal income going down. The Governor will produce a revised budget by Friday, May 15th. Mike Levinson had heard it might increase to \$100B, that the rainy-day fund is restricted and only half can be used in a year. Mike asked about the status of the 1/8 cent sales tax for Caltrain. Tina reported that this is still to be decided, however Caltrain is very dependent on fares and ridership and funding sources are down.

Dinae asked about boarding a regular SamTrans bus with a wheelchair or walker. Tina reported that passengers should tell the driver that they need to board in the front because of a disability.

Mike reported that after the Governor submits a budget, the legislature has until June 15th to work on it, so work on any other bills will be delayed. Sandra asked if the legislature is meeting remotely. Mike thought that the Senate is meeting remotely and the Assembly in person.

There were no updates to SB1376.

Local Advocacy

Sandra Lang reported that there is a weekly call with the Mayor in Burlingame and she has used the opportunity to promote discussion on access to transportation.

Richard asked if anyone had used Redi-Wheels in the last few weeks and how the service is performing. Dinae had taken a trip and thought the service was really good. Larisa Vaserman agreed. Alex Madrid asked if there were any changes regarding contact for passengers with wheelchairs. Tina said that the drivers and passengers are asked to wear a mask and that passengers should stay home if they feel sick. Mike mentioned that the drivers are also wearing gloves. Tina said that there is currently no end date to the free service. Larisa asked about buying tickets when the office is closed. Tina said she would check but that they could be ordered through the mail. (After the meeting, Tina sent the paper ticket order form to Larisa.)

Policy Issues

COVID-19 - Tina again thanked the Redi-Wheels drivers, staff and Serra taxi drivers for providing life essential trips at this time in such a professional and dedicated manner. She said that they are continuing to adapt as new rules and it is a fluid situation. Ridership continues to be down, about 77% compared to February. People are taking fewer trips and are staying home protecting themselves, the drivers, and others in the community. However there has been a slight increase in the last two weeks. There is a new public health order requiring face coverings while on board and drivers are wearing masks. There is no charge for paratransit trips during the outbreak.

The paratransit eligibility process has changed. Until recently, when people called in they automatically received three months of eligibility to be followed by an in-person interview. They have now switched to a paper application with a phone interview and medical verification if necessary. Applicants will be given a year's eligibility then re-apply in person. Existing customers who are scheduled to renew their eligibility in May

or June received an automatic extension. Mike asked how the paper application would work and the PCC would like some official wording for our website.

They have received questions regarding social distancing and they are working with First Transit to limit the number of people in the vehicle. The vehicles are being cleaned with EPA-approved cleaning products. Tina showed a video produced by SamTrans entitled "[To Those Who Keep Us Moving.](#)" The video details the efforts being taken to keep everyone safe and can be found at <https://www.youtube.com/watch?v=GdLxUXdpbbY>.

Mike reported on the Bay Area Partnership Accessibility Committee (BAPAC) call on May 11th. The committee is still working on Clipper Card functionality but there is currently no solution for using Clipper on paratransit. An issue was brought up with driver training as in-person testing is not occurring at the DMV. Tina said that they have enough drivers but are closely watching the DMV issue. Henry Silvas mentioned that the Mountain View DMV office is open for commercial licensing.

Richard Weiner raised the issue of a call from a consumer concerned that rides in taxis don't allow for social distancing. The FTA does not allow riders to choose a vehicle for their trip. Richard sent a question to the FTA without receiving a direct response. He thought that there wouldn't be any prohibition on taxis as drivers are allowed to secure wheelchair restraints, which cannot be done without less than a 6' distance. Tina had spoken to this customer about her specific issue. Talib Salamin reported that they are trying to make sure that trips are safe for passengers and drivers by requiring drivers to wear face masks and gloves and keeping all vehicles clean. They are looking into installing barriers between the driver and passenger. The barrier material is currently not available but they hope to obtain some soon. He said that riders should take precautions to ensure everyone's safety.

Dinae reported that, on a recent trip, the driver didn't wear gloves. Sammi thought they would be required for tying down a wheelchair, etc. Patty Talbott confirmed that drivers are not required to wear gloves but that they are available as well as hand sanitizer.

Tina said that they are beginning to think of how the service will operate once things start to open up. Currently, there are few places that people can go. Sandra asked how this will affect the Reimaging SamTrans marketing campaign. David Scarborough said that the campaign has been temporarily postponed and thought it would start up again in the fall.

The next PAL meeting will be on June 9th.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett
General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

April Chan
Chief Officer, Planning/Grants/TA

SUBJECT: **MULTIMODAL RIDERSHIP REPORT – MAY 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 are still approximately 86-87 percent below average (not including Caltrain). However, ridership has marginally increased since April 2020 and continued to rise during June 2020, following alleviations on the shelter-in-place Order in the Bay Area.

The average weekday ridership across all modes declined by 91.2 percent in the month of May 2020 compared to May 2019. The performance of each mode is: average weekday ridership for Bus (-76.2%), Paratransit (-75.7%), Shuttles (-91.8%), Caltrain (-97.2%), and BART (-94.6%).

The total ridership across all modes for the month of May 2020 declined by 90.5 percent compared to last year, May 2019. The performance of each mode is: monthly ridership for Bus (-74.1%), Paratransit (-73.9%), Shuttles (-92.5%), Caltrain (-97.0%) and BART (-94.7%).

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.

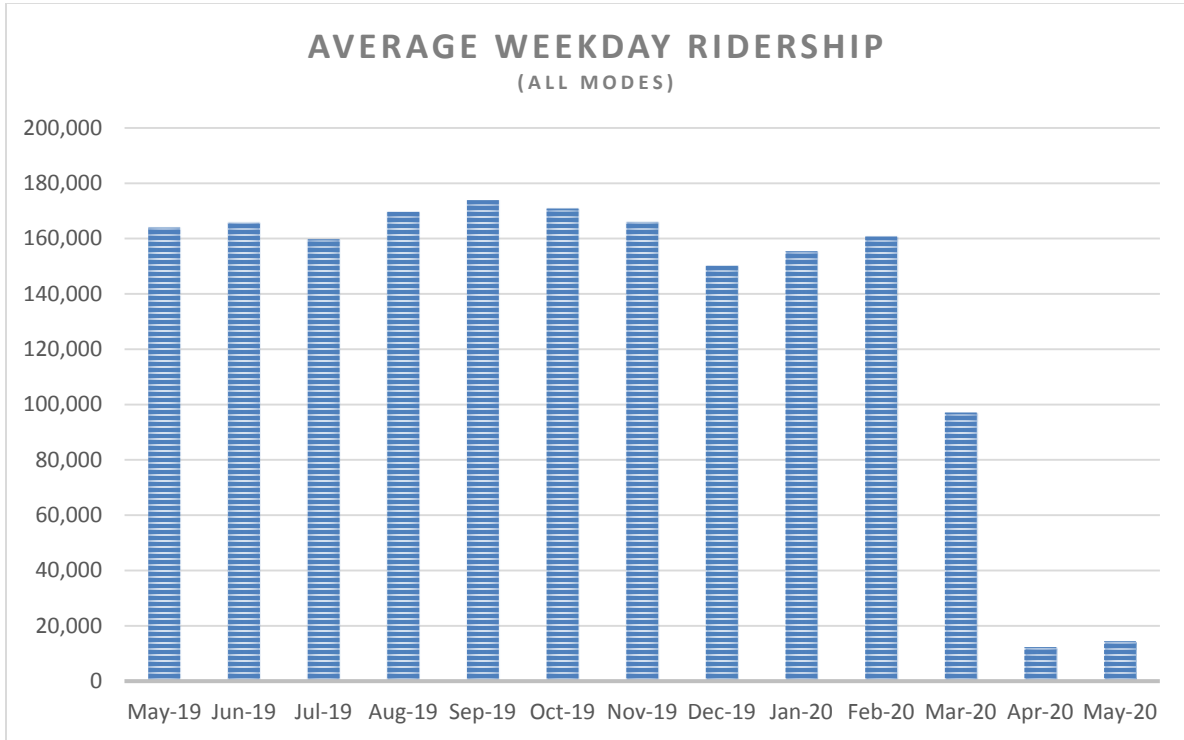
AVERAGE WEEKDAY RIDERSHIP (AWR): May 2020 compared to May 2019

**Table A
Average Weekday Ridership**

May 2020 Average Weekday Ridership				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	37,980	36,920	8,790	-76.2%
Paratransit	1,200	1,150	280	-75.7%
Shuttles	12,070	11,350	930	-91.8%
Caltrain	69,760	68,330	1,940	-97.2%
Total	121,000	117,750	11,940	-89.9%
BART Extension (No Daly City)	47,360	46,190	2,480	-94.6%
Grand Total	168,360	163,940	14,420	-91.2%
Weekdays	22	22	20	

May 2020 Year-to-date				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	36,820	35,300	30,400	-13.9%
Paratransit	1,200	1,150	910	-20.9%
Shuttles	11,770	11,370	9,100	-20.0%
Caltrain	63,080	66,690	54,700	-18.0%
Total	112,880	114,520	95,100	-17.0%
BART Extension (No Daly City)	47,070	45,830	34,920	-23.8%
Grand Total	159,950	160,350	130,020	-18.9%

Chart A



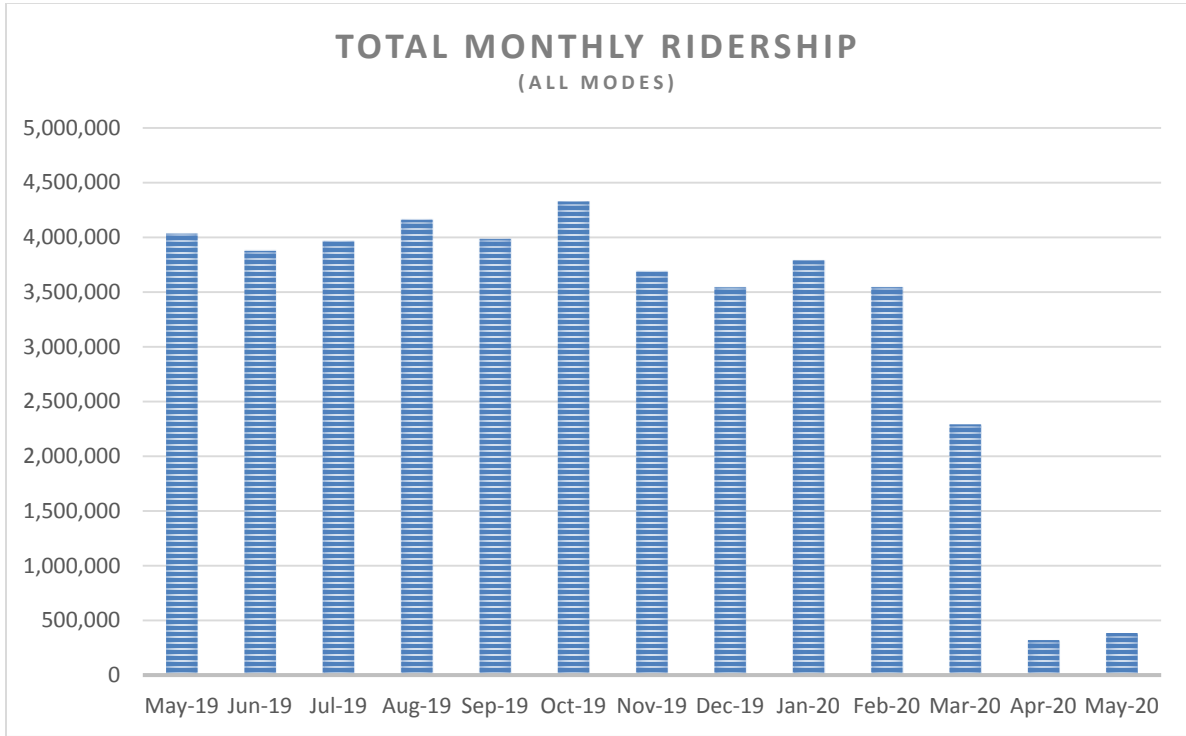
MONTHLY TOTAL RIDERSHIP: May 2020 compared to May 2019

Table B
Total Monthly Ridership

May 2020 Total Monthly Ridership				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	985,490	956,490	247,860	-74.1%
Paratransit	30,360	27,290	7,120	-73.9%
Shuttles	271,770	255,440	19,120	-92.5%
Caltrain	1,652,050	1,618,830	48,770	-97.0%
Total	2,939,680	2,858,040	322,870	-88.7%
BART Extension (No Daly City)	1,220,510	1,174,150	61,760	-94.7%
Grand Total	4,160,190	4,032,190	384,640	-90.5%
Weekdays	22	22	20	

May 2020 Year-to-date				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	10,286,380	9,850,020	8,437,620	-14.3%
Paratransit	325,350	310,050	247,780	-20.1%
Shuttles	2,760,310	2,680,260	2,128,130	-20.6%
Caltrain	17,358,510	16,774,840	13,778,970	-17.9%
Total	30,730,540	29,615,170	24,592,500	-17.0%
BART Extension (No Daly City)	12,848,170	12,417,500	9,395,370	-24.3%
Grand Total	43,578,710	42,032,670	33,987,870	-19.1%

Chart B



SAMTRANS BUS FARE USAGE: May 2020

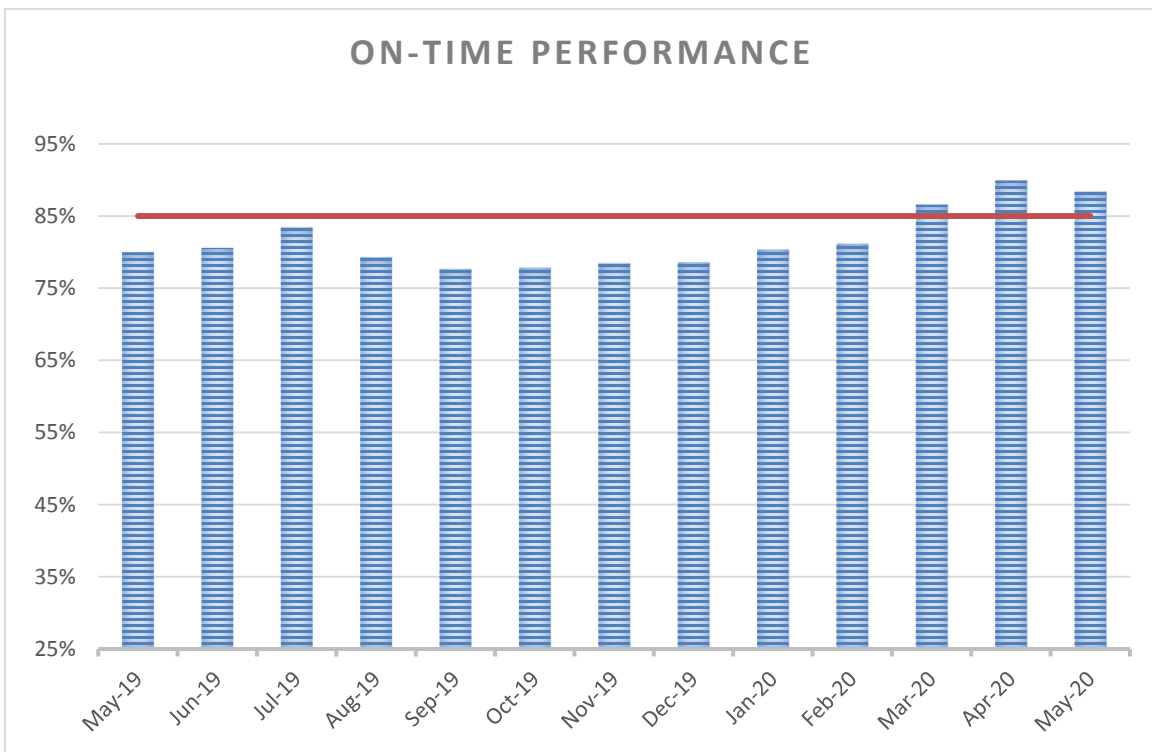
Due to the suspension of all fare collection starting Wednesday, March 25, 2020, there are no data available for riders by fare category for the month of May 2020.

ON-TIME PERFORMANCE: May 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 May 2020 was **88.4 percent**.

Chart C



SAMTRANS PROMOTIONS: May 2020

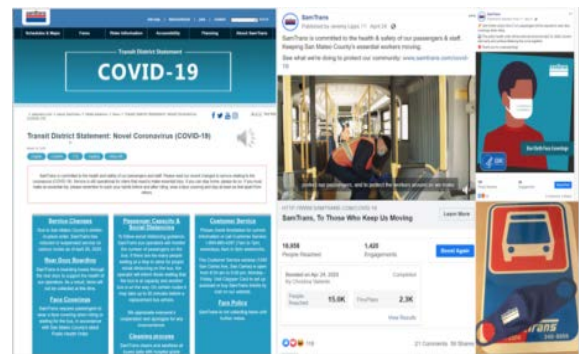
Marketing Outreach Update: **SamTrans Marketing Through Shelter in Place**

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



Dedicated SamTrans COVID-19 webpage for the latest service information

Objectives/Timeframe

Phase 1 (Current Phase): March 2020 – Present

Staying engaged and aware by considering several major tasks during a pandemic:

- Demonstrate how SMCTD is preventing the spread of the disease and prioritizing people safety
- Consistently communicate service changes during the pandemic
- Manage workforce impacts
- Crisis Communication

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:

- Updated the website www.samtrans.com/covid-19; highlighting service changes, face coverings, and social distancing content covered in news releases
- Updated social media posts
- Supplied frontline workers with facemasks to hand out to the public as a way to encourage wearing them while on SamTrans buses
- Uploaded series of videos capturing current situation / frontline employees / etc.

- Made continuous adjustments to marketing campaigns and scheduled content timelines
- Launched (on June 22) a customer survey for both SamTrans and Caltrain riders to gather input on how to best provide service as COVID-19 shelter-in-place restrictions are lifted

SamTrans Digital Metrics - MAY 2020



New Followers

+129

May 20 - 10,682

Apr 20 - 10,553

May 19 - 9,149

SamTrans.com Sessions

May 20 - 51,174

Apr 20 - 43,967

May 19 - 129,914

Top Tagged Issues

1. COVID (38)

2. Agency Compliment (5)

3. Dumbarton Proj (5)

4. Agency Complaint (3)

5. Operator Complaint (2)

Social Engagement

Video Views

247,792 (Apr: 25,691)

Content Impressions

1,000,027 (Apr: 252K)

Interactions

197,385 (Apr: 6,854)

Yelp & FB Rating

1.0 (of 5 stars)

(1 May review)



@SamTrans



@gosamtrans



@samtrans

Web traffic is down compared to last year, but went up a bit over the last month. However, interactions and video views are increasing on our social media platforms as result of the paid campaign of videos across Instagram, Twitter, and Facebook.

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



BOARD OF DIRECTORS 2020

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CHARLES STONE

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GENERAL MANAGER/CEO

AGENDA

FINANCE COMMITTEE COMMITTEE OF THE WHOLE

Connect for audio/video capability at <https://zoom.us/j/95197636751>
Connect for audio capability only by calling 1-669-900-9128, Webinar ID: 951 9763 6751

WEDNESDAY, JULY 8, 2020 – 3:15 pm

or immediately following Community Relations Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of June 3, 2020
3. Award of Contract for the Purchase and Delivery of Fourteen 2019 Paratransit Minivan Vehicles and Disposition of Fourteen 2014 Paratransit Minivan Vehicles
4. Approval and Ratification of the Fiscal Year 2021 District Insurance Program
5. Authorize Execution of Amendment 2 of the Amended and Restated Clipper Memorandum of Understanding
6. Rejection of Bids from Banner Uniform Center, Galls, LLC, and Murphy & Hartelius/M&H Uniforms and Authorize Negotiation of Contract for Bus Operator Uniforms on the Open Market
7. 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
JUNE 3, 2020

Committee Members Present: J. Powell (Committee Chair), R. Collins, C. Stone (left at 4:07 pm)

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, S. Wong, D. Seamans

1. CALL TO ORDER

Committee Chair Josh Powell called the meeting to order at 3:52 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF MAY 6, 2020

Motion/Second: Guilbault/Fraser

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

Noes: None

Absent: None

3. ADOPTION OF FY 2021 OPERATING AND CAPITAL BUDGETS

Derek Hansel, Chief Financial Officer, provided the presentation.

Director Charles Stone left the meeting at 4:07 pm.

Public Comment:

Mike Levinson, Advocacy and Legislative Chair, Paratransit Coordinating Council (PCC), said that they did not have notification that a new contract was in place for Nelson\Nygaard. Mr. Hartnett said that he would get back to him.

Committee Member Ron Collins asked when fare collection might resume. Jim Hartnett, General Manager/CEO, said that the original plan was to have Plexiglas barriers placed on buses and collect fares via the fareboxes, but there is a supply chain issue with the Plexiglas, so it is an open question about when the barriers can be placed. Mr. Hansel

said that the CARES (Coronavirus Aid, Relief, and Economic Security) Act is providing funds in lieu of being able to collect fares.

Committee Member Collins asked if the resumption of fare collection would mean that SamTrans would lose its CARES Act funding. Mr. Hansel explained that the CARES money is intended to cover revenue losses and it is advantageous for SamTrans to lengthen the period that the funding covers. He added that it would be better to collect farebox revenue sooner rather than later.

Carter Mau, Deputy General Manager/CEO, said that they would be bringing a Clipper MOU (Memorandum of Understanding) to the Board regarding installing Clipper readers at the rear doors.

4. AWARD OF CONTRACT FOR WEBSITE REDESIGN AND DEVELOPMENT

John Montenero, Manager of Procurement, presented the staff report.

5. AWARD OF CONTRACTS FOR INVESTMENT MANAGEMENT AND CUSTODY SERVICES

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

6. AUTHORIZE THE PURCHASE OF TWENTY-ONE NON-REVENUE SUPPORT VEHICLES THROUGH STATE OF CALIFORNIA DEPARTMENT OF GENERAL SERVICES CONTRACTS

Mr. Montenero presented the staff report.

Director Carole Groom asked if the District had received any bids from dealers within the County. Mr. Montenero said that that has been the District's practice in the past.

Chair Karyl Matsumoto asked if SamTrans could use hybrid vehicles. David Olmeda, Chief Operations Officer/Bus, said they could purchase five electric vehicles to test the new technology as part of the procurement. He said they plan to purchase zero-emission vehicles in the future.

7. APPROVAL OF AN AMENDED AND RESTATED MEASURE W SALES TAX ADMINISTRATION AGREEMENT AND MEASURE W SALES TAX TRANSFER AGREEMENT

Joan Cassman, Legal Counsel, introduced Valerie Armento, Attorney, Atkinson-Farasyn, LLP, who is representing the Transportation Authority (TA) in pursuing the two agreements.

Ms. Armento provided a verbal presentation.

8. AWARD OF CONTRACT FOR LAW ENFORCEMENT SERVICES

Ms. Gayotin provided the presentation.

Victoria O'Brien, Deputy Director, Safety and Security, provided an overview of her department. She noted that she had recently retired from the County Sheriff's Department after 32 years, where she served as Lieutenant Bureau Commander for the transit police for the last nine years.

Joan Cassman, Legal Counsel, outlined the contract provisions.

Chair Matsumoto asked how many people on the County transit force represent diversity. Ms. O'Brien said their team includes people of Hispanic, Indian, Samoan, Tongan, and African-American descent.

Mr. Hartnett said that the Sheriff's deputies who are part of the transit police also apply their time to Caltrain in San Francisco, so the entirety of the force is available to both the District and Caltrain.

Committee Chair Powell asked who the current law enforcement provider was, and Ms. Cassman said it was the San Mateo County Sheriff. Mr. Hartnett talked about the outreach done for potential respondents to the Request for Proposals.

The Committee voted to recommend that the Board approve Items #3 through #8:

Motion/Second: Groom/Collins

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

Noes: None

Absent: Stone

9. ADJOURN

The meeting adjourned at 4:40 pm.

An audio/video recording of this meeting is available online at 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.

**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: **AWARD OF CONTRACT FOR THE PURCHASE AND DELIVERY OF FOURTEEN
2019 PARATRANSIT MINIVAN VEHICLES AND DISPOSITION OF FOURTEEN
2014 PARATRANSIT MINIVAN VEHICLES**

ACTION

Staff proposes the Committee recommend the Board:

1. Award a contract to Creative Bus Sales, Inc. of Chino, California for fourteen 2019 Braun Entervan paratransit minivan vehicles (2019 Vehicles) for a not to exceed amount of \$882,894 at fixed unit prices including tire fees, taxes and delivery.
2. Authorize the General Manager/CEO or his designee to execute a contract in full conformity with the terms and conditions of the California Association for Coordinated Transportation's (CalACT) competitively bid contract, and in a form approved by legal counsel. The contract award is contingent on the completion of a Pre-Award Buy America Audit.
3. Authorize the General Manager/CEO or his designee, to dispose of fourteen 2014 El Dorado paratransit minivan vehicles (2014 Vehicles) in accordance with the San Mateo County Transit District's (District) Procurement Policy.

SIGNIFICANCE

The award of this contract will allow the District to replace fourteen 2014 Vehicles that have reached the end of their useful life. The new vehicles will ensure continued, reliable service to paratransit customers by replacing older, and costly-to-maintain vehicles, thereby reducing operating and maintenance costs.

The District routinely disposes of rolling stock (i.e. minivans, cutaways, and heavy duty buses) that have reached the end of their useful lives. Disposition of the 2014 Vehicles is in keeping with this practice and will be carried out in full compliance with the District's Procurement Policy and applicable FTA regulations. The Procurement Policy permits disposition by sealed bid, public auction, sale, negotiation, transfer to another public agency, donation, or by discarding as scrap.

The 2014 Vehicles will be scheduled for appropriate disposal once the new vehicles are delivered in late 2020.

BUDGET IMPACT

Funds to support the award of this contract were approved in the FY2020 Capital Budget. The funding will come from Federal Transit Administration (FTA) Section 5307 and Public Transportation Modernization Improvement and Service Enhancement Account (PTIMSEA) grant funds.

BACKGROUND

While the District has its mileage replacement standards, the District's replacement of paratransit vehicles should remain in accordance with Federal Transit Administration (FTA) and Metropolitan Transportation Commission guidelines, which are designed to ensure that rolling stock is maintained at the highest level of readiness and reliability. Paratransit vehicles carry the most vulnerable customer, magnifying the need to operate vehicles with the highest reliability. In turn, the District's compliance within FTA guidelines helps ensure its qualification for future funding opportunities. To ensure the reliability of District operations staff recommends that they be replaced in FY 2020.

In the United States commercial vehicle market, electric small vehicles and SUVs can be purchased. Staff assessed the viability of procuring electric minivans and found there are none available for purchase using federal funds at this time. In addition to meeting Buy America, the FTA requires that a vehicle pass the bus testing procedure and obtain a Bus Testing Report (Altoona testing) that confirms maintainability, reliability, safety, performance, structural integrity and durability, fuel/energy economy, noise, and emissions. Even without using FTA funds or meeting FTA requirements for Altoona certified and Buy America, there is no option for purchasing electric minivans until 2022 when Ford Motor Co., Daimler AG, Mercedes-Benz, Volkswagen Group, and Nissan Motor Co. are planning to produce electric minivans for sale in the US. To meet Americans with Disabilities Act requirements, after purchase of the commercial electric minivans, the vehicles would need to be contracted out for modification of the interior to accommodate wheelchair and ambulatory passengers.

Staff investigated the feasibility of procuring zero-emission minivans and concluded that there are no vehicles currently available that can meet the District's current paratransit service requirements.

Staff also evaluated the possibility and consequences of delaying this procurement until battery electric minivans become viable for paratransit service. The 14 gasoline powered minivans vehicles that Staff is recommending to procure are the last vehicles available before Chrysler discontinued the Dodge Caravan in 2020. If the purchase is delayed, the delivery of replacement minivan vehicles will be delayed by approximately two years while manufacturers engineer, test, and certify their new paratransit minivan for Altoona. During the delay, the District would likely incur higher maintenance cost since major components, such as engines and transmission would need to be replaced.

Currently, there are no commercially viable battery electric minivan vehicles that can meet the District's performance characteristics for paratransit services. Further delays in the procurement will result in an extensive delay of 18 to 24 months that would jeopardize service reliability.

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: Kevin Kelley

650-622-7892

Contract Administrator: Natalie Chi Rasmussen, Bus Maintenance

650-508-6418

RESOLUTION NO. 2020-

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

AWARDING A CONTRACT TO CREATIVE BUS SALES, INC.,
FOR THE PURCHASE AND DELIVERY OF 14 BRAUN PARATRANSIT VEHICLES
FOR A NOT TO EXCEED AMOUNT OF \$882,894 AND AUTHORIZING THE
DISPOSITION OF 14 SURPLUS 2014 EL DORADO PARATRANSIT VEHICLES

WHEREAS, the San Mateo County Transit District (District) provides paratransit services to San Mateo County residents as required by the Americans with Disabilities Act of 1990 through its paratransit service program known as Redi-Wheels; and

WHEREAS, fourteen 2014 El Dorado paratransit vehicles (2014 Vehicles) have reached the end of their useful life and are due for replacement in accordance with Federal Transit Administration and Metropolitan Transportation Commission replacement schedules; and

WHEREAS, staff proposes to replace the fourteen 2014 Vehicles by acquiring 14 new 2019 BRAUN paratransit minivan vehicles (2019 Vehicles); and

WHEREAS, pursuant to California Public Contract Code Section 10298, the District is permitted to procure items through the purchasing cooperative offered by the California Association for Coordinated Transportation (CalACT), which makes available to public agencies numerous vehicles from approved vendors that have been selected through a competitive bid process; and

WHEREAS; the District has routinely used the CalACT purchasing cooperative to purchase new vehicles for its paratransit services; and

WHEREAS, funding for the purchase of the 2019 Vehicles is included in the Fiscal Year 2020 capital budget, and comes from a combination of federal and state funds; and

WHEREAS, the General Manager/CEO recommends, and the Committee concurs, that a contract be awarded to Creative Bus Sales, Inc. of Chino, California for the purchase of the 2019 Vehicles for a not to exceed amount of \$882,894 at fixed unit prices, including applicable charges for tire fees, taxes and delivery; and

WHEREAS, the General Manager/CEO further recommends, and the Committee concurs, that the Board authorize disposal of the 2014 Vehicles in accordance with the District's Procurement Policy once the 2019 Vehicles are delivered and ready for use.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District awards a contract through the CalACT program to Creative Bus Sales, Inc. for the purchase and delivery of 14 new 2019 BRAUN paratransit minivan vehicles for a not to exceed amount of \$882,894; and

BE IT FURTHER RESOLVED that the Board authorizes the General Manager/CEO, or his designee, to execute a contract on behalf of the District with Creative Bus Sales, Inc. in accordance with the terms and conditions of CalACT's competitively bid contract and in a form approved by legal counsel; and

BE IT FURTHER RESOLVED that the Board authorizes the disposition of 14 surplus 2014 El Dorado paratransit minivan vehicles in accordance with the District's Procurement Policy; and

BE IT FURTHER RESOLVED that the Board authorizes the General Manager/CEO, or his designee, to determine, in a manner consistent with the District's Procurement Policy,

the appropriate method of, and terms of, disposition of the 14 surplus 2014 El Dorado paratransit minivan vehicles.

Regularly passed and adopted this 8th day of JULY, 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

SUBJECT: **APPROVAL AND RATIFICATION OF THE FISCAL YEAR 2021 DISTRICT INSURANCE PROGRAM**

ACTION

Staff proposes that the Committee recommend that the Board approve and ratify the San Mateo County Transit District (District) Insurance Program obtained through the District's insurance broker, USI Insurance Services, for Fiscal Year (FY) 2021, at a total premium cost of \$3,104,033 inclusive of the following:

1. Maintain a self-insured retention for the District in the amount of \$1 million;
2. Excess Liability insurance with a total limit of \$50 million, inclusive of Public Official's Liability coverage, at an annual premium of \$2,304,392
3. Employment Practices Legal Liability policy with a total limit of \$5 million and an annual premium of \$163,000;
4. Non-liability policies, covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Business Auto, Cyber Liability with Privacy Coverage, Fiduciary Liability and Kidnap & Ransom insurance, with an annual premium of \$636,641

SIGNIFICANCE

With the recent hardening of both liability and property markets affecting all transportation agencies nationwide, the District, as with its sister agencies in the Bay Area, is experiencing some the highest premium increases in decades. With a number of carriers pulling out of the market and the remaining carriers reducing limits, obtaining coverage at previous levels has never been more difficult.

Due to insurers not renewing and reducing limits, the District lost \$65 million of its \$100 million in Excess Bus and General Liability limits. The insurance market has become much more expensive or not available. Consequently, the District was successful in only making up \$15 million of the \$65 million in lost capacity for a total of \$50 million liability limits FY 2021.

The District has always maintained a lower \$1 million Self-Insured Retention (SIR) as compared to other agencies in the Bay Area. While options for a higher self-insured retention were explored, the \$1 million SIR is a key factor in the District's risk management program and is integrated into contract insurance requirements for vendors and other District activities.

This year, the District will insure its older fleet of 2009 Gillig buses at Actual Cash Value (ACV) rather than Replacement cost. As a result, the total insurable values (TIV) have been scaled back from \$230 million to \$155 million, and the per occurrence loss limit has been reduced from \$95 million to \$75 million. This change made economic sense given the age of some of the buses and the reduced insurance capacity in the property market. The District's new bus fleet is still insured at Replacement cost.

The District's SIR for Employment Practices coverage increased from \$300,000 to \$500,000 for FY 2021, which is similar to other transit agencies.

The District has opted to drop Dumbarton Rail Physical damage coverage, as well as special coverage for managers' 24-hour vehicles.

All of these measures are in response to an increasingly hard insurance market and make economic sense for the District.

As a means to transfer risk on bus liability, the District has negotiated with First Transit to insure the first \$5 million limits of liability. This not only transfers risk but also mitigates District expenses and may also ultimately prevent and mitigate losses as First Transit will be more engaged.

Based on lower bus ridership due to Covid-19, the District will receive a \$36,000 refund from liability carriers for FY 2020.

Below is an overview of the District's FY 2020 and FY 2021 premiums:

<u>Program</u>	<u>Conditions</u>	<u>FY 2020 Premium</u>	<u>FY 2021 Premium</u>
Liability, including: -Excess Liability -Public Officials Liability	\$50 million excess liability \$1 million self-insured retention	\$ 1,329,596	\$ 2,304,392
Employment Practices	\$5 million limit \$500,000 retention	\$ 130,811	\$ 163,000
Non-Liability	Various	\$ 620,938	\$ 636,641
Environmental Liability	\$5 million	\$ 0	\$*
Dumbarton Rail Bridge	\$5 million	\$ 126,420	\$ 0

TOTALS

\$2,207,765 \$3,104,033

*A three-year pre-paid Environmental Liability policy was included in the FY 2019 premiums.

BUDGET IMPACT

Funds to pay the premiums associated with the recommended program were included in the FY 2021 Operating Budget adopted at the June 3 Board meeting.

BACKGROUND

Liability Program

With fewer insurers providing insurance capacity for public bus transit in California, the District's liability insurance program limits have reduced from \$100 million in layered coverage to \$50 million. The District will maintain its \$1 million SIR with excess limits of \$50 million. Coverage for the Terrorism Recovery Insurance Extension Act (TRIEA) is included in the full \$50 million limits, and Public Officials' liability is covered up to \$50 million. This program also includes Employment Practices legal liability insurance that is in excess of the dedicated \$5 million Employment Practices legal liability program written by Zurich.

The liability insurance program covers all of the District's services, including District-operated revenue and non-revenue vehicles, Contracted Urban Bus service, Redi-Wheels, and the taxi and lift-van programs. Not surprisingly, all insurers are adding Communicable Disease exclusions. In addition, the program contains a Sexual Abuse and Molestation exclusion above \$40 million.

The San Mateo County Transportation Authority (TA) is a named insured and afforded coverage under the District's insurance program that is in excess of the TA's dedicated insurance policies.

As a consequence of progressively higher liability settlements in California and the transit industry as a whole, the District's ability to maintain a \$1 million SIR remains a challenge.

Employment Practices

Employment Practices legal liability coverage has a \$5 million limit and a SIR of \$500,000. This is typical of other California transit districts given claims experience.

Non-Liability Program

The District's Non-Liability program includes coverage for Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Business Auto, Environmental, Cyber Liability, Fiduciary Liability, and Kidnap & Ransom coverage.

Bus Physical Damage

The Bus Physical Damage policy is written on a full-replacement-cost basis for nearly all active buses, and actual-cash-value basis for the active 2009 Gillig buses, non-revenue, inactive and retired buses. Coverage also includes a step-deductible feature so that deductibles are proportional to the value of the vehicle, plus there is a maximum

deductible if multiple buses are damaged in a loss. The program is designed with tiered rates so that inactive and retired buses are insured at lower insurance premiums than active vehicles. TRIA Terrorism coverage for certified acts are included for all vehicles up to a \$25 million limit.

Property

Property loss limit per occurrence remains at \$90 million. The policy contains Boiler and Machinery coverage, business personal property, electronic data hardware and flood insurance coverage.

Business Auto Insurance

The District previously insured 11 vehicles issued to employees on a 24-hour basis with dedicated limits of \$1 million and a lower, \$25,000, SIR. While the insurer has non-renewed coverage, the FY 2020 policy has been extended until October 30, 2020 for a premium of \$6,681. Replacement coverage for the remainder of FY 2021 is cost prohibitive. Consequently, the 24-hour vehicles will fall under the District's general liability and \$1 million SIR beginning November 1, 2020.

Crime Insurance

Crime coverage applies to the District, the TA and the Peninsula Corridor Joint Powers Board. This is the first year of a three-year program.

Environmental

The District's Environmental Liability coverage is in the third year of a three-year pre-paid program that carries a \$5 million limit and a \$50,000 deductible.

Cyber Liability

The increasing use of the Internet by all organizations to gather, store, and disseminate information has created new liability exposures for the vast majority of public entities and businesses. With new federal and state legislation imposing liability, strict fines, penalties and notification requirements, many entities are adding Cyber Liability coverage to their insurance portfolios. Although the District's website does not allow online credit card transactions, information on vendors and employees, and other confidential data, resides on the District's servers. With limits of \$5 million, the District has been able to secure a broad Cyber Liability policy.

Fiduciary Liability

Fiduciary Liability coverage is provided with limits of \$2 million for liabilities that the District could incur as a result of the administration and management of employee benefit plans.

Kidnap & Ransom

The District has \$1 million of Kidnap and Ransom insurance that indemnifies the District for ransom payments and expenses for actual or alleged kidnappings.

Dumbarton Rail Bridge

With the incumbent insurer not renewing coverage, the District has opted not to seek physical damage coverage on the Dumbarton Rail Bridge due to the unlikelihood of ever re-using the existing structures should the span be rebuilt. Liability coverage afforded under the District remains in place and coverage for environmental pollution has been extended to the Dumbarton Rail.

Summary

The insurance industry is cyclical and we are currently experiencing a hard market not seen in decades. Placing coverage and filling capacity at affordable premiums has never been more difficult. We are at the mercy of the markets and it is unclear how long the markets will remain constricted. The unfortunate reality is, without insurance, the District all but ceases to operate.

All coverage is written by insurers that meet the District's financial stability requirement of an A.M. Best's Rating of A X or better.

Prepared by: Marshall Rush, Insurance & Claims Administrator

650-508-7742

RESOLUTION NO. 2020-

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

* * *

**APPROVING AND RATIFYING THE INSURANCE PROGRAM FOR
FISCAL YEAR 2021**

WHEREAS, the General Manager/CEO of the San Mateo County Transit District (District) has approved an insurance program for Fiscal Year (FY) 2021 with premiums totaling \$3,104,033, the costs for which are included in the FY 2021 Operating Budget; and

WHEREAS, in conjunction with the expiration of the District's existing insurance program on June 30, 2020, District staff renewed its insurance program for FY 2021 based on the plan approved by the General Manager/CEO, with the following significant elements:

1. Maintain self-insured retention for the District in the amount of \$1 million;
2. Excess Liability insurance with a total limit of \$50 million, which includes Public Official's Liability coverage, at an annual premium of \$2,304,392;
3. Employment Practices Legal Liability policy with a total limit of \$5 million and an annual premium of \$163,000;
4. Non-liability policies covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Business Auto, Cyber Liability with Privacy Coverage, Fiduciary Liability, Crime, and Kidnap & Ransom insurance with an annual premium of \$636,641; and

WHEREAS, the District previously obtained a three-year pre-paid Environmental Liability policy, which will extend through FY 2021; and

WHEREAS, staff recommends, and the Finance Committee concurs, that the Board of Directors approve and ratify the renewal of the District's insurance program for FY2021, as delineated above.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the San Mateo County Transit District hereby approves and ratifies the renewal of the District's insurance program for FY2021, including the types of coverage, limits and premiums recited above.

Regularly passed and adopted this 8th day of July, 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 GM/CEO

SUBJECT: **AUTHORIZE EXECUTION OF AMENDMENT 2 OF THE AMENDED AND
RESTATED CLIPPER MEMORANDUM OF UNDERSTANDING**

ACTION

Staff proposes the Committee recommend the Board authorize the General Manager/CEO, or his designee, to execute Amendment 2 of the Amended and Restated Clipper® Memorandum of Understanding (MOU) with the Metropolitan Transportation Commission (MTC) and other Bay Area transit operators who accept Clipper fare payment (Operators).

SIGNIFICANCE

Amendment 2 extends the term of the MOU through February 2026 and updates the regional cost-sharing agreement between MTC and the Operators for Clipper Operations and Maintenance (O&M) consistent with MTC's contracts with Cubic for the remaining years of the current Clipper card system, and for the development and operation of a new account-based Clipper system, known as Clipper Next Generation. Clipper Next Generation is expected to launch in 2023, with certain features, such as a mobile application, rolling out starting in late 2020 (Accelerated Deployment).

While MTC bears the capital costs of the current and Next Generation Clipper program, MTC and the Operators share responsibility for O&M costs based on a formula set forth in the MOU.

Amendment 2 adds new formulas for cost-sharing:

- during the third through the fifth years of the current extension of the MTC-Cubic contract for the card-based Clipper system (starting November 2021)
- when MTC issues a notice-to-proceed for launch of the Clipper mobile app; and
- when MTC issues a notice-to-proceed for Cubic to procure and install equipment for Clipper Next Generation.

Under the new formulas, MTC will pay for 50 percent of its share of O&M costs and the Operators will pay for the other half. Each Operator's share will be based 50 percent on its percentage of unique cards used and 50 percent on its percentage of fee-generating transactions.

O&M costs for Next Generation Clipper equipment will be split in largely the same fashion, except that BART's fee-generating transactions will be excluded from the total count as BART will not receive the same equipment upgrades as the other Operators.

Additionally, Amendment 2 provides that Operators will bear a portion of the fees associated with the use of the virtual Clipper cards, based on each Operator's percentage of unique virtual cards used.

BUDGET IMPACT

Assuming that the market penetration of Clipper fare payment is similar to pre-COVID-19 levels, the San Mateo County Transit District(District) will spend an estimated additional \$53,000 annually on O&M costs for the Clipper mobile application, Clipper Next Generation equipment, and fees associated with the use of virtual cards. These expenses will be included in the Fiscal Year 2021 and future operating budgets.

BACKGROUND

The Clipper automated regional fare payment system administered by MTC was used by more than 20 million riders a month on 22 transit systems prior to the shelter in place orders issued in response to COVID-19.

MTC's original 1999 Clipper contract, issued to ERG, Ltd., was set to expire on November 2, 2019. The contract was assigned to Cubic Transportation Systems, Inc. in 2009, when Cubic purchased the Clipper-related assets of ERG. The contract was extended by two years to allow MTC to let a new contract for Clipper Next Generation. In September 2018, the Clipper Next Generation contract was awarded to Cubic.

MTC and seven transit agencies entered into the MOU effective November 10, 2011, under which MTC manages the Clipper electronic fare payment system. The MOU was amended and restated on February 19, 2016 to restructure the parties' roles and responsibilities. The amended and restated MOU establishes and defines the roles for a Clipper Executive Board, a Clipper Executive Director, and a Contracting Agency, in addition to clarifying the roles of MTC and the participating transit agencies. The MOU also revises the Cost Allocation Formula and provides for review of the formula to ensure successful operation and maintenance of Clipper. The District's General Manager/CEO, or his designee, serves on the Clipper Executive Board. The MOU was subsequently amended on April 17, 2017 (Amendment 1) to update the procedures manual and the terms of the Clipper Executive Board's chair and vice-chair.

MTC and the Operators will reconvene before the launch of Clipper Next Generation to establish an allocation formula for the new system's O&M costs.

STRATEGIC INITIATIVE

- Priority 1: Expand Mobility Options
 Goal 1: Increase weekday fixed-route ridership by 15 percent
- Priority 2: Strength Fiscal Health
 Goal 1: Increase fixed-route farebox revenue by 20 percent
- Priority 3: Become a More Effective Organization
 Goal 1: Improve organizational performance

Prepared By: Christiane Kwok, Manager, Fare Program Operations 650-508-7926

RESOLUTION NO. 2020 –

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

**AUTHORIZING EXECUTION OF AMENDMENT 2 TO THE AMENDED AND RESTATED CLIPPER®
MEMORANDUM OF UNDERSTANDING WITH THE METROPOLITAN TRANSPORTATION
COMMISSION AND BAY AREA TRANSIT OPERATORS**

WHEREAS, Clipper® is the automated fare payment system for intra- and inter-operator transit trips in the San Francisco Bay Area that has been implemented and is currently being operated on 22 transit systems (Transit Operators); and

WHEREAS, the Metropolitan Transportation Commission (MTC) extended a contract with Cubic Transportation Systems, Inc. (Cubic) for the current Clipper card-based fare payment system through November 2, 2024; and

WHEREAS, the MTC entered into a contract in September 2018 with Cubic to design, develop, test, install, transition, and operate and maintain the Clipper Next-Generation account-based fare payment system; and

WHEREAS, in March 2016, an Amended and Restated Memorandum of Understanding (MOU) was developed between MTC and the Transit Operators, which MOU has since been amended once; and

WHEREAS, Amendment 2 of the Amended and Restated MOU adds new formulas for cost-sharing associated with:

1. the third through fifth years of the MTC-Cubic contract extension for the card-based Clipper system (starting November 2021);
2. a notice-to-proceed to be issued by MTC for launch of the Clipper mobile application; and

3. a notice-to-proceed to be issued by MTC for Cubic to procure and install equipment for Clipper Next Generation; and

WHEREAS, the General Manager/CEO recommends, and the Finance Committee concurs, that the Board of Directors authorize the General Manager/CEO, or his designee, to execute Amendment 2 to the Amended and Restated Clipper MOU, in a form approved by legal counsel, at an estimated additional cost to the San Mateo County Transit District (District) of \$53,000 per year.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District hereby approves and authorizes the General Manager/CEO, or his designee, to execute the Amendment 2 to the Amended and Restated MOU with the MTC and Bay Area transit operators also using the Clipper fare payment system; and

BE IT FURTHER RESOLVED that the General Manager/CEO is authorized to take all necessary actions to implement the terms and conditions of Amendment 2 to the Amended and Restated MOU, consistent with the role of the District as a participating transit operator.

Regularly passed and adopted this 8th day of July, 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: **REJECTION OF BIDS FROM BANNER UNIFORM CENTER, GALLS, LLC, AND
MURPHY & HARTELIUS/M&H UNIFORMS AND NEGOTIATION OF CONTRACT
FOR BUS OPERATOR UNIFORMS ON THE OPEN MARKET**

ACTION

Staff proposes the Committee recommend that the Board:

1. Reject all bids submitted in response to the San Mateo County Transit District's (District) solicitation for bus operator uniforms as nonresponsive.
2. Authorize the General Manager/CEO, or his designee, to negotiate a contract for bus operator uniforms on the open market.

SIGNIFICANCE

Approval of the above action will allow for rejection of the three bids received and will provide staff with the requisite authority to research the marketplace to identify contractors with which to negotiate fair and reasonable prices for the required services.

The subject solicitation resulted in three nonresponsive bids. The District has historically experienced difficulties obtaining responsive bids for bus operator uniforms, and a re-solicitation is unlikely to yield different results. Staff requests authorization to negotiate a contract with qualified uniform suppliers on the open market.

Under the District's procurement rules and applicable law, the Board may reject all bids following a formal bid process and procure the services on the open market if it is in the District's best interest to do so. Negotiating a contract for bus operator uniforms on the open market is in the District's best interest because issuing a new solicitation for bus operator uniforms would be unavailing and not in furtherance of the purposes of the competitive bidding statutes and the District's Procurement Policy. Any recommendation for a contract award resulting from negotiations will be presented to the Board at a subsequent meeting.

BUDGET IMPACT

Rejection of the bids will have no budget impact.

BACKGROUND

An Invitation for Bids (IFB) to furnish bus operator uniforms was advertised on the District's procurement website. In accordance with the District's Disadvantaged Business Enterprise Program, a five percent preference for Small Business Enterprises preference was included in the IFB. Staff conducted a pre-proposal conference that was attended by four firms, including all three of the firms that submitted bids. Three bids, as indicated in the table below, were received.

Company	Bid Amount
1. FMS Ventures, Inc. dba Banner Uniform Center	\$496,996.00
2. Galls, LLC	\$524,845.00
3. Murphy & Hartelius/M&H Uniforms	\$648,530.70

Staff and legal counsel reviewed the bids and determined all three bids are nonresponsive to the IFB because each bid contains different material irregularities that cannot be waived by the District. The bid submitted by FMS Ventures, Inc. dba Banner Uniform Center did not include prices for all required items because the bidder used the incorrect Bid Form. The bid submitted by Galls, LLC placed unauthorized conditions on the prices submitted for some of the items on its Bid Form. The bid submitted by Murphy & Hartelius/M&H Uniforms (M&H Uniforms) did not include a valid bidder's security. Waiving any of the irregularities in any of the bids received would give one of the bidders an unfair competitive advantage over the other bidders.

The District's current bus operator uniforms contract with M&H Uniforms will expire on July 31, 2020. Pursuant to the General Manager's existing authority, the General Manager or his designee, may amend the current contract to extend the contract term and increase the total contract amount within the Board-approved standard contingency to ensure the District has access to bus operator uniform services until a new contract is awarded by the Board.

STRATEGIC INITIATIVE

No strategic initiatives apply to the award of this contract.

Procurement Administrator II:	Kevin Kelley	650-622-7892
Contract Administrator:	Said El-khatib	650-508-7995



AGENDA

LEGISLATIVE COMMITTEE COMMITTEE OF THE WHOLE

Connect for audio/video capability at <https://zoom.us/j/95197636751>
Connect for audio capability only by calling 1-669-900-9128, Webinar ID: 951 9763 6751

WEDNESDAY, JULY 8, 2020 – 3:30 pm

or immediately following the Finance Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of June 3, 2020

INFORMATIONAL

3. State and Federal Legislative Update
4. Adjourn

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.

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

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

**MINUTES OF LEGISLATIVE COMMITTEE /
COMMITTEE OF THE WHOLE
JUNE 3, 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

Other Board Members Absent: Stone

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

1. CALL TO ORDER

Committee Chair Ron Collins called the meeting to order at 4:40 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF MAY 6, 2020

Motion/Second: Fraser/Groom

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

Noes: None

Absent: None

3. STATE AND FEDERAL LEGISLATIVE UPDATE

Casey Fromson, Director, Government and Community Affairs, briefly summarized the highlights of recent federal legislation. She noted the formation of the Blue Ribbon Commission by MTC (Metropolitan Transportation Commission), to which Jim Hartnett, General Manager/CEO has been appointed.

Committee Chair Collins asked if the bill for grade crossings was a piece of federal legislation. Ms. Fromson said that it was and that it applied to the nation as a whole.

4. ADJOURN

The meeting adjourned at 4:46 pm.

An audio/video recording of this meeting is available online at 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.

**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 June 15, 2020 Federal Transportation Report

Status of COVID Relief Package

It has been over three weeks since House Democrats passed a sweeping \$3 trillion relief bill, the Health and Economic Recovery Omnibus Emergency Solutions ([HEROES](#)) Act that would provide \$915 billion for state and local governments, provide rent and mortgage relief, and expand unemployment and food assistance programs. The legislation would also provide \$15 billion in highway formula funds and \$15.75 billion in operating assistance grants related to COVID-19 response at 100% federal share.

President Trump confirmed in June 5 [remarks](#) that the White House “will be asking for additional stimulus money.” There are reports that the White House is considering an extension to additional unemployment payments, but lowering them to \$250 or \$300 a week.

Senate Republicans are planning to push for liability protections for businesses as many states begin to reopen; and President Donald Trump is advocating for a payroll tax cut, as well as additional stimulus funding.

Members of both the Senate and the House of Representatives are expected to begin considering the next COVID response bill after the July 4th recess as some of the benefits enacted under the CARES Act, like increased unemployment insurance payments, are set to expire. Unclear at this time if the bill will include funding for transit and highways.

FY 2021 Appropriations Update

Congress needs to pass a dozen of spending bills for fiscal year (FY) 2021 before the current FY 2020 ends on September 30. The House and Senate’s consideration of these bills has been delayed as coronavirus has consumed the legislative agenda and complicated committee work on Capitol Hill as many members and staff have been and will continue to work remotely. Congress will most likely have to pass continuing resolution (CR) to continue to fund federal agencies through the Election Day, November 3.

The Senate Appropriations Committee will begin markups for FY 2021 spending bills the week of June 22. Senate appropriators are aiming to start markups before the Fourth of July recess with floor votes to follow.

House appropriators will hold subcommittee and full committee markups on FY 2021 appropriations bills, including Transportation/HUD, during the weeks of July 6 and July 13, with floor votes as soon as the weeks of July 20 and July 27.

The House and Senate Appropriations Subcommittees will conference the FY 2021 appropriations bills during the August recess and the congressional recess leading up election day.

House Introduces Transportation Reauthorization INVEST Act
****Memo on INVEST Act is attached****

On June 3, the Democratic leadership of the House Transportation & Infrastructure (T&I) Committee introduced the five-year \$494 surface transportation authorization bill, the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act. House Republicans were not included in the bill writing process, and are unlikely to support the measure.

On July 30, 2019, the Senate EPW Committee approved its five-year highway reauthorization bill, America's Transportation Infrastructure Act (S. 2302), authorizing \$287 billion in Highway Trust Fund contract authority and an additional \$5.7 billion from the Treasury general fund which is a 27% increase over the FAST Act. The Senate Banking Committee that oversees transit and the Senate Commerce, Science, and Transportation Committee that oversees rail still need to pass their bills.

Neither the House or Senate have identified a way to pay for surface transportation authorization bill. The current authorization bill, the FAST Act, expires on September 30; therefore, Congress will pass an extension of the FAST Act to continue current funding levels for transportation programs. The T&I Committee plans to consider the bill on June 17. The measure is scheduled for a vote on the House floor the week of June 29.

The bill provides a total of \$494 billion over five years—FY 2021 to FY 2025:

- \$411 billion from the Highway Trust Fund
- \$83 billion is authorized for appropriations from the Treasury's general fund (i.e. the funding will have to be provided through the annual Transportation Appropriations bills)

The bill includes the following funding levels for each of the transportation modes:

- \$319 billion for the federal-aid highway program under the Federal Highway Administration (FHWA)—27% increase over FAST Act
- \$105 billion for transit programs under the Federal Transit Administration (FTA)—54% increase over FAST Act
- \$4.6 billion for highway safety programs under the National Highway Traffic Safety Administration (NHTSA)
- \$5.3 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration (FMCSA)
- \$60 billion for passenger rail programs under the Federal Railroad Administration (FRA)

Senate Committee on Commerce, Science, and Transportation Hearing: “The State of Transportation and Critical Infrastructure: Examining the Impact of the COVID-19 Pandemic”

On June 3, the Senate Committee on Commerce, Science and Transportation held a [hearing](#) entitled “The State of Transportation and Critical Infrastructure: Examining the Impact of the COVID-19 Pandemic.” During opening statements, members and witnesses commended transportation workers and businesses for keeping the supply chain moving. Multiple Senators discussed the importance of the Senate Commerce Committee bill, the Critical Infrastructure Employees Protection Act, which would ensure that critical infrastructure workers have access to testing and PPE. All of the witnesses showed support for this legislation either in their opening statement or in their answers to member questions. During the question and answer session, Democrats emphasized the need for enforceable worker protections from the federal government. On the other hand, Republicans focused their questions on ways that Congress can support the fluidity of the supply chain. Both parties showed an interest in creating public-private partnerships to ensure that essential goods are effectively distributed across the nation.

Witnesses:

- Mr. John Bozzella, President and Chief Executive Officer, Alliance for Automotive Innovation
- Mr. Randy Guillot, Chairman of the Board, American Trucking Association
- Mr. Ian Jefferies, President and Chief Executive Officer, Association of American Railroads
- Mr. Alex Oehler, Interim President and Chief Executive Officer, Interstate Natural Gas Association of America
- Mr. Larry Willis, President, Transportation Trades Department, AFL-CIO

Senate Committee on Environment and Public Works (EPW): "Infrastructure: The Road to Recovery"

On June 4 the Senate EPW Committee held a [hearing](#) entitled "Infrastructure: The Road to Recovery." The hearing began by Chairman John Barroso (R-WY) addressing three challenges that the nation currently faces: the coronavirus pandemic, nationwide anti-racism protests, and the looming economic crisis. He affirmed that infrastructure investment is a unique vehicle that can provide solutions to all three of these problems. The Chairman, Ranking Member Tom Carper (D-DE), and most committee members concurred with this notion. Many emphasized that long-term infrastructure investment will provide a stable lifeline for the American economy to recover. The witness panel offered insights into how infrastructure investment can benefit the economy in its road to recovery as well as how it can provide new opportunities for micro-economies of lower-income communities across the country. Witnesses and Senators also emphasized that the Highway Trust Fund is nearing insolvency quicker than anticipated and that rescue funds must be allocated to it in order to ensure the critical services it provides can be maintained.

Witnesses:

- Steve McGough, Chairman, American Road & Transportation Builders Association/President and Chief Financial Officer, HCSS
- Dr. Doug Holtz-Eakin, President, American Action Forum
- The Honorable Greg Fischer, Mayor, Louisville, KY / Incoming President, U.S. Conference of Mayors

Grant Opportunities

- **CRISI**: \$311.8 million available. Applications due June 19.
- **Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Demonstration Program**: \$1.25 million available. Applications due July 17.

Holland & Knight

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House Surface Transportation Authorization Bill: Investing In A New Vision for the Environment and Surface Transportation in America (INVEST) Act

Timing

- On June 3, the Democratic leadership of the House Transportation & Infrastructure (T&I) Committee introduced the five-year \$494 surface transportation authorization bill, the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act. The INVEST Act will require Congress to identify \$140 billion for the Highway Trust Fund. House Republicans were not included in the bill writing process, and are unlikely to support the measure.
- On July 30, 2019, the Senate EPW Committee approved its five-year highway reauthorization bill, America's Transportation Infrastructure Act (S. 2302), authorizing \$287 billion in Highway Trust Fund contract authority and an additional \$5.7 billion from the Treasury general fund which is a 27% increase over the FAST Act. The Senate Banking Committee that oversees transit and the Senate Commerce, Science, and Transportation Committee that oversees rail still need to pass their bills.
- Neither the House or Senate have identified a way to pay for surface transportation authorization bill. The current authorization bill, the FAST Act, expires on September 30; therefore, Congress will likely pass an extension of the FAST Act to continue current funding levels for transportation programs. The T&I Committee plans to consider the bill on June 17. The House is scheduled to consider the bill on the floor the week of June 29th.

Funding

- Total of \$494 billion over five years—FY 2021 to FY 2025
 - \$411 billion from the Highway Trust Fund
 - \$83 billion is authorized for appropriations from the Treasury's general fund (i.e. the funding will have to be provided through the annual Transportation Appropriations bills)
- Funding for Transportation Modes:
 - \$319 billion for the federal-aid highway program under the Federal Highway Administration (FHWA)—27% increase over FAST Act
 - \$105 billion for transit programs under the Federal Transit Administration (FTA)—54% increase over FAST Act
 - \$4.6 billion for highway safety programs under the National Highway Traffic Safety Administration (NHTSA)
 - \$5.3 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration (FMCSA)

- \$60 billion for passenger rail programs under the Federal Railroad Administration (FRA)

Funding for the State of California

Program	FAST Act	INVEST Act	Funding Increase
National Highway Surface Performance	\$10,032,529,736	\$12,170,572,732	\$2,138,042,996
Surface Transportation Program	\$5,057,774,101	\$6,256,459,531	\$1,198,685,430
Highway Safety Improvement	\$1,017,592,522	\$1,343,269,584	\$325,677,026
Railway Crossings	\$82,135,958	\$83,637,560	\$1,501,602
CMAQ	\$2,406,968,478	\$2,886,217,556	\$479,249,078
Metropolitan Planning	\$259,831,965	\$368,341,540	\$108,509,575
National Freight Program	\$582,360,087	\$757,135,948	\$174,775,861
Apportioned Total	\$19,439,192,847	\$25,131,533,433	\$5,692,340,586

Major Changes to FAST Act

- **Before building any new highway capacity with National Highway Performance Program (NHPP) funds, states are required to demonstrate “progress in achieving a state of good repair on the National Highway System”.**
- Requires states to spend 20 percent of their NHPP and Surface Transportation Block Grant Program (STBGP) funding (excluding suballocation) on bridge repair and rehabilitation projects—\$28 billion FY 2022-FY2025. Increases the off-system bridge set-asides to \$1 billion per year compared to the FAST Act \$770 million set-aside.
- Mandates that the Department of Transportation (DOT) establish new greenhouse gas emissions performance measure based on carbon emissions per capita on all public roads and creates a new \$8.4 billion formula program to incentivize carbon emission reductions for highway, transit, and rail projects. Top-performing states are provided funding flexibility while low-performing states are required to provide 10 percent of their STBGP funds (excluding suballocation) to carbon reduction.
- Creates a new \$6.3 billion formula program to fund resilience and emergency evacuation needs—states and MPOs must develop an “infrastructure vulnerability assessment” to guide investments via this new program.

Rail Safety

Sec. 1204. Railway crossings. (pages 156-163)

- \$1.225 billion (FAST Act: \$1.3 billion; **\$75 million decrease**)

- Establishes a standalone railway crossing program, based on the railway-highway grade crossing set aside, raising the overall level of investment. Requires railroads to contribute the share for projects that provide a benefit to the railroad. Expands eligibilities to include projects to mitigate lost access from a crossing closure and strategies to prevent or reduce trespasser fatalities and injuries along railroad rights-of-way. **Allows railway crossing funds to be used toward the cost of projects selected for the FRA’s Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program.**

Sec. 9103. Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants. (pages 764-768)

- \$7 billion; this program is subject to appropriations so funding varies year to year (FAST Act: \$1.103 billion; \$5.897 billion increase)
- Reauthorizes the FRA’s discretionary grant program, CRISI. **Commuter rail authorities are newly eligible, and project eligibilities are extended to commuter rail transportation improvement projects, maintenance and upgrades of railroad safety technology (including positive train control), and the establishment of new quiet zones.** The section reserves 15% of the funding for rural projects, establishes a 50 percent set-aside for projects over \$100 million, and removes a preference for projects with a lower percentage of Federal funding. Grants awarded to commuter rail authorities are transferred to the FTA for grant administration, and commuter railroad authorities must provide protective arrangements to employees covered by railroad labor and retirement statutes who are adversely affected by grant-funded projects.

Sec. 9551. Grade Crossing Separation Grant. (pages 852-856)—NEW PROGRAM

- \$2.5 billion
- **Creates a new grant program to build or improve grade crossing separations.** Right-of-way owners must contribute at least 10% of the total project costs. No more than 50% of the funds can go to projects that cost \$100 million or more. For projects over \$40 million, the cost-share is 65%, and for projects under \$40 million, the cost-share is 85%.

Sec. 9552. Rail Safety Public Awareness Grant. (pages 856-858)—NEW PROGRAM

- \$30 million
- Authorizes a new FRA grant program with a focus on reducing rail-related accidents and improving safety along railroad rights-of-way and highway-rail grade crossings. Eligible programs include public service announcements and media campaigns, school and driver education safety presentations, and dissemination of safety information to communities.

Metropolitan Planning

Sec. 1205. Surface Transportation Program (STP). (pages 163-173):

- \$65.3 billion (FAST Act: \$58.268 billion; \$7.032 billion increase)
- Revises the suballocation to four population bands: 200,000 and above; 50,000-200,000; 5,000-50,000; and under 5,000. Establishes a technical assistance program for areas with a population of 200,000 and above to ensure efficient project delivery and facilitate compliance with applicable requirements.

Sec. 1206. Transportation Alternatives Program (TAP). (pages 173-186)

- \$6,853.5 billion (FAST Act: \$4.22 billion; \$2.633 billion increase)
- Provides funding for the Transportation Alternatives Program (TAP) as a 10 percent set-aside out of STP. Increases the share of the program's funds that must be suballocated to areas of the State based on population from 50 percent to 66 percent.
- Allows a State to use HSIP funds to cover the non-Federal share of the cost of a TAP project, and places restrictions on the ability of the State to transfer TAP funds out of the program. Provides flexibility for a State to meet the non-Federal match on a multiple-project or programmatic.

Sec. 1210. Congestion Mitigation and Air Quality Improvement Program (CMAQ). (pages 208-210)

- \$14.478 billion (FAST Act: \$12.022 billion; \$2.456 billion increase)
- Adds eligibility for shared micromobility projects, including bikeshare and shared scooters. Adds eligibility for projects to mitigate seasonal or temporary traffic congestion from travel or tourism. Allows hydrogen fueling stations as an eligible activity. Modifies the eligibility of program funds to be used for operating assistance, including providing additional assistance for projects that continue to demonstrate net air quality benefits.

Sec. 1305. Metro performance program. (pages 275-288)—NEW PROGRAM

- \$750 million
- New program to allow direct allocations to MPOs to advance locally-selected projects. Authorizes the Secretary to designate a high-performance tier of MPOs based on technical capacity to manage Federal-aid highway funds. Provides between \$10 and \$50 million per year for the MPOs designated. Projects are subject to all Federal-aid highway requirements, including environmental laws, labor projections, and Buy America.

Environmental Requirements/Programs

Sec. 1202. Increasing the resilience of transportation assets. (pages 134-151)—NEW PROGRAM

- Requires the MPO and State-prepared long-range transportation plans to include strategies to mitigate and reduce climate impacts and a vulnerability assessment of critical transportation assets, evacuation routes, and facilities repeatedly damaged by disasters. The MPO and State must identify projects to address identified vulnerabilities, and these projects are eligible for funding under the newly established pre-disaster mitigation program.
- Establishes a pre-disaster mitigation program, which receives \$6.25 billion in apportioned funds over the life of the bill for resilience projects identified in the State and MPO vulnerability assessments. Construction of resilience improvements, including construction of natural infrastructure or protective features, are eligible on any existing highway or transit asset eligible under titles 23 or 49. In addition, funds can be used to relocate or construct alternatives to transportation infrastructure that are repeatedly damaged by extreme weather events, or to address current and future vulnerabilities to evacuation routes designated in an MPO or State's vulnerability assessment. Projects eligible for funding under this section must be designed to ensure resilience over the life

of the facility and take into consideration current and projected changes in flooding based on climate science and projected land use.

Sec. 1213. Carbon pollution reduction. (pages 213-221)—NEW PROGRAM

- \$8.34 billion
- Creates a new carbon pollution reduction apportionment program. Provides broad flexibility to the States to fund projects eligible under title 23 or chapter 53 of title 49, provided that the projects reduce greenhouse gas emissions. Includes eligibility for intercity passenger rail projects that reduce greenhouse gas emissions and improve mobility on public roads. Requires the Secretary to annually evaluate carbon dioxide emissions per capita on public roads in each State and issue an accompanying progress report. States that achieve the most significant reductions in carbon dioxide emissions will receive additional flexibility in project Federal share and program transferability. States making the least progress in emissions reduction are required to dedicate additional Federal funds to projects that will reduce emissions.

Sec. 1303. Grants for electric vehicle charging and hydrogen fueling infrastructure to modernize and reconnect America for the 21st century. (pages 246)—NEW PROGRAM

- \$1.4 billion
- Establishes a \$350 million annual competitive grant program to deploy electric vehicle charging and hydrogen fueling infrastructure. The program will prioritize projects that demonstrate the highest levels of carbon pollution reductions and that are installed on designated alternative fueling corridors.

Sec. 1304. Community climate innovation grants. (pages 269-275)—NEW PROGRAM

- \$1 billion
- Establishes a new \$250 million per year competitive grant program to support local investments in innovative strategies to reduce greenhouse gas emissions. Provides broad flexibility to grantees to fund projects eligible under title 23 or chapter 53 of title 49, provided the project reduces greenhouse gas emissions. Includes eligibility for intercity passenger rail projects that reduce greenhouse gas emissions and improve mobility on public roads. Prioritizes projects that show the most promise in reducing greenhouse gas emissions, and provides further consideration for a project's cost-effectiveness, provision of diverse transportation choices, accessibility, equity and environmental justice impacts, benefits to low-income communities, and use of innovative materials.

Bridges

- Requires states to spend 20 percent of their NHPP and Surface Transportation Block Grant Program (STBGP) funding (excluding suballocation) on bridge repair and rehabilitation projects.
- Increases the off-system bridge set-asides to \$1 billion per year compared to the FAST Act \$770 million set-aside.

Transit

Sec. 2104. Miscellaneous Provisions. (pages 420-423)

- Increases Federal cost share to 90 percent for ADA accessibility in state of good repair projects. Authorizes FTA to provide technical assistance on the impacts of a new census count. Ensures reimbursements continue in the event of a government shutdown. Requires transit agencies collect data on the assault of transit workers. Relaxes the phase out of the Special Bus Rule to provide more flexibility.

Sec. 2201. Multi-jurisdictional bus frequency and ridership competitive grants. (pages 424-428)—NEW PROGRAM

- \$415 billion
- Creates a new competitive program, funded at \$100 million annually, to increase bus frequency, ridership and total person throughput by redesigning urban streets and corridors to efficiently move transit vehicles in congested major urban areas. The program is structured to require a partnership between transit agencies and State or local government agencies responsible for roadways.

Sec. 2202. Incentivizing frequency in the urban formula. (pages 429-433)

- **Replaces the current incentive formula based on low operating costs with a formula based on vehicles per hour during peak service in the highest 25 percent of routes by ridership.** This will incentivize ridership rather than low-cost bus operations. This formula change begins in 2023, providing time to collect the data and improve frequency on the highest ridership routes.

Sec. 2402. Bus facility and fleet expansion grants. (pages 470-472)

- \$1.944 billion (FAST Act: \$1.244 billion; \$700 million increase)
- Modifies the competitive bus program to focus on large one-time needs for bus garages, bus stations, and fleet expansions. Grant considerations are limited to age and condition of facilities, resilience, and multimodal connections at stations.

Sec. 2403. Zero-emission bus grants (former Low-No). (pages 472-476)

- \$1.78 billion (FAST Act: \$275 million; \$1.505 billion increase)
- Sets procurement minimums to ensure transit agencies are investing appropriately in zero-emission bus fleets and the necessary charging infrastructure. Directs the funding to areas of the largest need to resolve Clean Air Act compliance issues. Requires an agency plan for long term zero-emission bus needs and a fleet transition study. Will incentivize projects with batteries made in the U.S.A.

Sec. 2911. Fixed guideway capital investment grants. (pages 525-537)

- \$21.509 billion; this program is subject to appropriations so funding varies year to year (FAST Act: \$11.509 billion; \$10 billion increase)
- Small Starts: The Federal cost cap for small starts projects increases to \$320 million and the total cost cap increases to \$400 million,

- Core Capacity: Adds station expansion eligibility to core capacity projects. Allows these projects to start planning additional capacity 10 years before the corridor reaches capacity.
- Engineering phase: Increases to 3 years the time projects have to move through the engineering phase.
- Project Development phase: Cost and risk assessments may not be required in the project development phase, but applicants may choose to do their own assessments and FTA can provide technical assistance.
- Federal Cost Share: Reestablishes an 80 percent CIG cost cap for all CIG projects. Replaces the requirement on FTA to minimize Federal cost share, with an option for a transit agency to choose a CIG cost share under 60 percent. Transit agencies that remain under 60 percent cost share are subject to less strenuous requirements for project approval by allowing the applicant to: determine the amount of the contingency funds; certify that local resources are available to continue running their current service; and secure only 75 percent of the local financial commitment to sign the Full Funding Grant Agreement (FFGA), with the remaining 25 percent budgeted, but not committed.
- Contingency Funds: For projects that seek the higher cost share, FTA will now provide 50 percent of the contingency amount required.
- Project Rating Incentives: Expands the use of incentives (warrants) for projects with a total cost under \$1 billion or projects that selected the lower cost share. This allows more projects to get automatic ratings when they meet certain criteria.
- Transparency: Provides an opportunity for applicants to seek clarification, at several key stages of the approval process, of what information FTA still requires from the applicant to secure project approval. Requires FTA to create a publicly-accessible CIG dashboard to post monthly updates on the status of each CIG project in the approval process or under construction including the status of pending approvals.
- Congressional Notification: Reduces the number of days before a project can be signed after Congressional notification to accelerate project approval.
- Interrelated Projects: Allows a rating improvement in mobility for projects that have another related project in the planning process that has secured initial NEPA guidance and will boost ridership on the current project seeking a rating.

Transit Oriented Development

Sec. 2701. Transit-supportive communities. (pages 500-506)—NEW PROGRAM

- \$124.7 billion
- Transit Oriented Development Planning grant program will provide grants for eligible grantees who are designing or building a fixed guideway transit line, or serving an existing fixed guideway transit line, a station that is part of a fixed guideway transit system, or the immediate corridor surrounding a high-frequency transit line.

Sec. 2702. Property disposition for affordable housing. (pages 506-509)—NEW PROGRAM

- Allows a grantee to transfer property no longer needed to a local government authority, non-profit, or other third party for the purpose of transit-oriented development and releases the Federal interest in that asset. Requires that at least 15 percent of the housing units in such a project be offered as affordable housing.

Sec. 2703. Affordable housing incentives in capital investment grants. (pages 509-511)—NEW PROGRAM

- Provides multiple incentives in the CIG ratings process if the project preserves or encourages higher density affordable housing near the project. Allows Economic Development Administration (EDA) Public Works grants and Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG) to be counted as part of the local share, provided that the funds are used in conjunction with an affordable housing development.

Freight/Goods Movement

Sec. 1301. Projects of national and regional significance. (pages 227-246)

- \$10.050 billion (FAST Act: \$4.5 billion; \$5.55 billion increase)
- Formerly known as the INFRA program in FAST Act
- Establishes a Projects of National and Regional Significance (PNRS) program, which provides more than \$9 billion over the life of the bill for large highway, transit, and passenger and freight rail projects that reduce congestion on roadways and that cannot be funded through annual apportionments or other discretionary sources. Includes the authority for the Secretary to award large grants over multiple years. Directs the Secretary to make grant selections based on merit criteria specified in statute, including the extent to which a project contributes to a state of good repair; cost savings generated by the project over the life of the asset; safety, mobility, economic, resilience, and environmental benefits generated by the project; benefits to all users of the project; and the average number of people or volume of freight supported by the project. The Secretary is also directed to consider whether the project serves an area of persistent poverty; the degree to which the project utilizes innovative technologies or construction techniques; and whether the project improves connectivity between modes of transportation.

New Grant Programs (not mentioned above)

Sec. 1302. Community transportation investment grants. (pages 246-255)—NEW PROGRAM

- This program is the new BUILD program proposed in the INVEST Act.
- \$3 billion
- Establishes a \$600 million per year grant program to support local investments in projects to improve safety, state of good repair, accessibility, and environmental quality through infrastructure investments. Based on the state of Virginia's Smart Scale Program. Requires the Secretary to evaluate projects on their benefits to transportation safety, including reductions in traffic fatalities and serious injuries; to state of good repair, including improved condition of bridges and pavements; to transportation system access, including improved access to jobs and services; and in reducing greenhouse gas emissions, and to rate each project based on these criteria. Allows the Secretary to use different weighting of these criteria based on project type, population served by the project, and other context-sensitive considerations.

Sec. 1306. Gridlock reduction grants. (pages 288-299)—NEW PROGRAM

- \$250 million
- New grant program to reduce traffic gridlock in large metropolitan areas. T&I staff stated this program is based on the Obama era, Smart City grant program. Supports projects to reduce and mitigate the adverse impacts of traffic congestion; make better use of existing capacity; and employ innovative, integrated, and multimodal solutions to reducing gridlock. Includes eligibility for intelligent transportation systems, real-time traveler information, transportation demand management, and multimodal solutions. Dedicates half of program funds for freight-specific projects including first-mile and last-mile delivery solutions, use of centralized delivery points, curb space management, and real-time freight parking and routing. Prioritizes projects in areas that are experiencing a high degree of recurrent congestion.



June 12, 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 – July 2020**

General Update

The Legislature continues to hold policy and fiscal committee hearings and recently started holding Floor Session again. As we reported, the Senate and Assembly adopted revised calendars for the remainder of the 2019-20 Legislative Session. The calendars are slightly different for the next month, but sync up on July 13, when both houses return from Summer Recess. The Legislature is scheduled to adjourn on August 31.

Most pressing is the passage of the FY 2020-21 Budget Act, due to the Governor by June 15 (with the new fiscal year beginning July 1). We are pleased to note that, as part of the proposed FY 2020-21 Budget, the Legislature plans to include several statutory relief measures proposed by the California Transit Association and supported by SamTrans. The proposed budget, by way of a budget trailer bill, would:

- Institute a hold harmless provision for calculation and allocation of State Transit Assistance Program and STA-State of Good Repair allocations (Local Revenue Basis Only);
- Temporarily suspend the financial penalties associated with the Transportation Development Act's requirements that transit agencies obtain specified fixed percentages of their operating budgets from passenger fares; and,
- Temporarily suspend the financial penalties associated with the State Transit Assistance Program's requirement that transit agencies' operating cost per revenue vehicle hour may not exceed operating cost per revenue vehicle hour adjusted by regional CPI, year over year.

The statutory relief measures will provide much needed funding certainty to transit agencies as they continue to grapple with the COVID-19 pandemic.

Transit agencies continue to pursue additional items for inclusion in later budget actions (late-July into August), including funding flexibility within existing programs and significant state investment in transit as part of COVID-19 recovery efforts and/or economic stimulus proposals.

Bills of Interest:

SB 1159 (Hill and Daly) Workers' Compensation: COVID-19: Critical Workers.

This bill would, until an unspecified date, create a "disputable presumption" that COVID-19-related illness or death that manifests while a critical worker is employed arose out of, and in the course of, their employment. A disputable presumption would shift the burden of proof onto the employer and

require them to prove that the worker did not get sick at work in order to deny a workers' compensation claim.

AB 196 (Gonzalez) Workers' Compensation: COVID-19: Essential Occupations and Industries.

This bill would create a "conclusive presumption" that COVID-19-related illness or death that manifested on or after March 1, 2020 while a critical worker was employed arose out of, and in the course of, their employment. A conclusive presumption would clearly declare, as a matter of law, that employers must provide workers' compensation benefits for eligible workers, even if the evidence clearly indicates that the infection did not occur at work.

Other Updates

California Air Resources Board Grants SamTrans Delay in ICT Rollout Plan Deadline

As we previously reported, the California Air Resources Board (ARB) announced on April 23, 2020 that large transit agencies facing difficulty meeting the rollout plan submission deadline of June 30, 2020, established under the Innovative Clean Transit (ICT) regulation, may file a petition with ARB for a deadline extension.

We worked with SamTrans staff to scope the agency's petition letter and to review the final version, prepared by the agency's program and government affairs staff and submitted to ARB on June 2. On June 5, ARB staff responded to SamTrans staff via email, granting flexibility to the agency. The email effectively grants SamTrans its deadline extension, but in a circumspect manner, noting:

"We'd like to encourage you to continue to work on the ZEB Rollout Plan diligently and submit it to us as soon as you can with adequate public engagement provided."

New Metric for Transportation Impacts Under CEQA

On July 1, 2020, the state is slated to start using a new metric for measuring transportation impacts under CEQA, known as Vehicles Miles Traveled (VMT). For decades, the state has measured these impacts using Level of Service (LOS), which measures the projected increase or decrease in automobile delay that a project will have. SB 743 (Steinberg, 2013) required the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. For land use projects, OPR identified Vehicle Miles Traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analysis. For transportation projects, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts (VMT versus LOS). Regulatory changes to the CEQA Guidelines that implement SB 743 were approved on December 28, 2018 and go into effect July 1. Recently, there have been calls from some stakeholders to delay the implementation date for the change. So far, the Administration has not signaled they're willing to go along.

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.

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Bill ID/Topic	Location	Summary	Position
<p>AB 5 Gonzalez D</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>

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Bill ID/Topic	Location	Summary	Position
AB 51 Gonzalez D Employment discrimination: enforcement.	Signed by Governor Newsom.	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.	Watch
AB 145 Frazier D High-Speed Rail Authority: Senate confirmation.	In the Senate Rules Committee, pending referral to policy committee.	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.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 196 Gonzalez D Workers' compensation: COVID-19: essential occupations and industries.	In the Senate Labor, Public Employment and Retirement Committee.	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 employment. This bill would define "injury," for certain employees who are employed in an occupation or industry deemed essential in the Governor's Executive Order of March 19, 2020 (Executive Order N-33-20), except as specified, or who are subsequently deemed essential, to include coronavirus disease 2019 (COVID-19) that develops or manifests itself during a period of employment of those persons in the essential occupation or industry. The bill would apply to injuries occurring on or after March 1, 2020, would create a conclusive presumption, as specified, that the injury arose out of and in the course of the employment, and would extend that presumption following termination of service for a period of 90 days, commencing with the last date actually worked.	Watch
AB 252 Daly D 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

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Bill ID/Topic	Location	Summary	Position
<p>AB 291 Chu D</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>

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Bill ID/Topic	Location	Summary	Position
AB 752 Gabriel 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
AB 784 Mullin 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

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Bill ID/Topic	Location	Summary	Position
AB 851 Cooper D Drug masking products.	Signed by Governor Newsom.	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.	Watch
AB 992 Mullin D Open meetings: local agencies: social media.	In the Senate Rules Committee, pending referral to policy committee.	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.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 1351 Lackey R</p> <p>Transit operators: paratransit and dial-a-ride services: assessment.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law requires a for-profit or nonprofit transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. Existing law requires a transit operator to honor any current valid identification card for the type of transportation service or discount requested and that has been issued to an individual with disabilities by another transit operator. Existing law establishes in state government the Transportation Agency, which consists of various state entities, including the Department of Transportation. This bill would require the agency, in consultation with public transit operators, to conduct an assessment of the procedures public transit operators use to provide dial-a-ride and paratransit services to individuals with disabilities who are visiting their service territories and are certified to use another in-state public transit operator’s similar dial-a-ride and paratransit services. The bill would require the agency to publish the assessment on its internet website on or before July 1, 2021. The bill would require the agency, after conducting and publishing the assessment, to adopt guidelines for the development of a statewide program to enable individuals with disabilities who a public transit operator has certified to use its dial-a-ride and paratransit services to use another in-state public transit operator’s similar dial-a-ride and paratransit services.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
AB 1413 Gloria D Transportation: transactions and use taxes.	Signed by Governor Newsom.	(1)Existing law authorizes various specified governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general or specific purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law. This bill would authorize the agency to impose a transactions and use tax applicable to the entirety of, or a portion of, the County of Placer, excluding the Tahoe Basin, in conformity with the Transactions and Use Tax Law at a rate of no more than 1% if certain requirements are met, including a requirement that the ordinance proposing the transactions and use tax be submitted to, and approved by, the voters. The bill would require that any revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply and be spent only on transportation and transit infrastructure and services. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 6/11/20

Bill ID/Topic	Location	Summary	Position
AB 1486 Ting D 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

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Bill ID/Topic	Location	Summary	Position
AB 1560 Friedman D California Environmental Quality Act: transportation: major transit stop.	Signed by Governor Newsom.	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 exempts from its requirements residential projects on infill sites that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other things, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of “major transit stop” to include a bus rapid transit station, as defined. This bill contains other existing laws.	Watch
AB 2323 Friedman D California Environmental Quality Act: exemptions.	In the Senate Rule Committee, pending referral to policy 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

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Bill ID/Topic	Location	Summary	Position
<p>AB 2542 Kalra D</p> <p>Local transportation funds: State Transit Assistance Program: reports.</p>	<p>In the Senate Rules Committee, pending referral to policy committee</p>	<p>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.</p>	<p>Watch</p>
<p>AB 2730 Cervantes D</p> <p>Access and functional needs: local government: agreement for emergency management, transportation, and paratransit services.</p>	<p>In the Senate Rules Committee, pending referral to policy 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>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2992 Weber D</p> <p>Employment practices: leave time.</p>	<p>In the Senate Rules Committee, pending referral to policy committee.</p>	<p>(1)Existing law prohibits an employer from discharging, or discriminating or retaliating against, an employee who is a victim of domestic violence, sexual assault, or stalking, for taking time off from work to obtain or attempt to obtain relief to help ensure the health, safety, or welfare of the victim or victim’s child. Existing law requires an employee, as a condition of taking time off for these purposes, to give the employer reasonable advance notice of the employee’s intention to take time off, unless doing so is not feasible. Existing law prohibits an employer, when an unscheduled absence occurs, from taking any action against the employee if the employee, within a reasonable time after the absence, provides a certification to the employer meeting certain criteria, including documentation from one of specified persons that the employee was undergoing treatment for specific injuries. Existing law authorizes an employee to file a complaint with the Division of Labor Standards Enforcement for a violation of that prohibition, and makes it a misdemeanor for an employer to refuse to rehire, promote, or restore an employee who has been determined to be so eligible by a grievance procedure or legal hearing. This bill would expand the above provision to prohibit an employer from discharging, or discriminating or retaliating against, an employee who is a victim of crime or abuse for taking time off from work to obtain or attempt to obtain relief, as prescribed. The bill would also prohibit an employer from taking action against an employee, when an unscheduled absence occurs, if the employee victim of crime or abuse provides certification that they were receiving services for certain injuries, or if the documentation is from a victim advocate, as defined. The bill would additionally prohibit such action if the employee provides certification in any other form of documentation that reasonably verifies that the crime or abuse occurred. The bill would also define “victim” and “crime” for purposes of these provisions. By expanding the definition of a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 3213 Rivas, Luz D</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>
<p>AB 3256 Garcia, Eduardo D</p> <p>Wildfire Prevention, Safe Drinking Water, Climate Resilience, Drought Preparation, and Flood Protection Bond Act of 2020.</p>	<p>In the Assembly Rules Committee, pending referral to policy 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>

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Bill ID/Topic	Location	Summary	Position
AB 3278 Patterson R High-speed rail.	In the Assembly Appropriations Committee.	<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>	Watch
HR 97 Frazier D Relative to high-speed rail.	Introduced in the Assembly.	<p>This measure would resolve that the Assembly has an active role in appropriating \$4.2 billion in remaining Proposition 1A bond funds, and must be respected for their role to provide input before key decisions on the high-speed rail project's future direction. The Assembly has the time to provide appropriate oversight and thoughtful consideration of all project alternatives without discussions and debate being prematurely stopped through actions by the High-Speed Rail Authority proposed to take place in the fall of 2020. The High-Speed Rail Authority is hereby directed to not proceed with the execution of track and systems or train set procurements, or with the acquisition of the right-of-way along the City of Merced and the City of Bakersfield extensions, until the Assembly has considered and approved the High-Speed Rail Authority's funding request for appropriation of the remaining bond funds.</p>	Watch

San Mateo County Transit District State Legislative Matrix 6/11/20

Bill ID/Topic	Location	Summary	Position
<p>SB 128 Beall D</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 6/11/20**

Bill ID/Topic	Location	Summary	Position
SB 288 Wiener D California Environmental Quality Act: exemptions.	In the Assembly Rules Committee.	<p>This bill would further exempt from the requirements of CEQA certain projects for the institution or increase of bus rapid transit and regional rail services on public rail or highway rights of way, as specified, whether or not it is presently used for public transit, as specified, and projects for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes or existing roadway shoulders. The bill would additionally exempt projects for rail, light rail, and bus maintenance, repair, storage, administrative, and operations facilities; and projects for the repair or rehabilitation of publicly-owned local, major or minor collector, or minor arterial or major arterial bridges, as specified. The bill would require those exempt projects to meet additional specified criteria. The bill would require the lead agency to certify that those projects will be carried out by a skilled and trained workforce, except as provided. This bill would exempt from the requirements of CEQA projects for zero-emission fueling stations and chargers and projects for pedestrian and bicycle facilities. By requiring a lead agency to determine the applicability of this exemption, this bill would impose a state-mandated local program.</p>	Watch

**San Mateo County Transit District
State Legislative Matrix 6/11/20**

Bill ID/Topic	Location	Summary	Position
<p>SB 397 Glazer D</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 6/11/20**

Bill ID/Topic	Location	Summary	Position
<p>SB 795 Beall D</p> <p>Economic development: housing: workforce development: climate change infrastructure.</p>	<p>In the Senate Appropriations 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 6/11/20**

Bill ID/Topic	Location	Summary	Position
<p>SB 1159 Hill D</p> <p>Workers' compensation: COVID-19: critical workers.</p>	<p>In the Senate Appropriations 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 6/11/20**

Bill ID/Topic	Location	Summary	Position
<p>SB 1215 Stern D</p> <p>Electricity: microgrids: grant program.</p>	<p>In the Senate Appropriations Committee.</p>	<p>(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.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/11/20

Bill ID/Topic	Location	Summary	Position
<p>SB 1258 Stern D</p> <p>California Climate Technology and Infrastructure Financing Act.</p>	<p>In the Senate Appropriations Committee.</p>	<p>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.</p>	<p>Watch</p>
<p>SB 1291</p> <p>Committee on Transportation</p> <p>Federal Statewide Transportation Improvement Program: submissions.</p>	<p>On the Assembly Floor.</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>

**San Mateo County Transit District
State Legislative Matrix 6/11/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 314 Bonta 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 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 1112 Friedman D 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 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p>AB 1142 Friedman D</p> <p>Regional transportation plans: transportation network companies.</p>	<p>Failed passage in the Senate Appropriations Committee.*</p>	<p>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.</p>	<p>Watch</p>
<p>AB 1286 Muratsuchi D</p> <p>Shared mobility devices: agreements.</p>	<p>Failed passage in the Senate Judiciary Committee.*</p>	<p>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.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 1350 Gonzalez D 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

**San Mateo County Transit District
State Legislative Matrix 6/11/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 1991 Friedman D 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 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p>AB 1992 Friedman D</p> <p>Transportation: transportation infrastructure: climate change.</p>	<p>Failed passage in the Assembly Transportation Committee.*</p>	<p>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.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 2012 Chu D 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
AB 2057 Chiu D San Francisco Bay area: public transportation.	Failed passage in the Assembly Transportation Committee.*	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	Watch

**San Mateo County Transit District
State Legislative Matrix 6/11/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
		<p>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>	
<p>AB 2121 Friedman D</p> <p>Traffic safety.</p>	<p>Failed passage in the Assembly Transportation Committee.*</p>	<p>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.</p>	<p>Supported April 2020</p>

San Mateo County Transit District State Legislative Matrix 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 2176 Holden 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 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 2237 Berman 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 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 2249 Mathis R High-speed rail: legislative oversight.	Failed passage in the Assembly Transportation Committee.*	<p>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.</p>	Watch

**San Mateo County Transit District
State Legislative Matrix 6/11/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p>AB 2262 Berman 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 6/11/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p>AB 2307 Bonta 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 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 2433 Cooper 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 6/11/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p>AB 2772 Reyes D</p> <p>Alternative and Renewable Fuel and Vehicle Technology Program.</p>	<p>Failed passage in the Assembly Transportation Committee.*</p>	<p>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.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 2824 Bonta D Bay Bridge Fast Forward Program.	Failed passage in the Assembly Transportation Committee.*	<p>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.</p>	Watch

San Mateo County Transit District State Legislative Matrix 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 2873 Kalra D 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
AB 2943 Ting D 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
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Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 2987 Flora R 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 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p>AB 3100 Garcia, Eduardo 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>

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State Legislative Matrix 6/11/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 3128 Burke 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

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Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
AB 3335 Friedman D 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

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Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p>SB 25 Caballero D</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>

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State Legislative Matrix 6/11/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
SB 43 Allen 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

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Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
SB 50 Wiener D Planning and zoning: housing development: streamlined approval: incentives.	Failed passage on the Senate Floor.	(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.	Watch

San Mateo County Transit District State Legislative Matrix 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
SB 127 Wiener 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
SB 146 Beall 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

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State Legislative Matrix 6/11/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
SB 147 Beall 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 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
SB 277 Beall 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 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
SB 278 Beall D 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
SB 336 Dodd D 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

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Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
SB 664 Allen D 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

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State Legislative Matrix 6/11/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
SB 757 Allen (D) 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 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
SB 931 Wieckowski D Local government meetings: agenda and documents.	Failed passage in the Senate Governance and Finance Committee.*	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.	Watch

**San Mateo County Transit District
State Legislative Matrix 6/11/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
SB 988 McGuire D Aviation fuel.	Failed passaged in the Senate Governance and Finance Committee.*	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.	Watch

San Mateo County Transit District State Legislative Matrix 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p>SB 1283 Beall 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 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
SB 1314 Dodd D Community Energy Resilience Act of 2020.	Failed passage in the Senate Natural Resources and Water Committee.*	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.	Watch

San Mateo County Transit District State Legislative Matrix 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
SB 1330 Umberg D 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 6/11/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p>SB 1363 Allen 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>SCA 1 Allen 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.