



## AGENDA

### BOARD OF DIRECTORS MEETING

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

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/91275606315> for audio/visual capability or by calling **1-669-900-9128, Webinar ID:912 7560 6315** 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](mailto:publiccomment@samtrans.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online

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

Oral public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Use the Raise Hand feature to request to speak. For participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use the Raise Hand feature for public comment. Each commenter will be automatically notified when they are unmuted to speak for two minutes or less. The Board 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, AUGUST 5, 2020

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE
2. ROLL CALL
3. GENERAL COUNSEL REPORT
  - a. Report from Closed Session from July 8 Board Meeting – Anticipated Litigation: Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case

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

**4. CONSENT CALENDAR**

**MOTION**

- a. Approval of Minutes of the Board of Directors Meeting of July 8, 2020
- b. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Quarter Ended June 30, 2020
- c. Adoption of Updated SamTrans Conflict of Interest Code
- d. Authorization to Enter into a Funding Agreement with Caltrans for the El Camino Real Congestion Impact Study
- e. Information on Statement of Revenues and Expenses for the Period Ending June 30, 2020

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

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

**6. REPORT OF THE CHAIR**

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

**8. BOARD MEMBER REQUESTS/COMMENTS**

**9. RECESS TO COMMITTEE MEETINGS**

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

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

1. Call to Order

**MOTION**

2. Approval of Minutes of Community Relations Committee Meeting of July 8, 2020

**INFORMATIONAL**

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Multimodal Ridership Report – June 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 July 8, 2020

**INFORMATIONAL**

3. Preliminary Fiscal Year 2021 Operating and Capital Budgets
4. 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 July 8, 2020
3. State and Federal Legislative Update and Approval of Legislative Proposals
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 – June 2020

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

**SUBJECT DISCUSSED**

- a. Preliminary Fiscal Year 2021 Operating and Capital Budgets

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

**MOTION**

- a. State and Federal Legislative Update and Approval of Legislative Proposals

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

**15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING** – Wednesday,  
September 2, 2020 at 2:00 pm, via Zoom teleconference

**16. GENERAL COUNSEL REPORT**

- a. Closed Session: Conference with Legal Counsel – Anticipated Litigation: Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case
- b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Claim of Marie Goulis-Nijessen

**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](mailto:board@samtrans.com).

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

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

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

### **Location of Meeting**

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

### **Public Comment**

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

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

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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](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

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

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

**MINUTES OF BOARD OF DIRECTORS MEETING  
JULY 8, 2020**

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

**MEMBERS ABSENT:** C. Groom

**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. CONFERENCE WITH LEGAL COUNSEL

### a. Closed Session: Conference with Labor Negotiator Pursuant to Government Code Section 54957.6

**Agency-designated Representative: Pat Glenn**

**Employee Organization: Amalgamated Transit Union, Local 1574 (Bus Operators, Mechanics, Utility Workers, Storeskeepers, and Customer Service Representatives)**

*The Board meeting recessed to closed session at 2:07 pm.*

*Chair Matsumoto reconvened the Board meeting into open session at 2:36 pm.*

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

Shayna van Hoften, Legal Counsel, announced that there was no reportable action taken.

## 4. CONSENT CALENDAR

### 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 – *Approved by Resolution No. 2020-29*

### d. Authorize an Amendment to Extend the Contract with C.A.R.E. Evaluators for ADA Paratransit Eligibility Evaluation Services – *Approved by Resolution No. 2020-30*

Motion/Second: Collins/Guilbault

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

Noes: None

Absent: Groom

## **5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

There were no public comments.

## **6. REPORT OF THE CHAIR**

Chair Matsumoto thanked the Board, staff, and the public for their continued cooperation and patience during the pandemic.

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

Jim Hartnett, General Manager/CEO, asked Director Rose Guilbault to announce an award. Director Guilbault noted that Michelle Louie, Planning Analyst, Operations, was honored as 2020 Alumna of the Year by the Mineta Transportation Institute (MTI) and congratulated her on completing her Master of Transportation Systems program.

Mr. Hartnett acknowledged staff's sensitivity to the community's and customers' needs.

### **a. SamTrans Scenario Planning Update**

Christy Wegener, Director of Planning; Millie Tolleson, Principal Planner; and Christina Valiente, Manager, Marketing Outreach, provided the presentation.

Chair Matsumoto asked about riders boarding without masks. David Olmeda, Chief Operating Officer/Bus, said that they have auto-messaging and signs on buses stating that masks are required. He said that supervisors may be on hand to provide disposable masks.

Director Charles Stone said he thought it was not possible to make the school schedule work currently due to too many unknowns on the part of the school districts.

### Public Comment:

Mike Levinson, Paratransit Coordinating Council, said that some paratransit riders have expressed concern that some operators are not wearing masks.

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

Chair Matsumoto thanked her fellow Board members for all their work on the various boards and committees on which they serve.

## **9. RECESS TO COMMITTEE MEETINGS**

The Board meeting recessed to Committee meetings at 3:22 pm.

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

Chair Matsumoto reconvened the Board meeting at 3:59 pm.

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

Director Fraser reported on the following items:

### SUBJECTS DISCUSSED:

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

## 12. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

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

### 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 – *Approved by Resolution No. 2020-31*
- b. Approving and Ratifying the Insurance Program for Fiscal Year 2021 – *Approved by Resolution No. 2020-32*
- 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 – *Approved by Resolution No. 2020-33*

### 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

Motion/Second: Powell/Ratto

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

Noes: None

Absent: Groom

## 13. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

Director Collins reported on the following item:

### SUBJECT DISCUSSED:

- a. State and Federal Legislative Update

*Chair Matsumoto took Items 15 and 16 prior to the General Counsel Report.*

## 15. COMMUNICATIONS TO THE BOARD OF DIRECTORS

Chair Matsumoto noted that the correspondence was in the packet.

## 16. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Chair Matsumoto announced the time and location of the next meeting as Wednesday, August 5, 2020 at 2:00 pm, with teleconference details to be provided

prior to the meeting.

#### **14. GENERAL COUNSEL REPORT**

##### **a. Closed Session – Anticipated Litigation: Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case**

Ms. Cassman said that she would report on any action taken during the closed session at the next Board meeting on August 5.

*The Board meeting adjourned to closed session at 4:03 pm.*

#### **17. ADJOURN**

The Board meeting adjourned immediately following the closed session at 5:57 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://www.samtrans.com). Questions may be referred to the District Secretary's office by phone at 650-508-6242 or by email to [board@samtrans.com](mailto:board@samtrans.com).



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW  
AND OUTLOOK FOR THE QUARTER ENDED JUNE 30, 2020**

**ACTION**

Staff proposes that the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended June 30, 2020.

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

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

4. Statement that the portfolio complies with the Investment Policy or the manner in which the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure requirements(cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 10, 11, 12, and 13. The schedule separates the investments into three groups: the Investments managed by PFM Asset Management LLC (PFM), liquidity funds which are managed by District staff, and trust funds which are managed by a third party trustee. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds, while the bond covenants govern the management and reporting of the trust funds.

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

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

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

## **DISCUSSION**

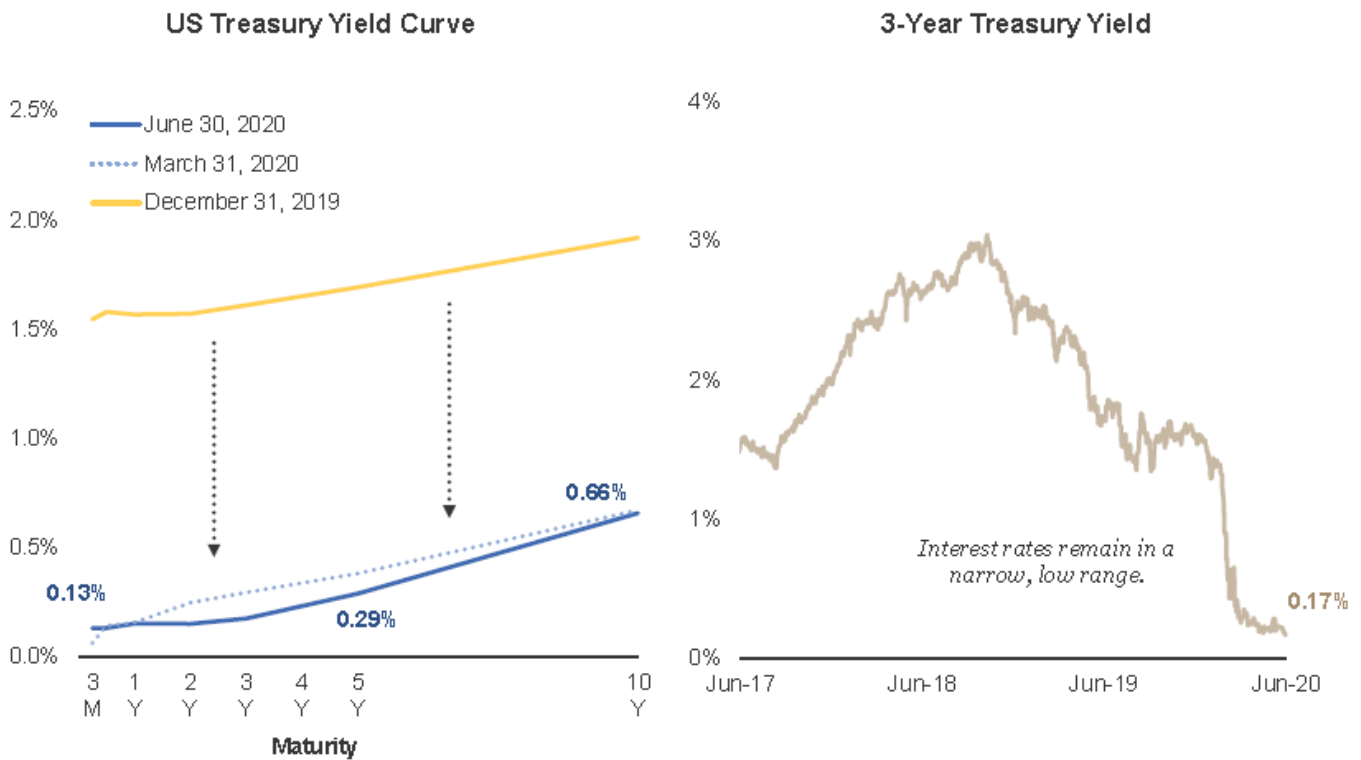
### **Market Conditions**

- As the US economy started to reopen during Q2, consumer sentiment improved significantly. This trend typically begins during recession and lasts into the early-cycle phase. Industries most directly impacted by the virus—such as travel, leisure, restaurants, and hotels, which account for roughly 20% of US jobs and economic output—may be the most difficult to fully reopen.
- Global activity showed early signs of improvement from extremely low levels. Near-term sequential progress is likely to continue as COVID-19-related restrictions on routine activities are lifted. China appears to be somewhat

ahead of most major economies due to its earlier shutdown and reopening. While the worst of the recession appears also to have passed for the US and Europe, activity levels remain far below normal.

- In June, new COVID-19 cases climbed in states that had quickly relaxed social distancing measures, whereas formerly hard-hit states such as New York experienced a decline in new cases. High-frequency data—such as businesses reopened and employee hours worked—showed improvements in US economic activity from historic lows. Progress stalled among fast-reopening states, however, and activity remains far below normal levels.
- Core CPI dropped by nearly half in recent months, but alternative inflation measures from regional Fed banks fell much less and suggested the biggest disinflation is behind us. We expect inflation to remain range-bound in the near term against a weak economy, but longer-term inflation risks may be higher than anticipated—market expectations for long-term inflation are lower than they were during the deflationary global financial crisis of 2008.

### Interest Rates Traded in a Narrow Range During the Second Quarter



## Portfolio Recap

Following the plunge in the U.S. Treasury yield curve during the first quarter, yields were relatively stable over the second quarter, leading to muted returns for Treasury indexes.

- Yield spreads on all other asset classes retraced significantly from March's wide levels as unprecedented fiscal and monetary stimulus helped support the economy and financial markets.
- In stark contrast to the first quarter, allocations to corporates, asset-backed securities (ABS), and mortgage-backed securities (MBS) were all strongly additive to performance in the second quarter.

Our strategy throughout the quarter included the following elements:

- We remained proactive in response to the market effects and uncertainty created by the pandemic. We continued to apply our strong credit process, reassessing every issuer for the short- and intermediate-term impact of the disrupted economy. As financial markets began to normalize during the second quarter, investment-grade issuers on PFM's approved issuer list were carefully vetted, with many issuers gradually reapproved.
- The portfolio duration was maintained in line with the benchmark—a strategy consistent with high levels of market uncertainty as well as expectations that rates will remain low for a prolonged period. Our neutral duration strategy over the past 18 months has been an important element in sustaining performance as yields draw close to all-time lows.
- We also maintained liquidity within the portfolio by closely monitoring to U.S. Treasuries. As market conditions stabilized, we began to cautiously reallocate this excess liquidity into sectors and issuers that offered opportunities to safely enhance earnings.
- Throughout much of the second quarter, yield spreads on federal agencies were wide and attractive, so we took this opportunity to add allocations back to the sector. As yields began to narrow back to pre-crisis lows, especially in maturities under three years, the portfolio benefited from incremental performance.
- Both taxable and tax-exempt municipals generated positive excess returns for the quarter as the Fed implemented the Municipal Liquidity Facility to support issuance. This improved liquidity allayed investors' fears regarding public sector finances and triggered an increase in new supply, creating select opportunities to add high-quality issues to the portfolio where permitted.

- Investment grade corporate bonds faced a multitude of uncertainties heading into the second quarter as economies were shut down and companies contended with growing concerns around revenue, profitability, liquidity, and sustainability. Aggressive Fed actions calmed the credit markets and restored liquidity, leading to a sharp tightening of the wide yield spreads from March. This allowed companies to bring a record amount of new issuance to market.
  - A key element to our strategy during the second quarter was to cautiously maintain overall exposure to the credit sector, emphasizing issuers with strong balance sheets and limited overseas exposure.
  - This strategy benefited the portfolio significantly as investment grade corporates significantly outperformed Treasuries during the second quarter and mostly offset the negative underperformance experienced in the first quarter.
- Agency MBS allocations modestly fell over the quarter, largely the result of a significant uptick in home refinancing activity as mortgage rates fell to all-time lows.
  - The Fed's unlimited Treasury and agency MBS purchase program brought some stabilization to mortgage markets, although spreads are still higher than pre-crisis levels. We remained selective of the MBS sector due to concerns over the stability and timing of future principal payments.
- The ABS sector was challenged by many unknowns during the second quarter as high unemployment threatened consumers' ability to make timely payments on credit cards and car loans. The Fed revived a program from 2009 to provide financing to eligible ABS investors, boosting confidence in the sector. In addition, new deals were structured with increased credit enhancements.
  - We generally avoided new exposure to ABS during the quarter as risks and uncertainties appeared to outweigh the benefits. The outperformance of existing holdings boosted portfolio performance relative to benchmarks in the second half of the quarter.
- Short-term credit (negotiable CDs and commercial paper) spreads completely reversed the brief, crisis-induced sell-off in March which suppressed the value of most money market instruments. Allocations were reduced in favor of Treasury Bills whose yields ticked up on the back of huge issuance.

## Investment Strategy Outlook

A cloud of uncertainty hangs over the U.S. and global economies entering the second half of 2020. Economic data has rebounded significantly from the April lows but remains well below pre-pandemic levels. To recapture previous economic highs, it will be important that COVID-19 hotspots are contained so that public confidence can be restored. Considering these uncertainties, we plan on structuring portfolios to have neutral durations to their respective benchmarks.

Our outlook for major investment-grade sectors includes the following:

- We plan to focus the majority of new federal agency purchases in maturities beyond three years as yield spreads on shorter maturities are now back near pre-pandemic levels. Some callable agencies also appear to have value given low yields and narrowing yield spreads.
- The investment grade corporate market should continue to benefit from Fed support moving into the third quarter. Yield spreads for shorter corporates are back to near pre-crisis levels, but the credit curve is relatively steep. As a result, longer maturity corporates appear attractive, as the “roll down” effect in the credit curve is back in play. We will continue our enhanced due diligence to track the progress of individual issuers as they navigate the recovery phase of the coronavirus pandemic.
- ABS allocations are expected to remain stable. Liquidity has improved and spreads have narrowed due to Fed support. However, we continue to carefully follow consumer trends for signs of material deterioration in collateral performance.
- The agency MBS sector continues to benefit from the Fed’s large-scale purchase program, which the central bank has signaled will continue in the coming months. However, near-term prepayment risk remains elevated in the low rate environment as refinancings remain robust. Allocations to the sector will likely be maintained, with additions focused on structures that mitigate prepayment risk.
- While tax-exempt municipal spreads have narrowed to historical levels and are no longer attractive, taxable municipals appear to be one of the more attractive investment-grade sectors available for purchase. Value remains, and supply is expected to pick up over the coming months. As a result, we expect to add to the sector through participation in new issues.

### **BUDGET IMPACT**

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending June 30, the total return of the portfolio was **1.28 percent**. This compares to the benchmark return of **.23 percent**. The Performance graph on page 14 shows the relative performance of the TA over the last 12 months.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter, the portfolio's yield to maturity at cost was **2.11 percent**.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the portfolio's market yield to maturity was **.51 percent**.

Prepared by: Jayden Sangha

Manager, Treasury

650-508-6405

## INVESTMENT GLOSSARY

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

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

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

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

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

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

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

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



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

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

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

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

Source: Investopedia.com

EXHIBIT 1

SAN MATEO TRANSIT DISTRICT  
 REPORT OF INVESTMENTS (AGGREGATE)  
 FOR QUARTER ENDING JUNE 30, 2020

Identifier	Asset Backed Securities	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
02004VAC7	ALLYA 2018-2 A3	422,420.51	11/15/2022	422,343.79	427,037.62	427,585.82
02004VAC7	ALLYA 2018-2 A3	120,227.37	11/15/2022	120,205.54	121,541.48	121,697.50
02007HAC5	ALLYA 2017-2 A3	21,609.97	08/16/2021	21,607.42	21,620.60	21,637.70
02007HAC5	ALLYA 2017-2 A3	5,982.00	08/16/2021	5,981.29	5,984.94	5,989.67
14041NFU0	COMET 2019-2 A	1,660,000.00	09/15/2022	1,659,582.01	1,705,814.88	1,707,083.86
14041NFU0	COMET 2019-2 A	475,000.00	09/15/2022	474,880.40	488,109.68	488,472.79
14313FAD1	CARMX 2018-3 A3	415,445.61	06/15/2023	415,388.98	424,310.41	424,888.34
14313FAD1	CARMX 2018-3 A3	108,807.18	06/15/2023	108,792.36	111,128.92	111,280.28
17305EGK5	CCCIT 2018-A1 A1	900,000.00	01/20/2021	899,875.44	910,811.16	920,833.41
17305EGK5	CCCIT 2018-A1 A1	250,000.00	01/20/2021	249,965.40	253,003.10	255,787.06
36255JAD6	GMCAR 2018-3 A3	352,841.74	05/16/2023	352,759.46	359,027.74	359,471.74
36255JAD6	GMCAR 2018-3 A3	105,852.52	05/16/2023	105,827.84	107,708.32	107,841.52
43814PAC4	HAROT 2017-3 A3	77,348.40	09/18/2021	77,340.02	77,577.16	77,627.16
43814PAC4	HAROT 2017-3 A3	23,438.91	09/18/2021	23,436.37	23,508.23	23,523.38
47788BAD6	JDOT 2017-B A3	72,464.66	10/15/2021	72,459.36	72,596.64	72,655.26
47788BAD6	JDOT 2017-B A3	20,531.65	10/15/2021	20,530.15	20,569.05	20,585.66
47788CAC6	JDOT 2018 A3	127,038.65	04/18/2022	127,029.52	128,010.74	128,160.92
47788CAC6	JDOT 2018 A3	35,659.97	04/18/2022	35,657.41	35,932.84	35,975.00
65479CAD0	NAROT 2020-B A3	400,000.00	07/15/2024	399,989.04	400,228.36	400,234.47
65479CAD0	NAROT 2020-B A3	110,000.00	07/15/2024	109,996.99	110,062.80	110,064.48
89190BAD0	TAOT 2017-B A3	223,836.75	07/15/2021	223,819.58	224,160.91	224,336.00
89190BAD0	TAOT 2017-B A3	62,176.88	07/15/2021	62,172.11	62,266.92	62,315.56
89238BAD4	TAOT 2017-A A3	256,886.17	05/16/2022	256,883.22	258,873.00	259,141.31
89238BAD4	TAOT 2017-A A3	71,357.27	05/16/2022	71,356.45	71,909.17	71,983.70
92348TAA2	VZOT 2020-A A1A	475,000.00	07/22/2024	474,944.38	486,710.42	486,978.92
92348TAA2	VZOT 2020-A A1A	125,000.00	07/22/2024	124,985.36	128,081.69	128,152.35

Identifier	Agency Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3130A8QS5	FEDERAL HOME LOAN BANKS	2,700,000.00	07/14/2021	2,683,581.30	2,726,219.70	2,740,310.33
3130A8QS5	FEDERAL HOME LOAN BANKS	520,000.00	07/14/2021	516,837.88	525,049.72	527,763.47
3130ACE26	FEDERAL HOME LOAN BANKS	440,000.00	09/28/2020	438,587.60	441,278.20	442,841.12
3130ACE26	FEDERAL HOME LOAN BANKS	85,000.00	09/28/2020	84,727.15	85,246.93	85,548.85
3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/14/2025	995,040.00	1,002,468.00	1,003,509.67
3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/14/2025	273,636.00	275,678.70	275,965.16
3135G03U5	FEDERAL NAT'L MORTGAGE ASSN	1,000,000.00	04/22/2025	997,940.00	1,008,418.00	1,009,581.19
3135G03U5	FEDERAL NAT'L MORTGAGE ASSN	275,000.00	04/22/2025	274,433.50	277,314.95	277,634.83
3135G04Z3	FEDERAL NAT'L MORTGAGE ASSN	1,000,000.00	06/17/2025	997,930.00	1,001,576.00	1,001,742.67
3135G04Z3	FEDERAL NAT'L MORTGAGE ASSN	275,000.00	06/17/2025	274,430.75	275,433.40	275,479.23
3135G0N82	FEDERAL NAT'L MORTGAGE ASSN	1,525,000.00	08/17/2021	1,518,823.75	1,543,264.93	1,550,360.41
3135G0N82	FEDERAL NAT'L MORTGAGE ASSN	475,000.00	08/17/2021	473,375.03	480,689.08	482,899.14
3135G0N82	FEDERAL NAT'L MORTGAGE ASSN	140,000.00	08/17/2021	139,521.06	141,676.78	142,328.17
3135G0N82	FEDERAL NAT'L MORTGAGE ASSN	460,000.00	08/17/2021	458,137.00	465,509.42	467,649.70
3135G0T60	FEDERAL NAT'L MORTGAGE ASSN	600,000.00	07/30/2020	598,182.00	600,646.20	604,421.20
3135G0T60	FEDERAL NAT'L MORTGAGE ASSN	150,000.00	07/30/2020	149,545.50	150,161.55	151,105.30
3135G0U92	FEDERAL NAT'L MORTGAGE ASSN	900,000.00	01/11/2022	899,352.00	933,046.20	944,202.45
3135G0U92	FEDERAL NAT'L MORTGAGE ASSN	250,000.00	01/11/2022	249,820.00	259,179.50	262,278.46
3137EAEJ4	FEDERAL HOME LOAN MORTGAGE CORP	580,000.00	09/29/2020	578,950.20	582,058.42	584,467.03
3137EAEJ4	FEDERAL HOME LOAN MORTGAGE CORP	165,000.00	09/29/2020	164,701.35	165,585.59	166,270.79
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/05/2023	949,601.00	952,398.75	952,933.13
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/05/2023	274,884.50	275,694.38	275,849.06
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2023	997,080.00	998,937.00	998,971.72
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2023	274,197.00	274,707.68	274,717.22

Identifier	Certificate of Deposits	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
22535CDV0	Credit Agricole Corporate & Investment Bank, NY	900,000.00	04/01/2022	900,000.00	900,000.00	906,084.50
22535CDV0	Credit Agricole Corporate & Investment Bank, NY	250,000.00	04/01/2022	250,000.00	250,000.00	251,690.14
23341VZT1	DNB Bank ASA, New York Branch	950,000.00	12/02/2022	950,000.00	950,000.00	951,561.17
23341VZT1	DNB Bank ASA, New York Branch	275,000.00	12/02/2022	275,000.00	275,000.00	275,451.92
65558TLL7	Nordea Bank Abp, New York Branch	950,000.00	08/26/2022	950,000.00	950,000.00	956,151.25
65558TLL7	Nordea Bank Abp, New York Branch	275,000.00	08/26/2022	275,000.00	275,000.00	276,780.63
78012UEE1	Royal Bank of Canada New York Branch	1,500,000.00	06/07/2021	1,500,000.00	1,503,359.10	1,506,599.10
78012UEE1	Royal Bank of Canada New York Branch	425,000.00	06/07/2021	425,000.00	425,951.75	426,869.75
83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	950,000.00	08/26/2022	950,000.00	950,000.00	956,184.50
83050PDR7	Skandinaviska Enskilda Banken AB (publ.)	275,000.00	08/26/2022	275,000.00	275,000.00	276,790.25
86565BPC9	Sumitomo Mitsui Banking Corporation, NY Branch	900,000.00	10/16/2020	898,776.00	899,820.35	906,261.35
86565BPC9	Sumitomo Mitsui Banking Corporation, NY Branch	250,000.00	10/16/2020	249,660.00	249,950.10	251,739.26
87019U6D6	Swedbank AB (publ)	1,800,000.00	11/16/2020	1,800,000.00	1,794,031.54	1,799,139.04
87019U6D6	Swedbank AB (publ)	500,000.00	11/16/2020	500,000.00	498,342.09	499,760.84

Identifier	Corporate Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
025816BU2	AMERICAN EXPRESS CO	900,000.00	05/17/2021	899,847.00	920,700.00	924,412.50
025816BU2	AMERICAN EXPRESS CO	250,000.00	05/17/2021	249,957.50	255,750.00	256,781.25
02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/27/2024	898,776.00	944,199.90	944,439.90
02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/27/2024	249,660.00	262,277.75	262,344.42
037833DT4	APPLE INC	1,000,000.00	05/11/2025	1,002,010.00	1,019,524.00	1,021,086.50
037833DT4	APPLE INC	275,000.00	05/11/2025	275,552.75	280,369.10	280,798.79
05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/01/2024	901,494.00	956,538.90	965,913.90
05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/01/2024	250,415.00	265,705.25	268,309.42
06051GFW4	BANK OF AMERICA CORP	100,000.00	04/19/2021	100,776.00	101,750.70	102,275.70
06051GFW4	BANK OF AMERICA CORP	25,000.00	04/19/2021	25,194.00	25,437.68	25,568.93
06051GGS2	BANK OF AMERICA CORP	550,000.00	10/01/2021	550,000.00	552,215.95	555,416.95
06051GGS2	BANK OF AMERICA CORP	160,000.00	10/01/2021	160,000.00	160,644.64	161,575.84
06051GHH5	BANK OF AMERICA CORP	250,000.00	05/17/2022	250,000.00	255,932.25	257,001.39
06051GHH5	BANK OF AMERICA CORP	75,000.00	05/17/2022	75,000.00	76,779.68	77,100.42
06406RAL1	BANK OF NEW YORK MELLON CORP	375,000.00	10/24/2024	376,650.00	394,144.88	395,610.50
06406RAL1	BANK OF NEW YORK MELLON CORP	100,000.00	10/24/2024	100,440.00	105,105.30	105,496.13
14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	650,000.00	09/04/2020	649,454.00	651,672.45	655,580.58
14913Q2A6	CATERPILLAR FINANCIAL SERVICES CORP	185,000.00	09/04/2020	184,844.60	185,476.01	186,588.32
24422ETL3	JOHN DEERE CAPITAL CORP	450,000.00	01/06/2022	448,015.50	464,621.40	470,418.28
24422ETL3	JOHN DEERE CAPITAL CORP	115,000.00	01/06/2022	114,492.85	118,736.58	120,218.00
24422EUQ0	JOHN DEERE CAPITAL CORP	175,000.00	01/10/2022	174,832.00	182,212.98	184,872.98
24422EUQ0	JOHN DEERE CAPITAL CORP	50,000.00	01/10/2022	49,952.00	52,060.85	52,820.85
254687FK7	WALT DISNEY CO	950,000.00	08/30/2024	946,124.00	983,683.20	989,363.41
254687FK7	WALT DISNEY CO	270,000.00	08/30/2024	268,898.40	279,573.12	281,187.50
38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/08/2024	941,922.00	992,357.10	1,009,008.35
38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/08/2024	261,645.00	275,654.75	280,280.10
427866BA5	HERSHEY CO	360,000.00	05/15/2021	359,751.60	368,766.00	370,192.00
427866BA5	HERSHEY CO	100,000.00	05/15/2021	99,931.00	102,435.00	102,831.11
44932HAG8	IBM CREDIT LLC	900,000.00	02/05/2021	899,559.00	912,412.80	922,085.30
44932HAG8	IBM CREDIT LLC	250,000.00	02/05/2021	249,877.50	253,448.00	256,134.81
46647PBB1	JPMORGAN CHASE & CO	900,000.00	04/01/2023	900,000.00	934,915.50	942,131.25
46647PBB1	JPMORGAN CHASE & CO	250,000.00	04/01/2023	250,000.00	259,698.75	261,703.13
6174467P8	MORGAN STANLEY	1,800,000.00	07/24/2020	2,009,250.00	1,805,929.20	1,849,104.20
6174467P8	MORGAN STANLEY	500,000.00	07/24/2020	558,125.00	501,647.00	513,640.06
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE COF	375,000.00	03/15/2021	374,583.75	381,084.00	384,286.08
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE COF	515,000.00	03/15/2021	512,821.55	523,355.36	527,752.89
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE COF	100,000.00	03/15/2021	99,889.00	101,622.40	102,476.29
63743HER9	NAT'L RURAL UTILITIES COOP FINANCE COF	150,000.00	03/15/2021	149,365.50	152,433.60	153,714.43
693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	01/23/2024	906,408.00	980,807.40	994,632.40
693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	01/23/2024	251,780.00	272,446.50	276,286.78
69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2022	324,714.00	336,326.90	339,414.40
69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2022	99,912.00	103,485.20	104,435.20
713448DX3	PEPSICO INC	600,000.00	04/15/2021	599,880.00	607,613.40	610,146.73
713448DX3	PEPSICO INC	165,000.00	04/15/2021	164,967.00	167,093.69	167,790.35
808513AW5	CHARLES SCHWAB CORP	570,000.00	05/21/2021	569,982.90	582,750.90	584,809.23
808513AW5	CHARLES SCHWAB CORP	160,000.00	05/21/2021	159,995.20	163,579.20	164,156.98
89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	02/13/2025	454,396.50	464,814.45	467,919.45
89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	02/13/2025	141,367.80	144,608.94	145,574.94
89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	02/13/2025	136,879.20	139,444.34	140,375.84
89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	02/13/2025	126,221.25	129,115.13	129,977.63
89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	02/13/2025	50,488.50	51,646.05	51,991.05
89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	02/13/2025	25,348.00	25,823.03	25,995.53
904764AZ0	UNILEVER CAPITAL CORP	725,000.00	03/22/2021	721,295.25	737,630.23	743,113.04
904764AZ0	UNILEVER CAPITAL CORP	200,000.00	03/22/2021	198,978.00	203,484.20	204,996.70
931142EA7	WALMART INC	900,000.00	12/15/2020	898,695.00	906,856.20	907,616.20
931142EA7	WALMART INC	250,000.00	12/15/2020	249,637.50	251,904.50	252,115.61



Identifier	Commercial Paper	Base	Final	Base	Base	Base
		Current Units	Maturity	Original Cost	Market Value (MV)	MV + Accrued
62479LJ14	MUFG Bank Ltd. (New York Branch)	1,800,000.00	09/01/2020	1,774,890.00	1,794,234.00	1,794,234.00
62479LJ14	MUFG Bank Ltd. (New York Branch)	650,000.00	09/01/2020	640,932.50	647,917.83	647,917.83
62479LK61	MUFG Bank Ltd. (New York Branch)	1,000,000.00	10/06/2020	986,650.00	995,150.00	995,150.00
63873JK90	Natixis, New York Branch	2,500,000.00	10/09/2020	2,467,673.61	2,487,847.22	2,487,847.22
63873JK90	Natixis, New York Branch	700,000.00	10/09/2020	690,948.61	696,597.22	696,597.22

Identifier	FHMS	Base	Final	Base	Base	Base
		Current Units	Maturity	Original Cost	Market Value (MV)	MV + Accrued
3137BGK24	FHMS K-043 A2	650,000.00	12/25/2024	682,195.31	714,012.00	715,670.58
3137BGK24	FHMS K-043 A2	175,000.00	12/25/2024	183,667.97	192,234.00	192,680.54
3137BM6P6	FHMS K-721 A2	450,000.00	08/25/2022	453,832.03	465,696.00	466,854.75
3137BM6P6	FHMS K-721 A2	130,000.00	08/25/2022	131,107.03	134,534.40	134,869.15
3137FKK39	FHMS K-P05 A	220,038.39	07/25/2023	220,037.73	228,038.99	228,626.31
3137FKK39	FHMS K-P05 A	62,510.91	07/25/2023	62,510.72	64,783.80	64,950.66
3137FQ3V3	FHMS K-J27 A1	294,720.12	07/25/2024	294,713.05	304,495.99	305,009.78
3137FQ3V3	FHMS K-J27 A1	76,550.68	07/25/2024	76,548.84	79,089.87	79,223.32

Identifier	FNMA	Base	Final	Base	Base	Base
		Current Units	Maturity	Original Cost	Market Value (MV)	MV + Accrued
3136AJ7G5	FNA 2014-M6 A2	817,212.22	05/25/2021	833,748.00	827,991.25	829,815.34
3136AJ7G5	FNA 2014-M6 A2	224,733.36	05/25/2021	229,280.70	227,697.59	228,199.22
3136B1XP4	FNA 2018-M5 A2	328,473.29	09/25/2021	335,006.96	333,962.08	334,936.55
3136B1XP4	FNA 2018-M5 A2	90,330.16	09/25/2021	92,126.92	91,839.57	92,107.55

Identifier	Municipal Debt	Base	Final	Base	Base	Base
		Current Units	Maturity	Original Cost	Market Value (MV)	MV + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	08/01/2024	230,000.00	242,712.10	244,725.56
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	08/01/2024	60,000.00	63,316.20	63,841.45

Identifier	US Government Debt	Base	Final	Base	Base	Base
		Current Units	Maturity	Original Cost	Market Value (MV)	MV + Accrued
912828B90	UNITED STATES TREASURY	175,000.00	02/28/2021	181,323.24	177,105.47	178,275.31
912828L32	UNITED STATES TREASURY	410,000.00	08/31/2020	417,840.49	410,832.81	412,717.09
912828L32	UNITED STATES TREASURY	80,000.00	08/31/2020	81,532.14	80,162.50	80,530.16
912828N30	UNITED STATES TREASURY	2,275,000.00	12/31/2022	2,218,658.21	2,385,906.25	2,386,037.62
912828N30	UNITED STATES TREASURY	5,900,000.00	12/31/2022	5,814,957.03	6,187,625.00	6,187,965.69
912828N30	UNITED STATES TREASURY	3,000,000.00	12/31/2022	2,952,421.87	3,146,250.00	3,146,423.23
912828N30	UNITED STATES TREASURY	700,000.00	12/31/2022	682,664.06	734,125.00	734,165.42
912828N30	UNITED STATES TREASURY	1,600,000.00	12/31/2022	1,576,937.50	1,678,000.00	1,678,092.39
912828N30	UNITED STATES TREASURY	850,000.00	12/31/2022	836,519.53	891,437.50	891,486.58
912828Q78	UNITED STATES TREASURY	1,640,000.00	04/30/2021	1,607,456.25	1,656,400.00	1,660,199.18
912828Q78	UNITED STATES TREASURY	185,000.00	04/30/2021	181,328.91	186,850.00	187,278.57
912828R69	UNITED STATES TREASURY	5,400,000.00	05/31/2023	5,204,039.06	5,627,812.50	5,635,244.88
912828R69	UNITED STATES TREASURY	950,000.00	05/31/2023	924,134.77	990,078.13	991,385.67
912828R69	UNITED STATES TREASURY	1,700,000.00	05/31/2023	1,659,093.75	1,771,718.75	1,774,058.57
912828R69	UNITED STATES TREASURY	1,600,000.00	05/31/2023	1,541,937.50	1,667,500.00	1,669,702.19
912828R69	UNITED STATES TREASURY	200,000.00	05/31/2023	194,554.69	208,437.50	208,712.77
912828R69	UNITED STATES TREASURY	550,000.00	05/31/2023	536,765.62	573,203.13	573,960.13
912828R77	UNITED STATES TREASURY	350,000.00	05/31/2021	340,908.21	353,828.13	354,235.74
912828T91	UNITED STATES TREASURY	2,950,000.00	10/31/2023	2,924,417.97	3,090,125.00	3,098,201.43
912828T91	UNITED STATES TREASURY	2,300,000.00	10/31/2023	2,313,207.03	2,409,250.00	2,415,546.88
912828T91	UNITED STATES TREASURY	850,000.00	10/31/2023	842,628.91	890,375.00	892,702.11
912828T91	UNITED STATES TREASURY	625,000.00	10/31/2023	628,588.87	654,687.50	656,398.61
912828TJ9	UNITED STATES TREASURY	2,500,000.00	08/15/2022	2,395,117.19	2,577,343.75	2,592,633.93
912828TJ9	UNITED STATES TREASURY	700,000.00	08/15/2022	670,632.81	721,656.25	725,937.50
912828VP2	UNITED STATES TREASURY	575,000.00	07/31/2020	593,785.56	575,808.59	580,610.79
912828VP2	UNITED STATES TREASURY	490,000.00	07/31/2020	505,996.90	490,689.06	494,781.37
912828X47	UNITED STATES TREASURY	3,700,000.00	04/30/2022	3,581,773.44	3,815,046.88	3,826,735.05
912828X47	UNITED STATES TREASURY	1,300,000.00	04/30/2022	1,258,460.94	1,340,421.88	1,344,528.53
912828XX3	UNITED STATES TREASURY	5,000,000.00	06/30/2024	5,101,171.88	5,351,562.50	5,351,834.24
912828XX3	UNITED STATES TREASURY	1,475,000.00	06/30/2024	1,497,125.00	1,578,710.94	1,578,791.10
912828XX3	UNITED STATES TREASURY	650,000.00	06/30/2024	659,572.27	695,703.13	695,738.45
912828XX3	UNITED STATES TREASURY	450,000.00	06/30/2024	462,216.80	481,640.63	481,665.08
912828XX3	UNITED STATES TREASURY	1,350,000.00	06/30/2024	1,415,759.77	1,444,921.88	1,444,995.24
912828XX3	UNITED STATES TREASURY	1,400,000.00	06/30/2024	1,428,328.13	1,498,437.50	1,498,513.59
912828XX3	UNITED STATES TREASURY	425,000.00	06/30/2024	431,375.00	454,882.81	454,905.91
912828XX3	UNITED STATES TREASURY	125,000.00	06/30/2024	126,840.82	133,789.06	133,795.86
912828XX3	UNITED STATES TREASURY	175,000.00	06/30/2024	179,750.98	187,304.69	187,314.20
912828XX3	UNITED STATES TREASURY	450,000.00	06/30/2024	471,919.92	481,640.63	481,665.08

Identifier	Money Market Funds	Base	Final	Base	Base	Base
		Current Units	Maturity	Original Cost	Market Value (MV)	MV + Accrued
31846V534	FIRST AMER:US TRS MM Y	8,440,745.17	06/30/2020	8,440,745.17	8,440,745.17	8,440,745.17
31846V534	FIRST AMER:US TRS MM Y	1,323,763.91	06/30/2020	1,323,763.91	1,323,763.91	1,323,763.91
31846V534	FIRST AMER:US TRS MM Y	497,074.09	06/30/2020	497,074.09	497,074.09	497,074.09
SM - LAIF	Local Agency Investment Fund	74,910,070.29	06/30/2020	74,910,070.29	74,910,070.29	74,910,069.58

## EXHIBIT 2

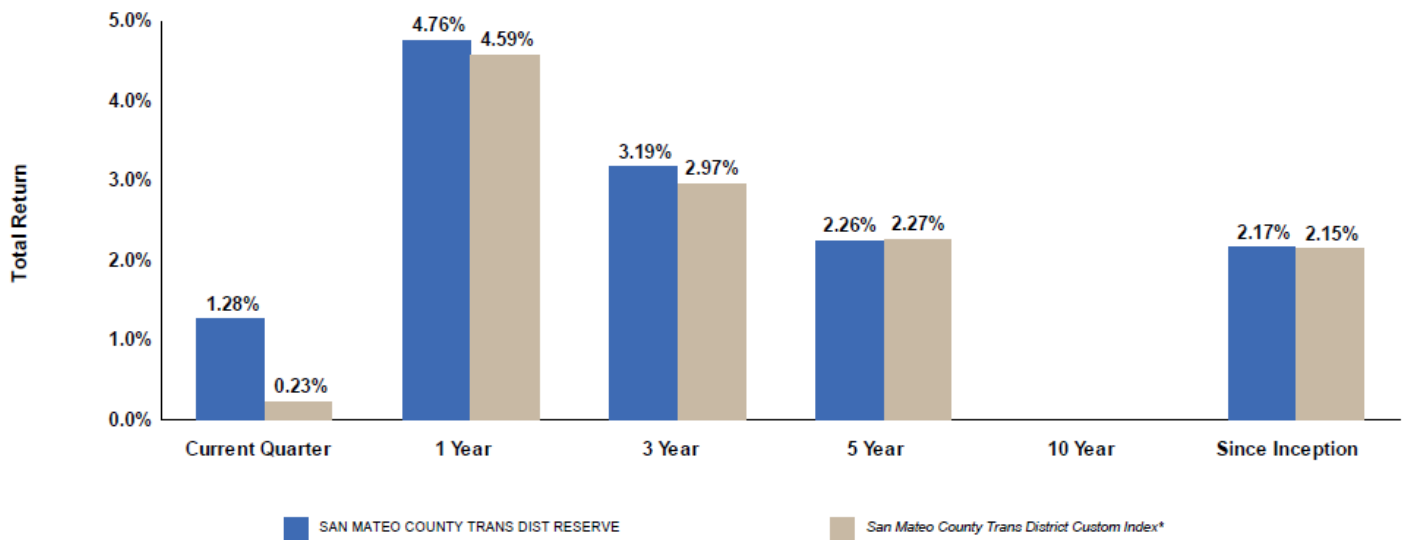
For the Quarter Ended June 30, 2020

SAN MATEO COUNTY TRANS DIST RESERVE

Portfolio Performance

### Portfolio Performance (Total Return)

Portfolio/Benchmark	Effective Duration	Current Quarter	Annualized Return				Since Inception (03/31/15)
			1 Year	3 Year	5 Year	10 Year	
SAN MATEO COUNTY TRANS DIST RESERVE	2.16	1.28%	4.76%	3.19%	2.26%	-	2.17%
San Mateo County Trans District Custom Index*	2.12	0.23%	4.59%	2.97%	2.27%	-	2.15%
<b>Difference</b>		1.05%	0.17%	0.22%	-0.01%	-	0.02%



**Portfolio Statistics**  
As of June 30, 2020

---

Par Value:	\$94,085,336
Total Market Value:	\$98,737,169
Security Market Value:	\$97,088,782
Accrued Interest:	\$324,622
Cash:	\$1,323,764
Amortized Cost:	\$93,887,534
Yield at Market:	0.51%
Yield at Cost:	2.11%
Effective Duration:	2.16 Years
Average Maturity:	2.36 Years
Average Credit: <sup>a</sup>	AA

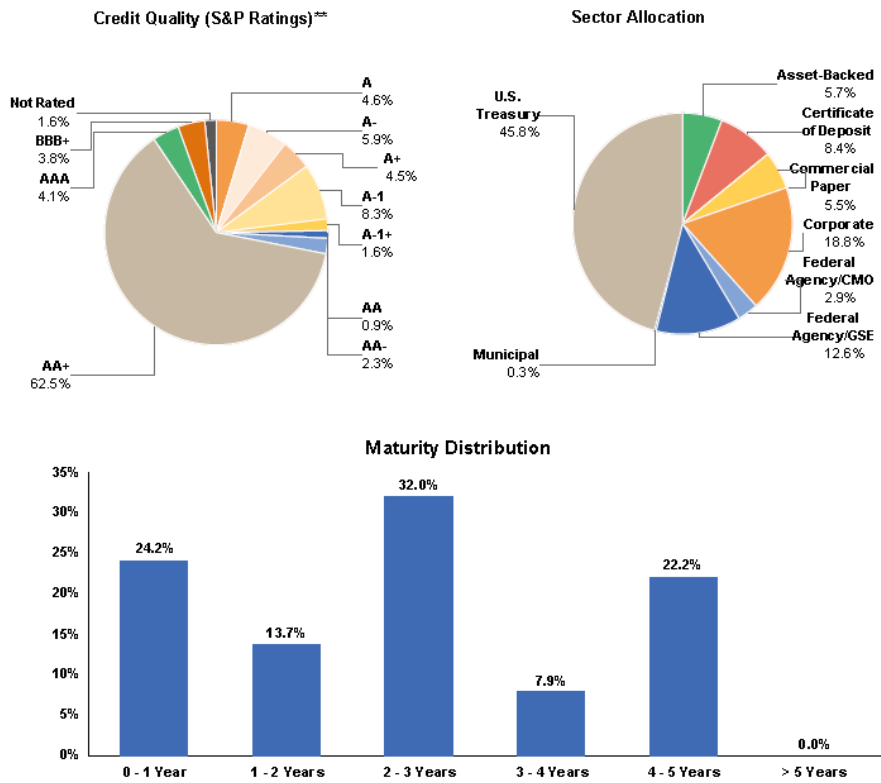
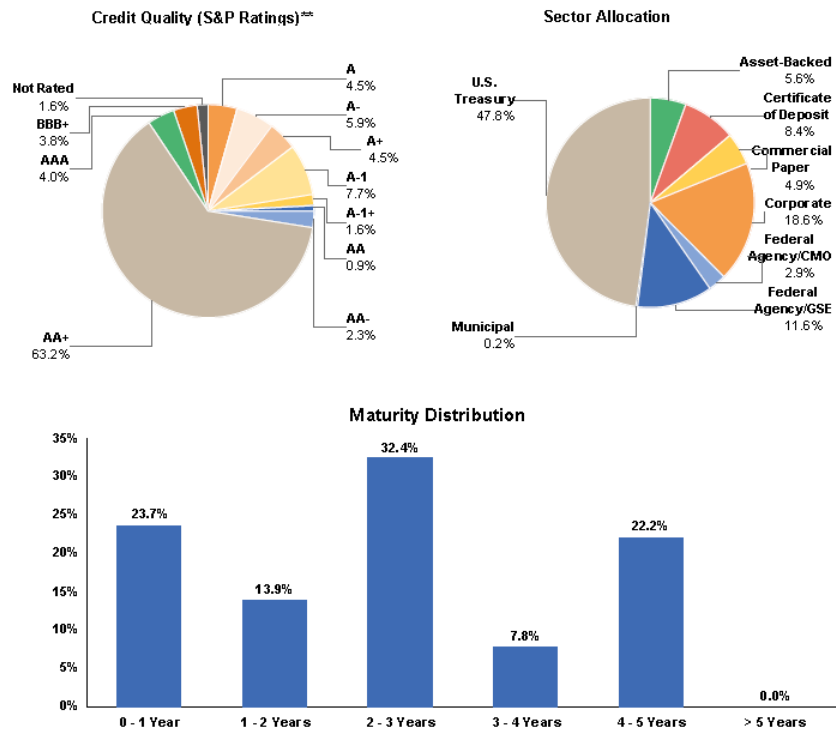


EXHIBIT 3

**Portfolio Statistics**  
As of June 30, 2020

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Par Value:	\$26,488,159
Total Market Value:	\$27,894,097
Security Market Value:	\$27,343,702
Accrued Interest:	\$93,321
Cash:	\$497,074
Amortized Cost:	\$26,433,123
Yield at Market:	0.51%
Yield at Cost:	2.11%
Effective Duration:	2.17 Years
Average Maturity:	2.36 Years
Average Credit: <sup>a</sup>	AA



### Sector Allocation & Compliance

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

Security Type	Market Value as of June 30, 2020	% of Portfolio	Permitted by Policy	In Compliance
U.S. Treasury	\$44,550,565	45.3%	100%	✓
Federal Agency/GSE	\$12,271,000	12.5%	100%	✓
Federal Agency/CMO	\$2,857,259	2.9%	100%	✓
Municipal	\$242,712	0.2%	30%	✓
Negotiable CDs	\$8,128,030	8.3%	30%	✓
Commercial Paper	\$5,296,638	5.4%	25%	✓
Corporate Notes	\$18,246,915	18.5%	30%	✓
Asset-Backed	\$5,495,663	5.6%	20%	✓
<b>Securities Sub-Total</b>	<b>\$97,088,782</b>	<b>98.7%</b>		
Accrued Interest	\$324,622			

### EXHIBIT 4

<b>Total Investments</b>	<b>\$98,737,169</b>	<b>100.0%</b>
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### Sector Allocation & Compliance

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

Security Type	Market Value as of June 30, 2020	% of Portfolio	Permitted by Policy	In Compliance
U.S. Treasury	\$13,050,706	46.9%	100%	✓
Federal Agency/GSE	\$3,171,239	11.4%	100%	✓
Federal Agency/CMO	\$785,512	2.8%	100%	✓
Municipal	\$63,316	0.2%	30%	✓
Negotiable CDs	\$2,300,787	8.3%	30%	✓
Commercial Paper	\$1,349,206	4.8%	25%	✓
Corporate Notes	\$5,083,445	18.3%	30%	✓
Asset-Backed	\$1,539,491	5.5%	20%	✓
<b>Securities Sub-Total</b>	<b>\$27,343,702</b>	<b>98.2%</b>		
Accrued Interest	\$93,321			
<b>Securities Total</b>	<b>\$27,437,023</b>	<b>98.2%</b>		
Money Market Fund	\$497,074	1.8%	10%	✓
<b>Total Investments</b>	<b>\$27,934,097</b>	<b>100.0%</b>		



**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Dora Seamans Executive Officer/District Secretary  
Juliet Nogales-DeGuzman Director, Human Resources

SUBJECT: **ADOPTION OF UPDATED SAMTRANS CONFLICT OF INTEREST CODE**

**ACTION**

Staff proposes that the Board of Directors (Board) adopt the Conflict of Interest Code, Attachment A, which has been revised to reflect current staff positions and responsibilities.

**SIGNIFICANCE**

The California Political Reform Act, at Government Code Section 87306.5, requires public agencies to review their Conflict of Interest Codes every even-numbered year to ensure they are up to date and meet current legal requirements. Staff and legal counsel have reviewed the District's Code and have determined that it should be updated to reflect current job titles and responsibilities of positions listed in the Appendix to the Code as "Designated Positions." These positions are required to file an annual "Form 700" as required by the Fair Political Practices Commission.

Once the Conflict of Interest Code has been amended, it will be sent to the County of San Mateo Board of Supervisors for approval.

**BUDGET IMPACT**

There is no impact to the budget.

**BACKGROUND**

1. The list of Designated Positions has been updated to include the following new positions, which are involved in the making of decisions or participate in the making of decisions that could foreseeably have a material effect on employees' financial interests, as defined in the Political Reform Act:

- Director, Facilities
- Director, Grants and Fund Management
- Director, Maintenance
- Manager, Real Estate – Capital Project Support

2. The list of Designated Positions also has been updated to delete the following positions since they no longer exist:

- Deputy Director, Facilities
- Deputy Director, Maintenance
- Director, Accounting
- Maintenance Contract Administrator
- Manager, Grants and Fund Programming
- Real Estate Administrator

3. The list of Designated Positions also has been updated to reflect changes to titles of the following positions. (Former positions are listed in parentheses):

Chief Officer, Planning, Grants, Real Estate and Transportation Authority (Chief Officer, Planning, Grants, and Transportation Authority)

Manager, Programming and Monitoring (Manager, TA Fund Programming and Monitoring)

Manager, Transit Oriented Development (Manager, Real Estate Development)

4. The list of Designated Positions also has been updated to reflect changes to the disclosure categories for the following positions due to changes in job descriptions:

- Manager, Financial Planning and Analysis

5. The list of Officials Who Manage Public Investments also has been updated to include the following new position, which manages public investments:

- Deputy Chief Financial Officer

#### Attachment A: Conflict of Interest Code

Prepared by: Dora Seamans 650-508-6242  
Executive Officer/District Secretary

Juliet Nogales-DeGuzman 650-508-6236  
Director, Human Resources

RESOLUTION NO. 2020 –

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

\* \* \*

ADOPTING THE AMENDED CONFLICT OF INTEREST CODE

**WHEREAS**, pursuant to Resolution No. 1976-81, dated November 23, 1976, the San Mateo County Transit District (District) adopted a Conflict of Interest Code (Code) as required by the Political Reform Act of 1974; and

**WHEREAS**, California Government Code Section 87306.5 requires the District review its Code every even-numbered year and revise it if necessary; and

**WHEREAS**, legal counsel and staff have reviewed the current Code, last amended in 2018, and have determined the Code and its Appendices, listing the designated positions who must disclose their economic interests on an annual basis and disclosure categories for such positions, should be updated to reflect current staffing positions and organization; and

**WHEREAS**, legal counsel and staff recommend adopting the amendments as reflected in the attached Code.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the San Mateo County Transit District the amended Conflict of Interest Code is hereby adopted, in the form presented to the Board of Directors; and

**BE IT FURTHER RESOLVED** the District Secretary is directed to transmit a copy of the amended Conflict of Interest Code to the San Mateo County Board of Supervisors for its review and approval, and to make any revisions that may be required by the County for approval of the Code.

Regularly passed and adopted this 5th day of August, 2020 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**CONFLICT OF INTEREST CODE  
SAN MATEO COUNTY TRANSIT DISTRICT**

Adopted on November 23, 1976  
by Resolution No. 1976-81

Approved by the  
San Mateo County Board of Supervisors  
on the August 15, 1978

Amended on November 16, 1992  
by Resolution No. 1992-102

Amended on September 14, 1994  
by Resolution No. 1994-73

Amended on September 16, 1996  
by Resolution No. 1996-53

Amended on September 22, 1998  
by Resolution No. 1998-66

Amended on October 12, 2000  
by Resolution No. 2000-78

Amended on November 13, 2002  
by Resolution No. 2002-72

Amended on October 20, 2004  
by Resolution No. 2004-38

Amended on October 11, 2006  
by Resolution No. 2006-41

Amended on November 12, 2008  
by Resolution No. 2008-64

Amended on November 10, 2010  
by Resolution No. 2010-70

Amended on November 14, 2012  
by Resolution No. 2012-50

Amended on November 5, 2014  
by Resolution No. 2014-47

Amended on November 2, 2016  
by Resolution No. 2016-55

Amended on December 5, 2018  
by Resolution No. 2018-58

Amended on August 5, 2020  
by Resolution No. 2020 -

# **SAN MATEO COUNTY TRANSIT DISTRICT**

## **CONFLICT OF INTEREST CODE**

The Political Reform Act of 1974 (Government Code Sections 81000 et seq.) requires State and local government agencies to adopt and promulgate Conflict of Interest Codes. The Fair Political Practices Commission has adopted a regulation (2 Cal. Code of Regs. Section 18730), which contains the terms of a standard Conflict of Interest Code and can be incorporated by reference in an agency's code.

Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments duly adopted by the Fair Political Practice Commission are hereby incorporated by reference. This regulation and the attached Appendices, designating positions and establishing disclosure categories, shall constitute the Conflict of Interest Code of the San Mateo County Transit District (District).

Individuals holding designated positions shall file statements of economic interests with the District, which will make the statements available for public inspection and reproduction. (Gov. Code Section 81008.) The District Secretary, on behalf of the District, shall make and retain a copy of the statements and forward the originals to the San Mateo County Board of Supervisors, which shall be the filing officer.

## APPENDIX A: DESIGNATED POSITIONS

<u>Designated Positions</u>	<u>Disclosure Categories</u>
Accessibility Coordinator	5
ADA Coordinator	5
Assistant Manager, Employee Relations	3
Assistant Manager, Transit Operations Training	5
Chief Communications Officer	1, 2, 3
Chief Officer, Planning, Grants, Real Estate, and Transportation Authority	1, 2, 3
Chief Operating Officer, Bus	1, 2, 3
Chief Operating Officer, Rail	1, 2, 3
Contract Administrator	2
DBE Administrator	2, 3
Deputy Director, Intelligent Transportation Systems (ITS)	2
Deputy Director, Quality Assurance & Standards	1, 2
Deputy Director, Safety and Security	2, 3
Deputy General Manager/CEO	1, 2, 3
Director, Budgets and Financial Analysis	2
Director, Bus Transportation	1, 2, 3
Director, Capital Program Delivery	1, 2, 3
Director, Contracts and Procurement	1, 2
Director, Engineering and Maintenance*	1, 2, 3
Director, Facilities	2
Director, Government and Community Affairs	2
Director, Grants and Fund Management	5
Director, Human Resources	3, 5
Director, Information Technology and Telecommunications	1, 2
Director, Maintenance	2
Director, Marketing and Market Research	4
Director, Planning	1, 4
Director, Real Estate and Development	1, 5
Director, Safety and Security	2, 3
Distribution Coordinator	5
Engineer II	1, 5
Engineer III	1, 2
Executive Officer, District Secretary, Executive Administration	1, 2, 3
Government and Community Relations Coordinator	5
Insurance and Claims Administrator	3, 5
Labor Compliance Administrator	3
Manager, Accessible Transit Services	3, 5
Manager, Budgets	5
Manager, Bus Contracts	5
Manager, Bus Maintenance	5
Manager, Bus Transportation	2
Manager, Capital Projects and Environmental Planning	1, 2
Manager, Civil Rights Programs	3, 5
Manager, Communications	2
Manager, Customer Service	5
Manager, Digital Communications	2

Manager, Employee Relations	3, 5
Manager, Employee Services	3, 5
Manager, Engineering	2
Manager, Facilities Maintenance	5
Manager, Fare Revenue	5
Manager, Financial Planning and Analysis	3, 5
Manager, Financial Reporting and General Ledger	5
Manager, Grants and Capital Accounting	5
Manager, Information Technology and Telecommunications	2
Manager, Market Research and Development	4
Manager, Marketing and Creative Services	4
Manager, Materials and Inventory Control	5
Manager, Operations Planning, Bus	1, 4
Manager, Organizational Development and Talent Management	3, 5
Manager, Procurement	1, 2
Manager, Programming and Monitoring	4
Manager, Real Estate - Capital Project Support	1, 5
Manager, Safety and Security	2, 3
Manager, Standards and Procedures	5
Manager, Stations and Access	1, 5
Manager, Technology Research and Development	2
Manager, Transit Operations Training	5
Manager, Transit Oriented Development	1, 5
Manager, Treasury Operations	5
Planning Administrator	1, 4
Planning Analyst II	1, 4
Planning Analyst III	1, 4
Procurement Administrator II	2
Procurement Administrator III	2
Procurement Specialist	2
Program Manager, Fare Revenue Operations	5
Project Control Specialist	5
Project Manager*	5
Safety Coordinator	5
Scheduling Analyst III	4
Senior Project Manager	2
Title VI Administrator	3
Consultants/New Positions	*

\*Consultants/New Positions are included in the list of designated positions and shall disclose pursuant to the broadest disclosure category in the code subject to the following limitation:

The General Manager/CEO may determine in writing that a particular consultant or new position, although a "designated position," is hired to perform a range of duties that is limited in scope and thus is not required to fully comply with the disclosure requirements in this section. Such written determination shall include a description of the consultant or new position's duties and, based upon that description, a statement



of the extent of disclosure requirements. The General Manager/CEO determination is a public record and shall be retained for public inspection in the same manner and location as this conflict-of-interest code. (Gov. Code Section 81008.)

**Officials Who Manage Public Investments**

The following positions are NOT covered by the conflict-of-interest code because they must file under Government Code Section 87200 and, therefore, are listed for informational purposes only:

- General Manager/CEO
- Board of Directors
- Chief Financial Officer/Treasurer
- Deputy, Chief Financial Officer
- Director, Treasury

An individual holding one of the above-listed positions may contact the Fair Political Practices Commission for assistance or written advice regarding their filing obligations if they believe their position has been categorized incorrectly. The Fair Political Practices Commission makes the determination whether a position is covered by Section 87200.

## APPENDIX B: DISCLOSURE CATEGORIES

### DISCLOSURE CATEGORIES

- Category 1. Interests in real property located within the District and/or within a two-mile radius of any land owned or used by the District.
- Category 2. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide products, services, supplies, material, machinery, or equipment utilized by the District or in projects funded by the District. Such sources include, but are not limited to, buses, insurance and information technology, telecommunications, public utilities, consultants, transportation companies, and manufacturers.
- Category 3. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources that have filed a claim with or against the District within the last two years or have a claim pending with or against the District.
- Category 4. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide services in the marketing, advertising, transit or environmental planning sectors.
- Category 5. Investments and business positions in business entities and income (including receipt of gifts, loans, and travel payments) from sources of the type that provide supplies, services, material, machinery, or equipment utilized by the designated position's division.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

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

SUBJECT: **AUTHORIZATION TO ENTER INTO A FUNDING AGREEMENT WITH CALTRANS  
FOR THE EL CAMINO REAL CONGESTION IMPACT STUDY**

**ACTION**

Staff proposes that the Board authorize the General Manager/CEO, or his designee, to:

1. Execute a Restricted Grant Agreement to receive \$211,299 in Sustainable Transportation Planning Grant Program funds from the California Department of Transportation (Caltrans) for the El Camino Real Congestion Impact Study (Study); and
2. Take such further actions, including execution of any amendments to the Restricted Grant Agreement, as may be necessary to give effect to the resolution.

**SIGNIFICANCE**

Caltrans has awarded the District \$211,299 from the Sustainable Transportation Planning Grant Program for the Study. The Study will provide an analysis of the impact of El Camino Real congestion on SamTrans bus speed and reliability. Key deliverables of the Study will include: data collection and analysis; findings from on-site and on-board observations; extensive public outreach to riders, residents, and business owners along the corridor; a set of near-term and long-term recommendations for operational and infrastructure improvements; and a final report consolidating findings and recommendations. The Study is anticipated to begin in late 2020. Once a consultant team is procured for the Study, it will take approximately 18 months to completion. Once complete, the Study findings will be presented to the Board. The total cost of the Study is \$238,675, and the remaining funding, \$27,376, will be from District sales taxes.

**BUDGET IMPACT**

The Caltrans Planning Grant funds and the required local match of \$27,376 (11.47%) are included in the proposed Fiscal Year (FY) 2021 Operating Budget.

## **BACKGROUND**

In fall of 2019, Caltrans issued a call for projects for its FY2021 Sustainable Transportation Planning Grant Program. This annual competitive grant program provides funding to encourage local and regional planning that furthers the State's transportation goals. Statewide, a total of 178 grant applications were received and 77 were selected for grant awards, totaling approximately \$21.5 million.

## **STRATEGIC INITIATIVE**

- Priority 1: Expand Mobility Options
- Goal 1: Increase weekday fixed-route ridership by 15 percent

Prepared By: Rebecca Arthur, Senior Grants Analyst  
Project Manager: Gwen Buckley, Senior Planner

650-508-6368  
650-508-7913

RESOLUTION NO. 2020 –

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

\* \* \*

**AUTHORIZING EXECUTION OF AN AGREEMENT TO RECEIVE FUNDING FROM  
CALTRANS FOR THE EL CAMINO REAL CONGESTION IMPACT STUDY**

**WHEREAS**, the California Department of Transportation (Caltrans) awards State funding under the Discretionary Transportation Planning Grant Program to fund transportation planning efforts that promote livable communities and sustainable transportation systems; and

**WHEREAS**, the San Mateo County Transit District (District) is eligible to receive State funding for transportation planning related plans through Caltrans; and

**WHEREAS**, the District has been awarded a \$211,299 grant to fund the El Camino Real Congestion Impact Study (Study); and

**WHEREAS**, the District will provide the full required local matching funds in the amount of \$27,376 to fully fund the anticipated cost of the Study; and

**WHEREAS**, a Restricted Grant Agreement must be executed with Caltrans before the subject funds can be claimed through the Transportation Planning Grant Program; and

**WHEREAS**, staff recommends and the Committee concurs that the Board of Directors should authorize the General Manager/CEO, or his designee, to execute a Restricted Grant Agreement with Caltrans for the District to receive the subject funds, and take such further actions as may be necessary to give effect to this resolution.

**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:

1. Execute a Restricted Grant Agreement to receive \$211,299 in Sustainable Transportation Planning Grant Program funds from the California Department of Transportation for the El Camino Real Congestion Impact Study; and
2. Take such further actions, including execution of any amendments to the Restricted Grant Agreement, as may be necessary to give effect to the resolution.

Regularly passed and adopted this 5<sup>th</sup> day of August, 2020 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transit District

ATTEST:

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District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**STAFF REPORT**

TO: Board of Directors

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **INFORMATION ON STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD  
ENDING JUNE 30, 2020**

The Finance Division engages in many activities following the end of the June 30 fiscal year both to close out the old fiscal year and set up the new fiscal year. The demands of these activities require a longer time to produce a complete Statement of Revenues and Expenses than allowed by the normal board meeting cycle. Consequently, staff will present a Statement of Revenues and Expenses for June at the October 7th meeting of the Board of Directors. The auditors, Eide Bailly, LLP, expect to finish the audit in late October. We expect to have the Comprehensive Annual Financial Report finalized by November 2020.

Prepared by: Jennifer Ye, Manager, General Ledger 650.622.7890



## 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  
AUGUST 5, 2020**

**Date:** July 29, 2020  
**To:** SamTrans Board of Directors  
**From:** Jim Hartnett, General Manager/CEO  
**Subject:** General Manager/CEO Report

### **Year-end Summary – FY 2020**

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What an extraordinary, unexpected time! The complexities our organization and employees face could not have been imagined just a few months ago. But SamTrans maintains its commitment and delivers on its mission to provide transportation services to the community. Our front-line employees and contracted employees like our bus operators, utility workers, mechanics, storeskeepers, and other essential administrative workers who report to work each day deserve a big **THANK YOU!**

#### **COVID-19 Ridership:**

**Fixed-route Buses** – After four years of declining bus ridership, FY 2020 was cranking up to be a turnaround year. Total trips were up 4.3 percent or increased by 317,410 trips for the first eight months of the fiscal year ending on February 29, 2020. The average weekday ridership (AWR) also was up 4.3 percent to 35,770 weekday trips. The month of March was looking even more impressive with an AWR approaching 38,000 weekday trips in its first week. As a result of the Novel Coronavirus, six Bay Area counties announced a shelter-in-place (SIP) Health Order effective March 17. Ridership plunged approximately 75 percent during the last two weeks of March, wiping-out the ridership gains obtained in the first eight months of the fiscal year. We continue to serve the transit dependent the best we can and ridership is on an uptick.

**ADA Paratransit** – ADA Paratransit trips were down 2.6 percent for the first eight months of the fiscal year ending in February 29, 2020. Since the SIP Order, Paratransit trips are down approximately 75 percent.

**Shuttles** – Shuttle ridership was up 3.3 percent for the first eight months of the fiscal year ending in February 29, 2020. Since the SIP Health Order, shuttle trips are down approximately 90 percent.

**Caltrain** – Caltrain does not have a dedicated funding source and is dependent on farebox revenue to support its operating expenses. The FY 2020 approved budget included \$106.0 million in farebox revenue, plus \$5.3 million in associated parking revenue, constitutes approximately 75 percent of the funding Caltrain needs for operating expenses. Since mid-March, ridership has plunged as much as 97 percent, taking away needed farebox and parking revenue to support daily operational services. The first installment of emergency CARES



funding is enabling Caltrain to continue operating through September 2020. A second installment of CARES funds recently approved by MTC may enable Caltrain to provide service until sometime in December 2020.

Prior to the COVID-19 pandemic, Caltrain staff had been working with the staff and elected officials representing the six other agencies (the three Boards of Supervisors and the three transit agency boards in the three counties served by Caltrain) required to approve the placement of the one-eighth percent sales tax authorized by SB 797 on the November 2020 election ballot. At the time of this writing, it is unclear whether all of the six agencies will approve resolutions that will allow the JPB Board to place this sales tax measure on the November 3<sup>rd</sup> ballot.

**Four modes combined (Bus, Paratransit, Shuttles and Caltrain)** – The ridership for the four modes was up 3.9 percent or 835,200 trips for the first eight months of the FY 2020 fiscal year ending on February 29, 2020. By the end of March, the gain through February of 835,200 trips turned into a negative 123,460. The four modes provided 25.1 million trips in 2020, which is a decrease of 7.2 million trips or 22.3 percent compared to 32.3 million trips in FY 2019. From the gain of 835,200 trips through February, 8.0 million trips were lost since mid-March.

#### **COVID-19 Action 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.
- Foggers were implemented in July for cleaning the buses.
- Installation of polycarbonate barriers in the Bus Operator compartment was completed on July 24, one week ahead of schedule. Barriers have been installed on all revenue buses and will be installed on eight Proterra buses due for delivery in the first quarter of FY 2021.
- Bus Operator barriers enable front-door boarding and for fare collection expected to coincide with the August 16, 2020 runbook.
- Signage has been strategically located on buses alerting passengers that facial covering is required on SamTrans buses and to maintain social distancing.
- Individually wrapped masks are available for distribution to passengers not wearing a face cover. Field Supervisors will assist Bus Operators in distributing masks. Transit Police will be called to enforce face covering on SamTrans buses.
- Up to 35 buses and Bus Operators are allocated for standby service recovery and to mitigate capacity concerns on buses in support of social distancing.
- The implementation of the COVID-19 Recovery Runbook (Runbook 133) has been challenging, due to the uncertainty of ridership demand and school reopening plans. The August 16 runbook service levels are structured to support local routes with the highest ridership, optimize the use of standby buses, provide additional extra board to backfill COVID-19 related absences, and support schools in the highest-need communities that opt for in-person learning. The major service changes are:
  - Routes operating at pre-COVID levels include: ECR, 17, 120, 122, 130, 141, 280, 281, 292, 296, 397, 398, FLX Pacifica
  - Routes operating at reduced service: 121, 140, 250, 251, 256, 260, 270, 278, 286, 294, 295, SFO, FCX

- Routes not in service: 118, 274, 275, 276, 14, 19, 35, 54, 56, 58, 60, 61, 67, 72, 73, 80, 84, 85, 87
- Use the extra board to operate a number of community routes in high-need areas, primarily areas that rely on transit most, prioritizing routes that serve communities without access to vehicles if and when these schools opt for in-person learning. The list of high-need community routes includes the following: 16, 18, 24, 25, 28, 29, 37, 38, 39, 46, 49, 53, 55, 57, 59, 62, 68, 79, 81, 82, 83, 88, and 95

**Bus Service/Ridership**

For FY 2020, fixed-route bus service provided 8,826,550 total trips, which is a decrease of 17.3 percent compared to FY 2019. The AWR decreased 17.5 percent in FY 2020 compared to FY 2019.

For the eight months through February, there was an average of 926.908 trips per month. There were 201,730 trips in April, 247,860 trips in May and 388,930 trips in June. Ridership is increasing despite the ongoing pandemic; however, motor bus is approximately 58.0 percent below the average for the first eight months of the fiscal year.

For the first eight months in FY 2020 (through February), the bus lifts were deployed on average 2,100 times per month. In June, 2020 the lifts were deployed 1,481 times, a decrease of 29.5 percent which represents a smaller decrease than the 58.0 percent 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.

<b>Ridership</b>	<b><u>June 2020</u></b>	<b><u>FY 2020</u></b>	<b><u>FY 2019</u></b>
• AWR	12,990	28,950	35,100
• Total Trips	388,930	8,826,550	10,670,850

On-time Performance goal is 85.0%:

• Directly operated service	86.7%	84.4%	81.7%
• Contracted bus service	84.4%	77.2%	71.7%
• Coastside service	84.8%	77.7%	76.5%
Combined service	86.2%	82.3%	79.1%
Trips that Did Not Operate (DNO)	1	2,331	646
Complaints per million trips	167	207	179

The FY 2020 OTP is 82.3 percent, which is an improvement over the 79.1 percent for FY 2019. The OTP for June 2020 was 86.2 percent, which exceeds the 85.0 percent goal. There were zero (0) DNOs in May 2020 and 1 DNO in June 2020.

**SamTrans ADA Paratransit Service/Ridership**

For FY 2020, SamTrans provided 256,730 Paratransit trips, which is a decrease of 23.9 percent compared to FY 2019.

For the first eight months through February, SamTrans ADA Paratransit Service provided an average of 27,461 trips per month. There were 5,940 trips in April, 7,120 trips in May and 8,950 trips in June. Ridership is increasing despite the pandemic, but it is still approximately 67.4 percent below the average for the first eight months of the fiscal year.

There were 7,647 registrants as of June 2020, a 4.6 percent decrease or 366 fewer registrants compared to June 2019.

	<u>June 2020</u>	<u>FY 2020</u>	<u>FY 2019</u>
On-time Performance goal is 90.0%			
• Redi-Wheels	96.1%	93.3%	91.0%
• RediCoast	96.6%	96.1%	97.1%
Complaints per 1,000 trips			
• Redi-Wheels	0.72	0.73	0.64
• RediCoast	0.00	0.93	0.42
Ridership			
• Paratransit AWR	250	850	1,160
• Paratransit Total Trips	8,950	256,730	337,420

Redi-Wheels OTP for FY 2020 was 93.3 percent and the RediCoast OTP was 96.1 percent. Both Redi-Wheels and RediCoast exceeded the 90.0 percent goal.

### Human Capital Investment

	<u>June 2020</u>		<u>FY 2020</u>		<u>FY 2019</u>	
	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>
New Bus Operator Trainees	1,224	153	18,080	2,260	24,200	3,025
Part to Full-time Bus Operator	0	0	0	0	372	46
New fleet/route orientation	64	8	381	48	370	46
VTT/DMV mandated training	128	16	2,958	370	2,492	312
Bus Operator retraining	210	26	2,837	354	1,485	186
Maintenance training	528	66	6,161	770	7,363	920
CPR/AED/First Aid/Other	20	3	264	33	656	82
Total Hours	2,174	272	30,681	3,835	36,938	4,617

Class #164 is scheduled to start August 7 with eleven Bus Operator Trainees.

### 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>June 2020</u>			<u>FY 2020</u>			<u>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	369,915	9	41,102	6,125,874	197	31,906	6,198,474	222	27,921
Paratransit	60,244	2	30,122	1,096,791	32	34,275	1,432,732	31	46,217

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

	<u>June 2020</u>	<u>FY 2020</u>	<u>FY 2019</u>
Impressions*	158,674	7,942,026	7,565,202
Interactions*	7,438	299,591	180,103
Website Sessions	51,687**	1,359,660	1,773,798

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

\*\* Website Sessions down significantly, below 100K for fourth month in a row. June 2019 Sessions: 144K.

There were 10,791 total followers as of June 2020, up from 9,243 in June 2019.

**Fare Changes Adopted August 7, 2019**

On March 25, 2020, SamTrans halted fare collection to facilitate safe social distancing onboard vehicles. With the installation of Bus Operator protective barriers, Staff are coordinating to resume fare collection August 16 with Runbook 133. SamTrans communications will take steps to ensure passengers are reminded of the fare changes which took effect earlier this year, including the elimination of change cards.

Previously, staff had planned to present an impact analysis of the 2019 approved fare changes by summer of 2020. The suspension of fare collection has yielded insufficient data for such an analysis; as a result, staff anticipates returning to the Board later this year once enough data has been collected.

**SamTrans Mobile**

Due to COVID-19, SamTrans disabled fare sales after SamTrans implemented rear-door boarding. During the last quarter of FY 2020, although users didn't purchase tickets, the app was downloaded 1,361 times, which is a 66 percent decrease compared to the same period in FY 2019. 416 accounts were created, which is a 88 percent decrease compared to FY 2019.

The app was downloaded 14,832 times in FY 2020, a 19 percent increase compared to the previous fiscal year, and 12,288 new accounts were created, a 26 percent increase compared to FY 2019. More than 113,000 tickets were sold in FY 2020, a 145 percent more than the previous period. More than \$220,000 in revenue was collected which is double compared to FY2019. About 1.7 million trip planning searches were performed in FY 2020 by the app, which was 69 percent more than the previous period.

The base contract with Bytemark, the mobile app provider, expires August 31, 2020. Staff has evaluated the cost benefit of the application and decided to exercise the one-year option with the mobile ticketing feature. However, the trip planning feature is expected to be disabled on August 31, 2020. Some factors in the decision are associated with the launch of the Clipper app expected at the end of 2020; accuracy of the real-time information; and cost saving of \$30,000 per year. Staff will continue to monitor and evaluate the usage.



**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)**

**WEDNESDAY, AUGUST 5, 2020 – 2:30 pm**

or immediately following Board meeting recess

1. Call to Order

**MOTION**

2. Approval of Minutes of Community Relations Committee Meeting of July 8, 2020

**INFORMATIONAL**

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Multimodal Ridership Report – June 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  
JULY 8, 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,  
K. Matsumoto, D. Pine, P. Ratto, C. Stone

Other Board Members Absent: C. Groom

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 3:23 pm.

## **2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JUNE 3, 2020**

Motion/Second: Guilbault/Ratto

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

Noes: None

Absent: Groom

## **3. ACCESSIBLE SERVICES UPDATE**

Tina Dubost, Manager, Accessible Services, provided statistics of how the pandemic has affected Redi-Wheels performance.

## **4. PARATRANSIT COORDINATING COUNCIL UPDATE**

Mike Levinson, former PCC Chair, announced that Ben McMullan and Dinae Cruz were re-elected as Chair and Vice Chair for another year.

## **5. CITIZENS ADVISORY COMMITTEE UPDATE**

John Baker, Vice Chair, Citizens Advisory Committee, reported on their June 24 meeting. He described his positive experience riding the bus following a recent public march.

## **6. MULTIMODAL RIDERSHIP REPORT – MAY 2020**

Jim Hartnett, General Manager/CEO, said the report was in the packet. He noted ridership had recently increased on SamTrans.

**7. ADJOURN**

The meeting adjourned at 3:35 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://www.samtrans.com). Questions may be referred to the District Secretary's office by phone at 650-508-6242 or by email to [board@samtrans.com](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: David Olmeda  
Chief Operating Officer, Bus

SUBJECT: **ACCESSIBLE SERVICES UPDATE**

**ACTION**

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

**SIGNIFICANCE**

Several groups advise SamTrans on accessible service issues. The Paratransit Coordinating Council (PCC) provides a forum for consumer input on paratransit issues. The Policy Advocacy and Legislative Committee (PAL-Committee) is the advocacy arm of the PCC.

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

Minutes from the June 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 June 9, 2020 Meeting

**ATTENDANCE:**

Members:

Valerie Campos, Vista Center; 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; Sammi (Wilhelmina) Riley, Consumer; Marie Violet, Dignity Health. (Member attendance = 9/14, Quorum = Yes)

Guests:

Rich Hedges; 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; Carmen Santoni, Catholic Charities

Absentees:

Sue Alvey, Rosener House; Susan Capeloto, Dept. of Rehabilitation; Monica Colondres, Community Advocate; Judy Garcia, Consumer; Scott McMullin, CoA

**WELCOME/INTRODUCTIONS:**

Chair Ben McMullan called the meeting to order at 1:40pm. The meeting was held via zoom / conference call and a roll call taken. A moment of silence was held in memory of George Floyd.

**APPROVAL OF MAY MINUTES:**

Sandra Lang made a correction to the SAG report in May adding "Team C, as a part of SAG, is following any SAG-related information" to the beginning of the paragraph.

Mike Levinson moved to approve the minutes; Dinae Cruise abstained; Sandra seconded the motion and the minutes were approved.

**COMMITTEE REPORTS:**

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

See page 10.

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

Nancy said she would work with Tina and Richard on a budget report for the next meeting.

**Education – Sammi Riley, Chair**

Sammi reported that a link has been added to the PCC website regarding transportation during COVID-19. A tabling for a Community Benefits and Resource Fair on June 19<sup>th</sup> had been cancelled. Jane has received sample wallets for committee review after which an order will be placed. The next meeting is on July 10<sup>th</sup>.

**Executive – Benjamin McMullan, Chair**

Ben reported that a letter had been sent to Carmen Santoni suspending her membership in the PCC. There were no nominations received for PCC Chair and Vice Chair. Nancy confirmed that Ben McMullan and Dinae Cruise had agreed to continue in these roles. The committee had received an email asking what would happen if a rider had COVID-19 symptoms after being dropped off at the center. Ben confirmed that Redi-Wheels is not obligated to pick up a consumer if they exhibit symptoms. Mike had raised the issue of transportation for COVID-19 testing and Ben is working with COD to address this. They discussed the Nelson\Nygaard contract and the possibility of purchasing face masks. There is a vacancy on the Executive Committee. Next meeting is on July 7<sup>th</sup>.

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

Nancy reported that an email had been sent to the PCC for nominations for PCC Chair and Vice Chair. No nominations were received. The committee reached out to Ben and Dinae and they agreed to serve again. The committee therefore nominated Ben McMullan for Chair and Dinae Cruise for Vice Chair for 2020-21.

Mike proposed a motion to approve the nominations; Sandra seconded the motion. The motion was approved. Nancy thanked both Ben and Dinae for their hard work and dedication.

**CONSUMER COMMENTS**

None.

**OPERATIONAL REPORTS**

Tina provided this information in the PAL committee meeting.

**PERFORMANCE SUMMARY**

Tina shared preliminary numbers for May. The number of rides was down about 75%. Average weekday ridership was 258 and ridership was down 76%. These decreases are similar to those seen on SamTrans fixed route service and other paratransit systems. Subscription trips were not down as much as regular ridership. Same day cancels are up at 42%, but late cancels and no-shows were down. The number of individuals riding per day was down to 562. The on-time performance was excellent at 97.6%. Productivity was lower at 1.5 passengers per hour. Average telephone time in queue met the standard.

**COMMENT STATISTICS REPORT**

Tina reported that there were fewer comments in April – one compliment, three policy-related and 7 service-related complaints. Sammi and Larisa Vaserman both reported that the trips they took were excellent.

**SAFETY REPORT**

Patty reported that there were three incidents in May, all on Redi-Wheels vehicles. One was preventable and all were minor.

## **LIAISON REPORTS**

### **Agency – Nancy Keegan**

Nancy reported that Rosener House is preparing to open after approval from licensing. She reported that the Governor's budget includes elimination of CBAS and MSSP - programs that support people living at home. They are working with Senate and Assembly to keep the programs. She will send information to Jane to share with the committee.

### **ERC – Mike Levinson**

No report.

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

Ben reported that they are continuing with census presentations and working with the State Council on Developmental Disabilities to distribute PPE (masks, face shields, and hand sanitizer). He had talked to Tina about using supplies for paratransit riders as well as providing to any other agencies that might need them. Advocacy is ongoing.

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

Ben reported that Lisa Mancini, Director of Aging and Adult Services, had provided a COVID-19 update, including housing for people who test positive and are unable to isolate. The Great Plates Delivered service will continue through July 10<sup>th</sup>. IHSS clients are being contacted daily and meals delivered to their homes. Testing capacity will expand with testing provided by Verily. Mike had asked about testing for people with disabilities as the AMR transportation service had been suspended. The Legislative Advocacy and Outreach committee is working on an emergency caregiver registry. They are also working on a transportation survey. Ben had given a presentation on the census; he offered to give a presentation to any other agencies that might be interested.

### **Commission on Aging (CoA) – Sandra Lang**

Sandra reported that Lisa Mancini, Director of Aging and Adult Services, gave the Commission a comprehensive report, and there was a presentation for LGBT month. Anna Sawamura reported on the calls that staff had made about meal delivery.

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

Tina reported that there will be a meeting on Thursday, June 10<sup>th</sup>. Ridership is down but RediCoast is continuing to provide essential trips.

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

Sandra reported that SAG Team C continues to be very active with the implementation of Measure W. One of their members worked on the discounted fares for low income riders on Caltrain. Members are concerned with issues of equity, justice, and concern for senior and disabled populations and so will continue to work with the PCC on shared issues. They will meet at the end of June and Sandra will forward the meeting information to the PCC through Jane.

## **OTHER BUSINESS**

Mike advised of a minor technical issue with the bylaws. In the version on the website, the terms of office for the Chair and Vice Chair were incorrectly stated. Also, the sources of funding for Redi-Wheels in Section II may no longer be accurate. Tina will review and let the committee know if anything needs to be changed.

The next meeting will be on July 14th at 1:30pm. The meeting adjourned at 3:30pm.

### [Minutes of Policy/Advocacy/Legislative \(PAL\) Meeting – Mike Levinson, Chair](#)

The minutes from the May PAL meeting were included in the meeting packet; Ben McMullan moved to approve; Sammi Riley seconded the motion; all approved with Dinae and Marie Violet abstaining.

#### Legislative Update

Ryan McCauley from SamTrans' Government and Community Affairs gave the committee a legislative update.

As context, he reminded the committee that Caltrain ridership is down 98% from 65,000 per day to 1,500. In addition, service has been reduced by 54% from 92 trains per day to 42, with all trains making every stop. Caltrain doesn't have a dedicated source of revenue so is heavily reliant on consumers. SamTrans ridership is down from 36,000 per day to 11,000 with service reductions on many routes.

Federal: In March, Bay Area transportation received \$1.3B through the CARES act; this was distributed through the MTC who gave \$49M to Caltrain and \$28.5M to SamTrans. There is some remaining funding and MTC is putting together a Blue-Ribbon committee to decide how the money will be distributed. Jim Hartnett, CEO of SamTrans, is on the committee, and a breakdown of how the funding will be distributed is expected at the end of June.

The House passed the Heroes Act in May, providing \$3T in overall spending. Nearly \$1T would go to states and local governments. The bill also includes \$15B for transportation funding across the country. The Senate has not committed to taking any action on the bill and Senate majority leader Mitch McConnell stated that this will be the final piece of funding legislation. Republicans have widely criticized the measure but are considering creating a similar piece of legislation.

State: No direct assistance for transit agencies has been proposed but they are staying engaged with the State delegation, the Office of the Governor, California Office of Emergency Services, and the California State Transportation Agency regarding any future action. The state government budget has been highly impacted and the focus will be on critical needs. Many proposed bills are not moving forward. On May 14<sup>th</sup>, the Governor released a revised budget that included many cuts to address a projected shortfall of \$54B. The budget for transit was reduced from \$806M to \$528M. The Local Streets and Roads Program was reduced from \$3B to \$2.8B. The State Transportation Improvement Program was about \$660M and is now \$560M.

The Seamless Bay Area Bill (AB 2057) introduced by Assemblymember Chiu (San Francisco) would have required transportation agencies to establish region-wide fares, coordinate schedules, a common system map, and data sharing techniques. This will now likely move forward to the next session. Assemblymember Chiu is part of the Blue-Ribbon committee so it's possible that some elements of the bill might still be enacted through that body.

The Faster Bay Area measure, which would have funded a 1 cent sales tax across all nine Bay Area communities, will not be moving forward this year due to lack of support.

The Caltrain 1/8 cent sales tax received legislative approval in 2017 to be placed on a future ballot. In order to pursue the measure, Caltrain needs approval from its agency partners. Caltrain is working with the three county Boards of Supervisors and transit agencies that operate in those counties to put the measure on the ballot for the November 2020 election. There will also be some public polling to see if this is still viable.

Sandra asked about any impact on funds received through Measure W. Ryan responded that it is a dedicated and important source of support but spending has been down so the amount of revenue produced is lower.

Mike asked Ryan to return and report to the committee once the state budget has been passed.

#### Local Advocacy

None were reported.

#### Policy Issues

Tina thanked the Redi-Wheels drivers, staff and Serra taxi drivers for continuing to provide such an essential service. She reported that Redi-Wheels average weekday ridership increased slightly in May to around 250; it was 1,042 last year.

She reported that Alex Madrid had been appointed to the SamTrans Citizens Advisory Committee.

Sue Alvey from Rosener House had written to say that her agency will be opening again on July 5th and asked about infection control, sanitizing, social distancing and emergency procedures on Redi-Wheels. Tina reported that this has not yet been worked out so she couldn't provide complete information at this time. She reported that currently:

- Drivers have face masks, gloves, and hand sanitizer.
- No fare is charged but fares will be charged once fares resume on SamTrans; they will include updated fare information on the reservation message.
- The vehicles are cleaned daily with CDC-approved cleaning products.
- Riders are required to wear face masks.
- They are working with staff and drivers to maintain social distancing. If riding with a caregiver or household member, that person can sit next to the consumer.

- Paper applications are taken for new applicants and a one-year eligibility is granted.

She encouraged riders to comply with the shelter in place order and only take essential trips to protect themselves, the drivers, and the community. There have been very few issues with the requirement to wear face masks.

Another question concerned agency clients who develop a temperature and need to be taken home. Tina stated that Redi-Wheels is not medical transportation, drivers don't have appropriate PPE, so cannot transport anyone suspected of having COVID-19.

Nancy asked about limiting the number of agency riders on a vehicle and about health screening workforce before shifts. Enrique said that the number of riders is currently handled through the scheduling process. He added that drivers are responsible for coordinating seating and will do the best they can to address everyone's needs.

Ben asked how a ride would be handled if someone displays COVID symptoms during the ride. Enrique responded that the driver will immediately call dispatch for assistance. David Scarbor reminded the committee that customers should stay home if they are unwell. Redi-Wheels is following CDC guidelines, but customers need to take personal responsibility for their safety as well.

Mike reported that the SamTrans Board approved funding for plexi-glass screens on buses however the supply is very limited. There are no plans for these screens for Redi-Wheels as installation is difficult on smaller vehicles. Nancy wondered if providing the screens on fixed-route service would require it to be installed on paratransit to protect the workforce. David said the paratransit vehicles are designed differently and it is not possible to provide that type of barrier at this time. Patty added that safety goggles or face shields are being provided to drivers to help with this concern. A safety training will be conducted next week.

Alex asked if the drivers have any concerns on any of these new requirements. Enrique and Patty both reported that they have not received any complaints. There have been challenges but the drivers are working hard with the reduced service.

Mike asked about transportation to get tested for COVID-19. Tina responded that Redi-Wheels is not able to provide this service. Sandra thought that this question should be posed to the County Health Department. Mike said that they are not currently offering transportation. Marie Violet asked about using taxi companies for this; Tina responded that shared ride service is also offered in taxis. Mike said he would follow up on the transportation for COVID testing.

Mike asked about the status of the Nelson\Nygaard contract. Tina thought she would have an answer by the end of the week. The contract expires on June 30<sup>th</sup>. A large percentage of the budget remains, so the extension does not include any additional funds, but just a time extension.

Tina reported that the SamTrans Board of Directors adopted a budget for the first quarter instead of for the entire year. This will allow for incremental expenditures and to better understand the economic impact of the COVID-19 crisis.

She reported that no rides were cancelled due to the protest marches in San Mateo County.

The next PAL meeting will be on July 14<sup>th</sup>.

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Jim Hartnett  
General Manager/CEO

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

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

**ACTION**

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

**SIGNIFICANCE**

The County Health Order to shelter-in-place commenced in mid-March to prevent the spread of COVID-19, ridership across all modes remains significantly below average. However, ridership has marginally increased since April 2020 following business reopening and alleviations on the shelter-in-place Order in the Bay Area. By the time you read this, San Mateo County may have been placed on the State watch list, with further restrictions imposed.

The average weekday ridership across all modes declined by 86.1 percent in the month of June 2020 compared to June 2019. The performance of each mode is as follows: average weekday ridership for Bus (-60.5%), Paratransit (-78.4%), Shuttles (-89.8%), Caltrain (-96.0%), and BART (-88.0%).

The total ridership across all modes for the month of June 2020 declined by 84.2 percent compared to last year, June 2019. The performance of each mode is as follows: monthly ridership for Bus (-57.3%), Paratransit (-67.3%), Shuttles (-88.8%), Caltrain (-95.3%) and BART (-87.3%).

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

The next service changes will occur on August 16, 2020.



## AVERAGE WEEKDAY RIDERSHIP (AWR): June 2020 compared to June 2019

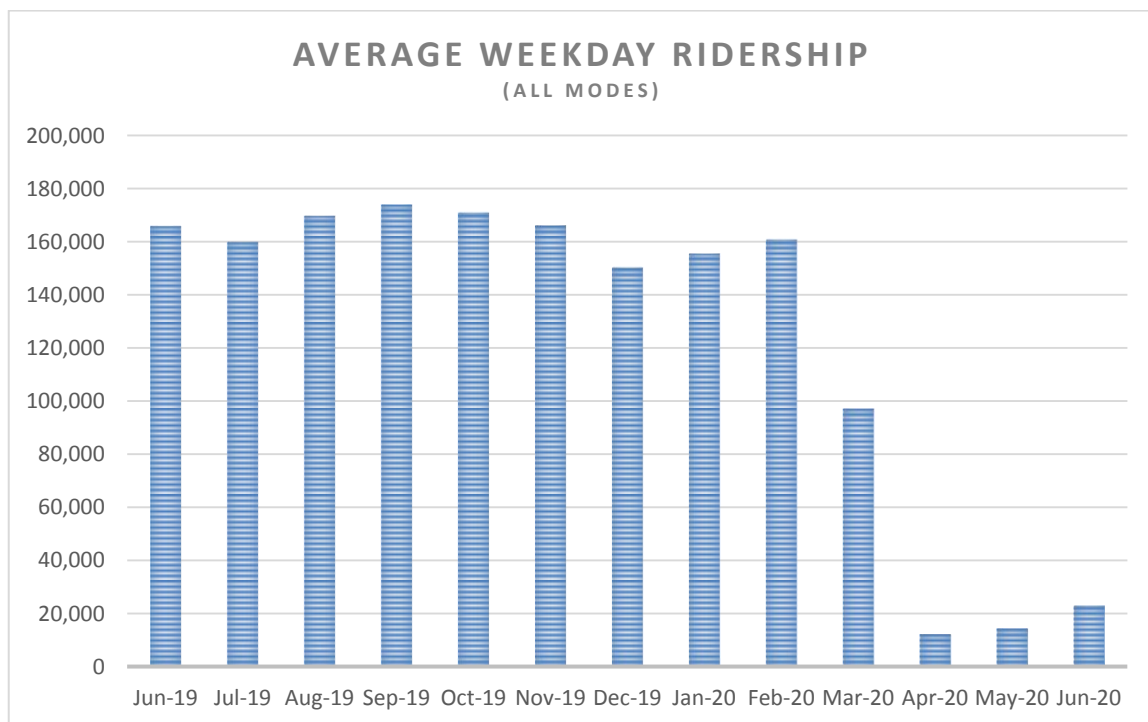
**Table A**  
**Average Weekday Ridership**

June 2020 Average Weekday Ridership				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	33,340	32,900	12,990*	-60.5%
Paratransit	1,200	1,160	250	-78.4%
Shuttles	12,120	11,960	1,220	-89.8%
Caltrain	72,210	72,370	2,880	-96.0%
<b>Total</b>	<b>118,860</b>	<b>118,390</b>	<b>17,340</b>	<b>-85.4%</b>
BART Extension (No Daly City)	48,100	47,400	5,710	-88.0%
<b>Grand Total</b>	<b>166,970</b>	<b>165,790</b>	<b>23,050</b>	<b>-86.1%</b>
Weekdays	21	20	22	

June 2020 Year-to-date				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	36,530	35,100	28,950*	-17.5%
Paratransit	1,200	1,160	850	-26.7%
Shuttles	11,800	11,420	8,440	-26.1%
Caltrain	63,840	67,160	50,380	-25.0%
<b>Total</b>	<b>113,380</b>	<b>114,840</b>	<b>88,620</b>	<b>-22.8%</b>
BART Extension (No Daly City)	47,150	45,960	32,480	-29.3%
<b>Grand Total</b>	<b>160,530</b>	<b>160,810</b>	<b>121,100</b>	<b>-24.7%</b>

\* FLX Pacifica Ridership for the month of June 2020 is not included in this report.

**Chart A**



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

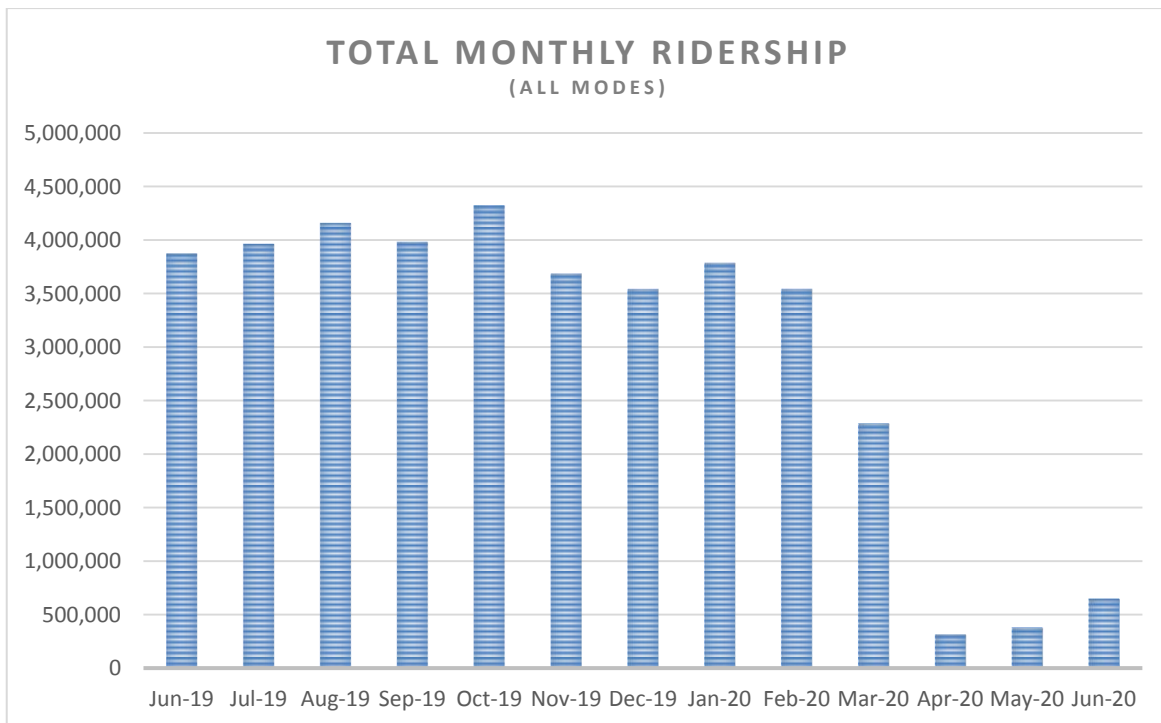
**Table B  
Total Monthly Ridership**

June 2020 Total Monthly Ridership				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	847,890	820,830	350,230	-57.3%
Paratransit	29,330	27,380	8,950	-67.3%
Shuttles	254,590	238,550	26,760	-88.8%
Caltrain	1,645,760	1,590,650	75,220	-95.3%
<b>Total</b>	<b>2,777,570</b>	<b>2,677,410</b>	<b>461,160</b>	<b>-82.8%</b>
BART Extension (No Daly City)	1,256,470	1,198,300	152,370	-87.3%
<b>Grand Total</b>	<b>4,034,040</b>	<b>3,875,710</b>	<b>613,530</b>	<b>-84.2%</b>
Weekdays	21	20	22	

June 2020 Year-to-date				
Mode	FY2018	FY2019	FY2020	Percent Change
Bus	11,134,270	10,670,850	8,787,850	-17.6%
Paratransit	354,680	337,420	256,730	-23.9%
Shuttles	3,014,900	2,918,810	2,154,890	-26.2%
Caltrain	19,004,260	18,365,490	13,854,180	-24.6%
<b>Total</b>	<b>33,508,110</b>	<b>32,292,580</b>	<b>25,053,650</b>	<b>-22.4%</b>
BART Extension (No Daly City)	14,104,650	13,615,810	9,547,740	-29.9%
<b>Grand Total</b>	<b>47,612,750</b>	<b>45,908,380</b>	<b>34,601,400</b>	<b>-24.6%</b>

\* FLX Pacifica Ridership for the month of June 2020 is not included in this report.

**Chart B**



## SAMTRANS BUS FARE USAGE: June 2020

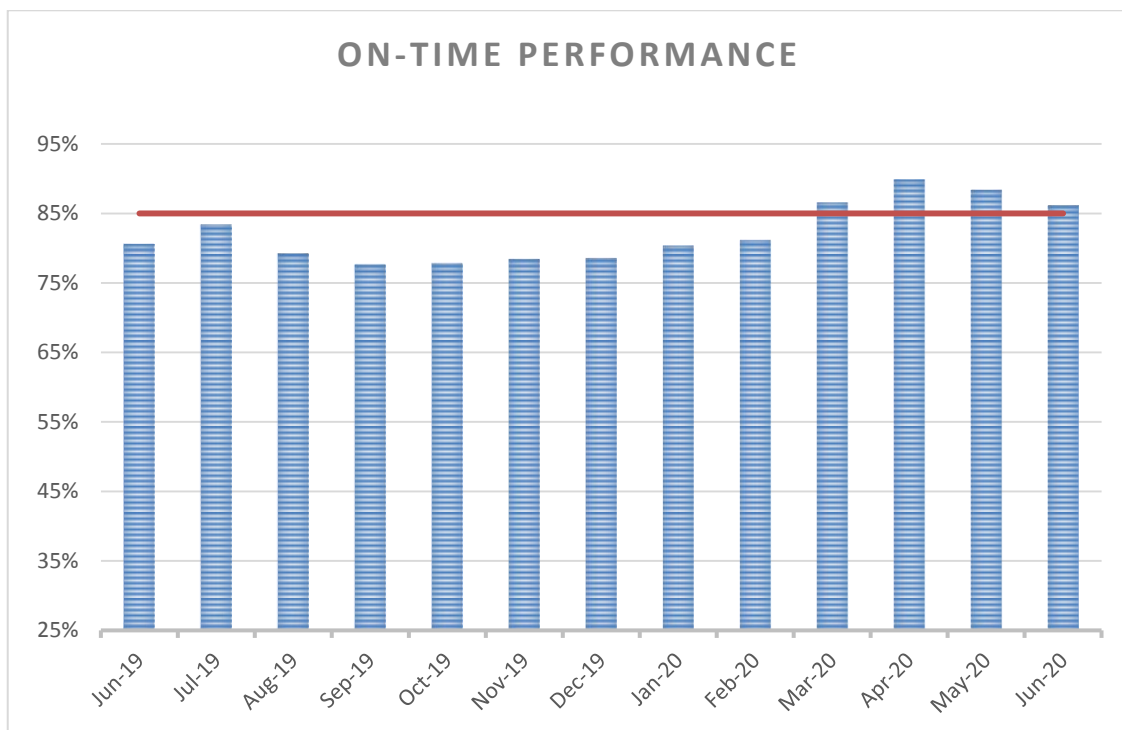
Due to the suspension of all fare collection starting Wednesday, March 25, 2020, there are no data available for riders by fare category for the month of June 2020.

## ON-TIME PERFORMANCE: June 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 June 2020 was **86.2 percent**.

Chart C



## **SAMTRANS PROMOTIONS: June 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

#### **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](http://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
- SamTrans Staff Profiles - Campaign was launched this month. The goal is to both humanize the agency and encourage continued cooperation with the new safety protocols. This campaign features five of our frontline employees through a series of ads featured on and inside our buses, shelters, and social media.

**Phase 2:** Present – To be determined (pandemic slowdown)

- Analyze metrics and reach of campaigns to assess where we are with messaging.
- Launch Covid-19 rider survey: [www.samtrans.com/covid19survey](http://www.samtrans.com/covid19survey)  
*The survey was launched on the week of June 21.*

The pulse survey will allow us to understand the long-term impact of COVID-19 on ridership, once the shelter in place order is lifted, and how quickly riders will return to use SamTrans.

It may also inform us of the virus' financial implications and the public's attitudes towards safety and riding transit.

The surveys are being distributed through the following channels:

- Caltrain and SamTrans email lists
- Social media
- Website
- News release (launched Monday June 22)
- Onboard buses (electronic boards)
- MTC to retweet survey link



SamTrans Staff Profiles

# SamTrans Digital Metrics - JUNE 2020



## *New Followers*

**+109**

**Jun 20 - 10,791**

May 20 - 10,682

Jun 19 - 9,243

## *SamTrans.com Sessions*

**Jun 20 - 51,687**

May 20 - 51,174

Jun 19 - 143,701

## *SamTrans Mobile - June*

**Downloads - 429** (May: 330)

**Accounts - 0** (May: 0)

**Orders - 0** (May: 0)

**Apple Rting - 2.4** - 16 reviews

## *Top Tagged Issues*

**1. COVID (55)**

**2. Agency Compliment (10)**

**3. Agency Complaint (5)**

**4. Operator Complaint (4)**

**5. Operator Compliment (2)**

## *Social Engagement*

### **Video Views**

2,533 (May: 248K)

### **Content Impressions**

**158,674** (May: 1M)

### **Interactions**

**7,438** (May: 197K)

## *Yelp & FB Rating*

**2.83** (of 5 stars)

(0 June reviews)



@SamTrans



@gosamtrans



@samtrans

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**

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

JIM HARTNETT  
GENERAL MANAGER/CEO

**AGENDA**

**FINANCE COMMITTEE  
COMMITTEE OF THE WHOLE**

**WEDNESDAY, AUGUST 5, 2020 – 2:45 pm**

or immediately following Community Relations Committee meeting

1. Call to Order

**MOTION**

2. Approval of Minutes of Finance Committee Meeting of July 8, 2020

**INFORMATIONAL**

3. Preliminary Fiscal Year 2021 Operating and Capital Budgets
4. 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  
JULY 8, 2020**

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

Committee Members Absent: None

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

Other Board Members Absent: C. Groom

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 3:35 pm.

**2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JUNE 3, 2020**

Motion/Second: Collins/Guilbault

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

Noes: None

Absent: Groom

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

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

**4. APPROVAL AND RATIFICATION OF THE FISCAL YEAR 2021 DISTRICT INSURANCE  
PROGRAM**

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

Director Rose Guilbault asked if the market would be likely to soften in the future. Mr. Hansel said that he anticipates this, but not for another year or so.

Committee Member Ron Collins noted that climate change affects weather, which in turn affects insurance rates. He anticipated that the cycles would tend to be closer together in the future.



**5. AUTHORIZE EXECUTION OF AMENDMENT 2 OF THE AMENDED AND RESTATED CLIPPER MEMORANDUM OF UNDERSTANDING**

Christiane Kwok, Manager, Fare Program Operations, presented the staff report.

**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**

Mr. Montenero presented the staff report.

At Committee Chair Powell's suggestion to take all actions in one motion after all items are heard, the Committee and all the other Board members approved all the resolutions and the motion by one roll call vote.

Motion/Second: Stone/Collins

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

Noes: None

Absent: Groom

**7. ADJOURN**

The meeting adjourned at 3:51 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://www.samtrans.com). Questions may be referred to the District Secretary's office by phone at 650-508-6242 or by email to [board@samtrans.com](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Finance Committee

FROM: Jim Hartnett  
General Manager/CEO

THROUGH: David Olmeda  
Chief Operating Officer, Bus

Derek Hansel  
Chief Financial Officer

SUBJECT: **PRELIMINARY FISCAL YEAR 2021 OPERATING AND CAPITAL BUDGET**

**ACTION**

This report is submitted for informational purposes only. No action is requested at this time. Staff will present a final Fiscal Year (FY) 2021 budget proposal for Committee review and Board adoption at the September 2, 2020 San Mateo County Transit District (District) Board of Directors (Board) meeting.

**SIGNIFICANCE**

In recognition of the uncertainties presented by COVID-19, on June 3, 2020 the Board adopted an Interim, 1st Quarter Operating Budget and an Interim Capital Budget for FY2021, with the understanding that budgets for the remainder of the fiscal year would be presented in the fall.

Since that time, the COVID-19 pandemic has continued to have a challenging impact on the District's operations and finances. In the initial months of the pandemic, there has been uncertainty surrounding service revenues for FY2021 as significant declines in farebox recovery, sales tax and grant revenues became apparent in March of FY2020. This dramatic impact has been felt by all transit agencies nation-wide, and implications to ridership and revenues are still unfolding. The FY2021 Preliminary Operating Budget reflects staff's best expectations of revenues based on the most up-to-date trends for ridership as well as the Bay Area's economic and market trends. Commentary regarding the impact of COVID-19 on the FY2021 Preliminary Budget is addressed in the narrative below. The FY2021 Preliminary Amended Capital Budget reflects only projects deemed to be the most critical projects to support the District's services.

**PRELIMINARY OPERATING BUDGET NARRATIVE**

The following narrative describes the FY2021 Preliminary Operating Budget as compared to FY2020 Forecast. Each section has a reference to a page number and line item that correspond to the Financial Statement as shown on attachment A.

**SOURCES OF FUNDS: OPERATING REVENUE SUMMARY (Page 1, Attachment A)**

SOURCES OF FUNDS: \$ in Millions	FY2019	FY2020	FY2021	FY2021 PRELIM	Percent Change
	ACTUAL	FORECAST	PRELIMINARY BUDGET	BUDGET vs FY2020 FORECAST	
	A	B	C	D	E
Operating Revenues				D = C-B	E = D / B
1 Passenger Fares	\$15.6	\$11.9	\$5.3	(\$6.6)	-55.8%
2 Local TDA and STA Funds	47.8	56.8	45.1	(11.6)	-20.5%
3 Pass through to Other Agencies	0.7	0.3	0.4	0.1	20.4%
4 CARES ACT Funds	-	-	41.4	41.4	100.0%
5 Operating Grants	4.5	2.8	2.9	0.1	4.6%
6 SMC TA Measure A	11.1	12.7	11.2	(1.5)	-12.0%
7 SM County Measure K & Other	2.5	-	-	-	n/a
8 AB434, TA Funded Shuttles & Other	0.4	0.4	0.5	0.0	8.4%
9 <b>Subtotal - Operating Revenues</b>	<b>\$82.5</b>	<b>\$84.9</b>	<b>\$106.7</b>	<b>\$21.8</b>	<b>25.7%</b>

The District's Operating Revenues are derived from transit passenger fares and various federal, state, and local funding sources. Some state and federal funds are discretionary allocations, whereas others are based on a formula allocation. The District competes for discretionary funds on a project-by-project basis; formula-based funds are allocated by the federal, state or regional legislatures. The District also receives funding from the Bay Area Air Quality Management District (BAAQMD) and San Mateo County Transportation Authority (TA) for Shuttle services.

The following section provides a summary description of Sources of Funds as referenced on page 1 of Attachment A.

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

Passenger Fares include farebox receipts for both Motor Bus fixed route and paratransit programs (also referred to as "Americans with Disabilities Act (ADA) Programs"). Prior to March 2020, actual trends for ridership were on the rise. However, beginning in March, as the news of the pandemic increased, ridership levels started to drop significantly. Shortly thereafter, collection of passenger fares was suspended to comply with social distancing orders. The FY2020 Forecast reflects actual increasing trends through February but then declines with the timing of the Shelter-in-Place (SIP) orders adopted by various levels of government, and no collection of revenues from April through June. For the FY2021 Preliminary Budget, Staff is projecting that collection of farebox receipts resumes September 2020; however, collections are projected to be at significant reductions from Pre-COVID levels for all of FY2021. Passenger Fares for the FY2021 Preliminary Budget is \$5.3 million, which is lower than FY2020 Forecast by \$6.6 million or 55.8%. For further details on Passenger Fare Revenue, please reference Motor Bus Passenger Fares (page 2, line 1 of the Financial Statement) and ADA Passenger Fares (page 2, line 22 of the Financial Statement).

\$'s in Thousands	FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent Change
	ACTUALS	FORECAST	PRELIMINARY BUDGET	BUDGET vs FY2020 FORECAST	
1 <b>Passenger Fares</b>	\$ 15,566.3	\$ 11,890.0	\$ 5,260.2	\$ (6,629.9)	-55.8%

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

Transportation Development Act (TDA) funds are derived from a ¼ cent general sales tax collected statewide for the improvement of public transportation services with allocation based on estimates provided by the Metropolitan Transportation Commission (MTC) on a population formula.

The State Transit Assistance (STA) funds are derived from a tax on diesel fuel and allocated in accordance with MTC estimates on a population-based formula and a revenue-based formula.

Prior to COVID-19, both funds were in decline as tax revenues softened and diesel fuel prices weakened. MTC then further lowered its FY2021 estimates due to COVID-19. The recent estimates from MTC are reflected in the FY2021 Preliminary Budget. Revenues in the Preliminary Operating Budget are \$45.1 million, which is lower by \$11.6 million, or 20.5%, compared to FY2020 Forecast. These funds are discussed in further detail as referenced on page 2 of Attachment A, lines 3 and 5 for Motor Bus and, lines 23 and 24 for ADA.

	\$'s in Thousands		FY2021 PRELIM BUDGET vs		Percent Change
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2020 FORECAST	
2 Local TDA and STA Funds	\$ 47,756.5	\$ 56,759.0	\$ 45,138.5	\$ (11,620.5)	-20.5%

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

Pass Through revenues reflect additional funding for the City of Menlo Park's Crosstown Shuttle and for the San Mateo County Human Services Agency to provide transportation serving low-income residents. As these are pass-through services, the corresponding expense can be seen on page 1, line 26 of Attachment A.

	\$'s in Thousands		FY2021 PRELIM BUDGET vs		Percent Change
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2020 FORECAST	
3 Pass through to Other Agencies	\$ 741.6	\$ 316.0	\$ 380.3	\$ 64.3	20.4%

**CARES ACT FUNDS (Summary Page 1, line 4)**

These are Federal funds granted to the District for operational assistance related to the steep reductions in passenger fares and sales tax revenue due to the COVID-19 health crisis.

	\$'s in Thousands		FY2021 PRELIM BUDGET vs		Percent Change
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2020 FORECAST	
4 CARES ACT Funds	\$ -	\$ -	\$ 41,390.9	\$ 41,390.9	100.0%

**OPERATING GRANTS (Summary Page 1, line 5)**

Operating Grants include funding from the Federal Transit Administration (FTA), state and local agencies for funding specific projects. Operating Grants also include Regional Measure 2 which is funding derived from bridge toll revenues. As Operating Grants are typically earmarked for specific Motor Bus and ADA related project expense, they are not directly impacted by COVID-19. The exception to this is the Regional Measure 2

which is significantly lower due to reduced bridge traffic and the resulting impact on toll revenue collections. Operating Grants in the FY2021 Preliminary Operating Budget are \$2.9 million, which is 4.6% higher compared to the FY2020 Forecast. This increase is due to additional grant-funded projects budgeted in FY2021, partially offset by COVID related reductions to bridge toll funds. Details of these grants are further described under the Operating Revenue section, page 2 of Attachment A (see line 7 for Motor Bus Operating Grants and line 25 for ADA Operating Grants).

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
5 <b>Operating Grants</b>	\$ 4,456.5	\$ 2,810.7	\$ 2,939.5	\$ 128.8	4.6%

**SMCTA MEASURE A (Summary Page 1, line 6)**

San Mateo County Transportation Authority (TA) Measure A reflects funding for the following two items:

- 1) The District's member agency contributions to the Peninsula Corridor Joint Powers Board (JPB) for Caltrain operations and,
- 2) TA contributions for Paratransit operating expenses.

Total TA Measure A funds are \$11.2 million, which is lower by \$1.5 million or 12.0% compared to the FY2020 Forecast. Further details are discussed below with reference to Operating Revenue: Measure A Redi-Wheels (page 2, line 28 of Attachment A), and Transfer from SMCTA for Caltrain (page 2, line 34 of Attachment A).

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
6 <b>SMCTA Measure A</b>	\$ 11,088.5	\$ 12,693.9	\$ 11,173.3	\$ (1,520.5)	-12.0%

**AB434, TA FUNDED SHUTTLES & OTHER (Summary Page 1, line 8)**

This revenue line item includes the AB434 California Clean Air Act funding from Bay Area Air Quality Management District, TA contributions for shuttle programs and employers' shares of the cost of operating shuttle services between the employers' work sites and Bay Area Rapid Transit (BART) stations within San Mateo County. Revenues in the FY2021 Preliminary Operating Budget are slightly higher than in the FY2020 Forecast; see further details with reference to page 2, line 36 of Attachment A.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
8 <b>AB434, TA Funded Shuttles &amp; Other</b>	\$ 424.0	\$ 417.1	\$ 452.0	\$ 34.9	8.4%

**SOURCES OF FUNDS: OTHER REVENUE SOURCES (Page 1, Attachment A)**

<b>SOURCES OF FUNDS:</b>		<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2021 PRELIM</b>	<b>Percent</b>
<b>\$ in Millions</b>			<b>FORECAST</b>	<b>PRELIMINARY</b>	<b>BUDGET vs</b>	<b>Change</b>
		<b>ACTUAL</b>		<b>BUDGET</b>	<b>FY2020</b>	
		<b>A</b>	<b>B</b>	<b>C</b>	<b>FORECAST</b>	<b>E</b>
					<b>D = C-B</b>	<b>E = D / B</b>
10	<b>Other Revenue Sources</b>					
11	District Sales Tax	\$100.7	\$86.4	\$84.8	(\$1.6)	-1.8%
12	Measure W Sales Tax	-	43.2	42.4	(0.8)	-1.8%
13	Investment Income	3.5	3.6	3.6	0.0	0.8%
14	Other Interest, Rent & Other Income	8.3	8.2	6.9	(1.3)	-15.8%
15	Due from PCJPB, SMCTA, JPA & SAMTR Capital W&B	31.2	35.7	32.0	(3.8)	-10.6%
17	<b>Subtotal - Other Revenues</b>	<b>\$143.7</b>	<b>\$177.1</b>	<b>\$169.7</b>	<b>(\$7.4)</b>	<b>-4.2%</b>
19	<b>Total Sources of Funds</b>	<b>\$226.2</b>	<b>\$262.0</b>	<b>\$276.4</b>	<b>\$14.5</b>	<b>5.5%</b>

Other Revenue Sources includes sales tax revenues which are the District Sales Tax implemented in 1982 and Measure W Sales Tax which County voters approved in November 2018. Other Revenue Sources also includes Investment Income, Rental Income, Advertising Income and various other sources of income which are described in further detail in the discussion below.

**DISTRICT SALES TAX REVENUES (Summary Page 1, line 11)**

The District's original one-half cent sales tax was authorized by San Mateo County voters at the November 1974 election when the Measure to form the San Mateo County Transit District was approved. Pursuant to this authority, the District's Board of Directors acted to impose the sales tax in 1981. These funds have been collected since July 1, 1982 and provide operating revenues to cover the annual shortfall in operating revenues, local match for federal operating grants, capital programs, and debt service.

The FY2020 Forecast factors in revenue declines as a result of the March 2020 Shelter-in-Place order. The FY2021 Preliminary Budget assumes the county's Phase I reopening of businesses will continue for the year without a second wave of COVID cases that would require another full implementation of shelter-in-place orders. The negative impact to Sales Tax Revenues from local sales is partially offset with gains resulting from the shift toward on-line purchases and the support of the 2018 United States Supreme Court case, *South Dakota vs Wayfair, Inc.*, that allows states to charge tax on purchases made from out-of-state on-line sellers. District Sales Tax Revenues in the FY2021 Preliminary Budget is \$84.8 million, which is lower by \$1.6 million or 1.8 % than in the FY2020 Forecast.

<b>\$'s in Thousands</b>		<b>FY 2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2021 PRELIM</b>	<b>Percent</b>
		<b>ACTUALS</b>	<b>FORECAST</b>	<b>PRELIMINARY</b>	<b>BUDGET vs</b>	<b>Change</b>
				<b>BUDGET</b>	<b>FY2020</b>	
					<b>FORECAST</b>	
11	<b>District Sales Tax</b>	<b>\$ 100,728.5</b>	<b>\$ 86,360.1</b>	<b>\$ 84,800.0</b>	<b>\$ (1,560.1)</b>	<b>-1.8%</b>

**MEASURE W SALES TAX (Summary Page 1, line 12)**

Measure W, approved by County voters in November 2018, authorized a half-cent sales tax for a 30 year term through June 30, 2049. As with District Sales tax, Measure W Sales Tax revenue for the FY2021 Preliminary Budget is lower by 1.8% compared to the FY2020 Forecast.

\$'s in Thousands				FY2021 PRELIM BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET			
12	Measure W Sales Tax	\$ -	\$ 43,180.0	\$ 42,400.0	\$ (780.0)	-1.8%

**INVESTMENT INTEREST INCOME (Summary Page 1, line 13)**

The District's investable fund balances are invested by the District's investment manager according to the District's approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for the FY2021 Preliminary Budget is slightly higher, by \$30,000, or 0.8% higher than in the FY2020 Forecast due to higher fund balances.

\$'s in Thousands				FY2021 PRELIM BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET			
13	Investment Income	\$ 3,494.3	\$ 3,600.0	\$ 3,630.0	\$ 30.0	0.8%

**OTHER INTEREST, RENT & OTHER INCOME (Summary Page 1, line 14)**

This line includes Motor Bus Rental Income, Advertising Income, ADA Measure M Paratransit, Employer SamTrans Shuttle Funds, and Dumbarton Corridor Rentals, and Other income such as Late Night Owl airport service. This line also includes Change Card Revenue and while these cards have been discontinued, previously sold cards will continue to be accepted through most of FY2021. The FY2021 Preliminary Budget reflects a decrease of \$1.3 million or 15.8% due to lower rental revenue, advertising revenue and other income. Details are further explained below with reference to Other Revenue Sources, (page 2, lines 13-17), Measure M Paratransit (page 2, line 30), and Multi-Modal programs (page 2, lines 37 and 38).

\$'s in Thousands				FY2021 PRELIM BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET			
14	Other Interest, Rent & Other Income	\$ 8,254.7	\$ 8,195.8	\$ 6,902.4	\$ (1,293.5)	-15.8%

**DUE FROM PCJPB, SMCTA, SMCELJPA & SAMTR CAPITAL W&B (Summary Page 1, line 15)**

This line item accounts for the recovery of costs associated with the District's managing agency role. Though the Peninsula Corridor Joint Powers Board (JPB) and San Mateo County Transportation Authority (TA) are legally separate and independent entities, the District serves as their managing agency. The District also provides certain staff support for the San Mateo County Express Lane Joint Powers Authority (SMCELJPA). The District's

FY2021 Preliminary Operating Budget identifies costs for staff members' wages and benefits (W&B) as well as their associated CalPERS and Retiree Medical Benefits that are wholly or partially attributable to the JPB, TA, SMCELJPA and/or the District's Capital Programs. Those costs are subject to full reimbursement by the JPB, TA and SMCELJPA, and/or the District's Capital Programs. Federal rules and regulations permit the recovery of overhead expenses and indirect costs if they are part of an approved Cost Allocation Plan. The FTA approved the District's current plan and overhead amounts in 2018 to address support functions that benefit the other agencies such as Human Resources and Payroll. The Preliminary FY2021 Budget is \$31.9 million, which is lower by \$3.8 million or 10.6%, due mostly to lower Fringe Benefit rates and a refinement in the allocation methodology for CalPERS and Retiree Medical costs.

\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change	
15	Due from PCJPB, SMCTA, JPA & SAMTR Capital W&B	\$ 31,179.6	\$ 35,731.4	\$ 31,950.2	\$ (3,781.2)	-10.6%

#### USES OF FUNDS: OPERATING EXPENSE SUMMARY (PAGE 1)

USE OF FUNDS: \$ in Millions	FY2019 ACTUAL	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
	A	B	C	D D = C-B	E E = D / B
21 <b>Operating Expenses</b>					
22 PCJPB, SMCTA, JPA & SAMTR Capital Wage & Benefits	\$31.2	\$35.7	\$32.0	(\$3.8)	-10.6%
23 Motor Bus	132.3	144.3	145.6	1.3	0.9%
24 A.D.A. Programs	17.2	18.1	19.0	0.9	5.2%
25 Caltrain	7.6	9.2	9.2	(0.1)	-0.9%
26 Multi-Modal Programs	2.0	2.7	2.7	(0.0)	-0.8%
27 Pass through to Other Agencies	0.7	0.3	0.4	0.1	20.4%
28 Land Transfer Interest Expense	0.1	0.0	0.1	0.0	108.7%
29 <b>Total Operating Expenses</b>	<b>\$191.2</b>	<b>\$210.4</b>	<b>\$208.8</b>	<b>(\$1.6)</b>	<b>-0.7%</b>

#### PCJPB, SMCTA, SMCELJPA & SAMTR CAPITAL W&B (Summary Page 1, line 22)

Connected to line item 14 discussed above; this line reflects the costs incurred by the District on behalf of the JPB, TA, SMCELJPA and District Capital Programs. The FY2021 Preliminary Operating Budget has accounted for all staff members' W&B that are wholly or partially attributable to the JPB, TA, SMCELJPA and/or the District's Capital Programs. Those costs are subject to full reimbursement as discussed and are equal to line 14 on the summary, page 1, of Attachment A.

\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change	
22	PCJPB, SMCTA, JPA & SAMTR Capital Wage & Benefi	\$ 31,179.6	\$ 35,731.4	\$ 31,950.2	\$ (3,781.2)	-10.6%



**MOTOR BUS (Summary Page 1, line 23)**

Total funding required for the SamTrans' Motor Bus Operations reflected in the Preliminary Operating Budget for FY2021 is \$145.6 million, which is \$1.3 million or 0.9% higher compared to FY2020 Forecast. Each line item that comprises the Motor Bus operating expense will be discussed in more detail below in reference to page 3 of Attachment A.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
23	<b>Motor Bus</b>	\$ 132,311.6	\$ 144,322.1	\$ 145,605.6	\$ 1,283.5	0.9%

**ADA PROGRAMS (Summary Page 1, line 24)**

Total funding required for the SamTrans' ADA Programs in the Preliminary Operating Budget for FY2021 is \$19.0 million, which is 0.9 million or 5.2% higher compared to FY2020 Forecast. Each line item comprising the ADA Programs is detailed on page 4 of Attachment A.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
24	<b>A.D.A. Programs</b>	\$ 17,235.7	\$ 18,057.0	\$ 18,992.0	\$ 935.0	5.2%

**CALTRAIN (Summary Page 1, line 25)**

This is the District's share of member contributions for Caltrain operations. The FY2021 Preliminary Budget is \$9.2 million, lower by \$83,000 or 0.9%, reflecting special counsel legal services required in FY2020 that are not included in the FY2021 Preliminary Budget.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
25	<b>Caltrain</b>	\$ 7,634.4	\$ 9,239.5	\$ 9,156.1	\$ (83.3)	-0.9%

**MULTI- MODAL PROGRAMS (Summary Page 1, line 26)**

Multimodal programs include the Dumbarton Inter-County Corridor, the District Shuttle Service, station support for multimodal transit in San Mateo County, and other multimodal programs. The FY2021 Preliminary Budget is mostly flat compared to the first quarter of the FY2020 Budget. Each line item comprising the Multi-Modal Program is detailed page 4 of Attachment A.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
26	<b>Multi-Modal Programs</b>	\$ 2,044.5	\$ 2,678.9	\$ 2,658.8	\$ (20.1)	-0.8%

**PASS THROUGH TO OTHER AGENCIES (Summary Page 1, line 27)**

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

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
27	<b>Pass through to Other Agencies</b>	\$ 741.6	\$ 316.0	\$ 380.3	\$ 64.3	20.4%

**LAND TRANSFER INTEREST EXPENSE (Summary Page 1, line 28)**

The District acquired located in San Carlos along the Caltrain right of way from the Transportation Authority for a promissory note. Under the term of the transaction, the District is permitted to pay the purchase price over time subject to the payment of interest prospectively at the current rate of return earned by the Transportation Authority on its investment portfolio until the principal is paid in full before December 1, 2033. FY2021 Preliminary Budget for Land Transfer Interest expense is higher by \$50,000 or 108.7% compared to the FY2020 Forecast.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
28	<b>Land Transfer Interest Expense</b>	\$ 77.4	\$ 45.7	\$ 95.4	\$ 49.7	108.7%

**PROJECTED SURPLUS / (DEFICIT): SUMMARY (PAGE 1)**

PROJECTED SURPLUS / (DEFICIT)		FY2019	FY2020	FY2021	FY2021 PRELIM	Percent
\$ in Millions		ACTUAL	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
		A	B	C	D	E
					D = C - B	E = D / B
31	<b>Total Operating Surplus (Deficit)</b>	\$35.0	\$51.6	\$67.6	\$16.0	31.1%
32						
33	District Sales Tax Capital	10.9	8.5	5.6	(2.9)	-34.1%
34	Measure W Sales Tax Capital	-	2.4	1.0	(1.4)	-58.9%
35	Reserves for Future Capital Allocation			41.4	41.4	100.0%
36	<b>Sales Tax Allocation - Capital Programs</b>	<b>10.9</b>	<b>10.9</b>	<b>48.0</b>	<b>37.1</b>	<b>339.1%</b>
37						
38	<b>Total Debt Service</b>	<b>21.6</b>	<b>19.4</b>	<b>19.1</b>	<b>(0.2)</b>	<b>-1.1%</b>
39						
40	<b>Total Uses of Funds</b>	<b>223.8</b>	<b>240.7</b>	<b>276.0</b>	<b>35.3</b>	<b>14.7%</b>
41						
42	<b>PROJECTED SURPLUS/(DEFICIT)</b>	<b>2.4</b>	<b>21.3</b>	<b>0.4</b>	<b>(20.8)</b>	<b>-97.9%</b>

**SALES TAX ALLOCATIONS - CAPITAL PROGRAM (Summary Page 1, line 33, 34, 35 & 36)**

The FY2021 Preliminary Capital Budget will require \$5.6 million of District Sales Tax and \$1.0 million of Measure W Sales Tax allocations to fund FY2021 Capital projects. Reserves for Future Capital Allocation are fund reserves for future project purposes such as electrification of the infrastructure in both bases as well as the central office. See Attachment B for descriptions of the FY2021 Preliminary Budget capital projects and their funding sources.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
33	District Sales Tax Capital	\$ 10,929.1	\$ 8,494.1	\$ 5,594.2	\$ (2,899.9)	-34.1%
34	Measure W Sales Tax Capital	-	2,435	1,000	(1,435)	-58.9%
35	Reserves for Future Capital allocation	-	-	41,391	41,391	
36	<b>Sales Tax Allocation - Capital Programs</b>	<b>\$ 10,929.1</b>	<b>\$ 10,929.1</b>	<b>\$ 47,985.1</b>	<b>\$ 37,056.0</b>	<b>339.1%</b>

**DEBT SERVICE (Summary Page 1, line 38)**

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

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
38	<b>Total Debt Service</b>	<b>\$ 21,600.0</b>	<b>\$ 19,358.2</b>	<b>\$ 19,148.9</b>	<b>\$ (209.3)</b>	<b>-1.1%</b>

**TOTAL USE OF FUNDS (Summary Page 1, line 40)**

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

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
40	<b>Total Uses of Funds</b>	<b>\$ 223,754.0</b>	<b>\$ 240,677.9</b>	<b>\$ 275,972.5</b>	<b>\$ 35,294.6</b>	<b>14.7%</b>

**PROJECTED SURPLUS/(DEFICIT) (Summary Page 1, line 42)**

This line equals Total Sources of Funds, less Use of Funds. This line is \$0.4 million for the FY2021 Preliminary Budget.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
42	<b>PROJECTED SURPLUS/(DEFICIT)</b>	<b>\$ 2,436.6</b>	<b>\$ 21,276.1</b>	<b>\$ 444.8</b>	<b>\$ (20,831.3)</b>	<b>-97.9%</b>

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

**MOTOR BUS OPERATING REVENUE DETAIL**

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

Since the beginning of March 2020, as the impacts of pandemic increased, ridership levels started to drop; they declined substantially when the County of San Mateo's Shelter-in-Place Order was issued on March 16, 2020. Additionally, collection of passenger fares was temporarily suspended to comply with social distancing orders. The District is projecting that collection of farebox collections will resume beginning September for Motor Bus but at significant reductions from Pre-COVID levels. The Preliminary FY2021 Budget reflects farebox recovery from Pre-COVID levels to be of 35% from September through December, 40% from January through April and, 45% from May through June. This averages to 33% of pre-COVID levels for the year. The FY2021 Preliminary Budget for Motor Bus Passenger Fare revenues is projected to be \$5.1 million, lower by \$6.2 million or 54.9% compared to the FY2020 Forecast.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
1 Motor Bus Passenger Fares	\$ 14,699.6	\$ 11,252.4	\$ 5,071.9	\$ (6,180.5)	-54.9%

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

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

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

The FY2020 Forecast reflects softening of TDA revenues from the impact of COVID-19 starting in April, or fourth quarter of FY2020. MTC estimates for FY2021 include impact of COVID and the softening of TDA revenues throughout FY2021. This, together with no available carryforwards for FY2021, had a negative impact on the FY2021 Preliminary Budget of \$39.1 million, which is lower by \$4.3 million, or 9.9% compared to the FY2020 Forecast.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
3 Local (TDA) TRANSIT FUND	\$ 39,725.7	\$ 43,328.8	\$ 39,059.8	\$ (4,268.9)	-9.9%

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

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

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

The FY2020 Forecast reflects a decline in diesel fuel sales tax revenues as a result of COVID-19 starting in April of 2020, or fourth quarter of FY2020. MTC estimates for FY2021 reflects a significant decline in diesel fuel usage as a result of COVID and resulting softening of STA revenues throughout FY2021. This, together with no available carryforwards for FY2021, had a negative impact on the FY2021 Preliminary Budget of \$3.5 million, which is lower by \$6.0 million, or 62.8% compared to the FY2020 Forecast.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
5 Motor Bus State Transit Assistance	\$ 5,940.0	\$ 9,506.5	\$ 3,540.1	\$ (5,966.3)	-62.8%

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

Motor Bus Operating Grants are \$0.8 million, higher by \$55,000 or 7.5% compared to FY2020 Forecast. This reflects an increased number of grant funded projects for FY2021 offset by lower Regional Measure 2 (RM2) Funds. RM2 funds support the Airport Late Night Owl Service and are derived from Bridge Toll revenues. MTC has estimated a 40% reduction for FY2021 Bridge Toll receipts due to a reduction in Bay Area traffic.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
7 Motor Bus Operating Grants	\$ 2,075.6	\$ 735.2	\$ 790.6	\$ 55.4	7.5%

**DISTRICT SALES TAX REVENUES (Page 2, line 9)**

The total sales tax revenue needed to fund motor bus operations for the FY2021 Preliminary Budget is \$91.0 million, which is higher by \$19.0 million or 26.5% higher than the FY2020 Forecast, due to significant reductions in other revenue sources.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
9 District Sales Tax Revenue :	\$ 61,011.1	\$ 71,579.4	\$ 90,561.8	\$ 18,982.4	26.5%

**INVESTMENT INTEREST INCOME (Page 2, line 11)**

Portfolio Interest: The District's investable fund balances are invested by the District's investment manager according to the District's approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for the FY2021 Preliminary Budget is higher by \$0.1 million or 4.0% than in the FY2020 Forecast due to increased funds for investment.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
11 Investment Interest Income	\$ 3,036.2	\$ 3,005.0	\$ 3,125.0	\$ 120.0	4.0%

**RENTAL INCOME (Page 2, line 14)**

The District owns its headquarters building (also known as "Central" or the "Central Office") as well as a number of parcels on the El Camino Real Corridor. This income reflects the rents collected from various tenants using available space related to these properties. Anticipated net rental income for the FY2021 Preliminary Budget is \$1.5 million, which is lower by \$0.3 million or 19.4% based on current tenant listings and the end of the lease with Intero Real Estate Services at the Central Office.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
14 Rental Income	\$ 2,600.0	\$ 1,800.0	\$ 1,451.5	\$ (348.5)	-19.4%

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

Advertising Income is derived from the District's advertising contracts with Outfront Media for advertisement on bus shelters and Lamar Advertising for bus exteriors. Advertising income for the FY2021 Preliminary Budget is \$0.8 million, lower by \$0.4 million or 34.8% than FY2020 Forecast reflecting sales patterns since the Shelter-in-Place and market projections through FY2021.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
15 Advertising Income	\$ 1,205.3	\$ 1,233.3	\$ 804.5	\$ (428.8)	-34.8%

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

Motor Bus Other Income for the FY2021 Preliminary Budget is projected to be \$1.2 million, which is lower by \$0.7 million or 36.2% compared to the FY2020 Forecast. The reduction is due to a \$1.0 million reimbursement from BART for temporary bus service support provided by SamTrans in FY2020 that will not be required in FY2021. This reduction is offset by increases to Change Card Revenue. As of April 1, 2020 Change Cards have been discontinued; however, previously issued cards will be accepted through March 31, 2021. Afterwards they will no longer be accepted to pay fares. Staff expects a slight increase

in revenue then leveling out until March 31, 2021.

Other Income also includes:

- Financial support from the San Francisco Airport for Owl late-night airport bus service
- Reimbursement from MV Transportation for the use of the Brewster Building located in Redwood City
- Parking Revenue from BART station

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
16 Other Income	\$ 2,018.2	\$ 1,881.5	\$ 1,200.4	\$ (681.1)	-36.2%

## AMERICAN DISABILITY ACT (ADA) REVENUES

### ADA: PASSENGER FARES – REDI-WHEELS (Page 2, line 22)

Since the beginning of March 2020, as the news of the pandemic increased, ridership levels started to drop and significantly declined with the County of San Mateo's Shelter-in-place Order issued on March 16, 2020. Collection of passenger fares was temporarily suspended to comply with social distancing orders. The District is projecting that collection of paratransit farebox will resume beginning September for Paratransit but at significant reductions from Pre-COVID levels. Paratransit fare revenue in FY2021 Preliminary Budget is projected to be \$0.2 million, or 70.5% lower than in the FY2020 Forecast.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
22 ADA Passenger Fares	\$ 866.6	\$ 637.6	\$ 188.3	\$ (449.3)	-70.5%

### LOCAL TRANSIT DEVELOPMENT FUNDS – REDI-WHEELS (TDA) (Page 2, line 23)

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

The FY2020 Forecast reflects softening of TDA revenues from the impact of COVID-19 starting in April, or fourth quarter of FY2020. MTC estimates for FY2021 include impact of COVID and the softening of TDA revenues throughout FY2021. This, together with no available carryforwards for FY2021, had a negative impact on the FY2021 Preliminary Budget of \$2.1 million, which is lower by \$0.3 million, or 12.2% compared to the FY2020 Forecast.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
23 Local TDA Funds	\$ 2,090.8	\$ 2,348.2	\$ 2,062.7	\$ (285.5)	-12.2%

**ADA: STATE TRANSIT ASSISTANCE (STA) FUNDING (Page 2, line 24)**

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

The FY2020 Forecast reflects a decline in diesel fuel sales tax revenues as a result of COVID-19 starting in April of 2020, or fourth quarter of FY2020. MTC estimates for FY2021 reflects a significant decline in diesel fuel usage as a result of COVID and resulting softening of STA revenues throughout FY2021. This, together with no available carryforwards for FY2021, had a negative impact on the FY2021 Preliminary Budget of \$0.5 million, which is lower by \$1.1 million, or 69.8% compared to the FY2020 Forecast.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
24	<b>STA Funds</b>	\$ -	\$ 1,575.6	\$ 475.8	\$ (1,099.7)	-69.8%

**ADA: OPERATING GRANTS (Page 2, line 25)**

Operating Grants for paratransit are \$2.1 million which is higher by \$73,000 or 3.5% in the FY2021 Preliminary Budget due to timing and amount of the FTA grant funded Taxi Voucher Pilot Program.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
25	<b>Operating Grants</b>	\$ 2,380.9	\$ 2,075.5	\$ 2,148.9	\$ 73.4	3.5%

**DISTRICT SALES TAX REVENUE – ADA (Page 2, line 26)**

Sales tax revenue provides funds to cover the annual shortfall in operating revenues, local match for Federal operating grants, capital programs, and debt service. Total sales tax revenue needed to fund paratransit activities for the FY2021 Preliminary Budget is \$8.6 million which is higher by \$2.6 million or 44.4% than FY2020 Forecast. This is a result of a reduction to other sources of revenue.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
26	<b>District Sales Tax Revenue - ADA</b>	\$ 4,085.1	\$ 5,970.8	\$ 8,619.3	\$ 2,648.5	44.4%



**ADA INTEREST INCOME (Page 2, line 27)**

Portfolio Interest: Investable fund balances associated with paratransit are invested by The District's Investment Manager according to The District's approved investment policy for government funds and under the oversight of the Chief Financial Officer. Investment interest income for the FY2021 Preliminary Budget is \$0.5 million which is lower by \$90,000 or 15.1% than in the FY2020 Forecast.

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
27	<b>Interest Income-Paratransit Fund</b>	\$ 458.1	\$ 595.0	\$ 505.0	\$ (90.0)	-15.1%

**SMCTA MEASURE A – REDI-WHEELS (Page 2, line 28)**

On June 7, 1988, the voters of San Mateo County approved a ballot measure known as Measure A that created the TA and approved a one-half cent sales tax increase to fund local transportation projects. The TA contribution of Measure A Funds is 4% of TA's Measure A sales tax and is use for projects assisting people with special mobility needs. The FY2021 Preliminary Budget is \$3.4 million which is lower by \$62,000 or 1.8% compared to FY2020 Forecast. This is due to lower expected sales tax received by the TA.

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
28	<b>SMCTA Measure A Redi-Wheels</b>	\$ 3,454.1	\$ 3,454.4	\$ 3,392.0	\$ (62.4)	-1.8%

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

Measure M funding is from a San Mateo County \$10 motor vehicle registration fee for congestion and pollution mitigation. These funds received by the District are used for expenditures relating to paratransit operations and services for seniors and individuals with disabilities. The District is expected to receive \$1.6 million for the FY2021 Preliminary Budget, which is \$0.2 million or 14.3% higher compared to the FY2020 Forecast due to increased car registration fees.

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
30	<b>Measure M Paratransit</b>	\$ 1,400.0	\$ 1,400.0	\$ 1,600.0	\$ 200.0	14.3%

**MULTI-MODAL REVENUES**

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

**TRANSFER FROM SMCTA FOR CALTRAIN (Page 2, line 34 )**

Measure A funds administered by the TA typically provides 8% of total TA Measure A

funds for Caltrain operations. For the FY2021 Preliminary Budget, Measure A contributions for Caltrain operations in total equal \$9.2 million. The transfer from SCMTA for Caltrain (line 34) in the FY2021 Preliminary Budget totals \$7.8 million and is comprised of 8% of TA's FY2021 Sales Tax Measure A revenue in the amount of \$6.8 million and \$1.0 million of remaining balance from the Caltrain operating category. As the total transfer from the SMCTA is short of the required FY2021 member agency contribution, the District has added an additional \$1.4 million of its own FY2021 Sales Tax revenue. On a net basis, as reflected on lines 34 and 35, the FY2021 Preliminary Budget is lower by \$83,000, or 0.9%. This reflects additional member agency contributions for special counsel legal services required in FY2020 but not needed for the FY2021 Preliminary Budget.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM	Percent Change
					BUDGET vs FY2020 FORECAST	
34	Transfer from SMCTA for Caltrain	\$ 7,634.4	\$ 9,239.5	\$ 7,781.3	\$ (1,458.1)	-15.8%
35	District Sales Tax - Caltrain	-	-	1,374.8	1,374.8	n/a
<b>Total Members' Contribution to Caltrain</b>		\$ 7,634.4	\$ 9,239.5	\$ 9,156.1	\$ (83.3)	-0.9%

## OTHER MULTI-MODAL SUMMARY

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

AB 434, TA Funded Shuttles & Other Funding - The Transportation Fund for Clean Air, approved in 1991 through Assembly Bill 434, provides funding for the District Shuttle program. The Bay Area Air Quality Management District, in conjunction with the Department of Motor Vehicles, collects a \$4.00 surcharge on motor vehicle registrations paid within the Air District's jurisdiction. The funds provide for a variety of clean air programs. The District shuttles connect BART stations to employment sites across the North County during peak commute periods. A portion of the shuttle program is supported by the TA. These funds are \$0.5 million for the FY2021 Preliminary Budget, which is \$35,000 or 8.4% higher than in the FY2020 Forecast. The increase is due to higher AB434 funds offset by a slight reduction to the SMCTA contributions.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM	Percent Change
					BUDGET vs FY2020 FORECAST	
36	<b>AB434, TA Funded Shuttles &amp; Other</b>	\$ 424.0	\$ 417.1	\$ 452.0	\$ 34.9	8.4%

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

The District Shuttle program provides free rides to employees from BART to local employer facilities during commute hours. The employer share of shuttle costs for the FY2021 Preliminary Budget is \$1.6 million which is lower by \$40,000 or 2.5% as a result of reduced employer contributions.

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
37	<b>Employer Shuttle Funds</b>	\$ 1,031.3	\$ 1,594.7	\$ 1,554.5	\$ (40.2)	-2.5%

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

The FY2021 revenue for Dumbarton reflects rental income from retailers and offices along the Dumbarton Right-of-Way owned by the District. The FY2021 Preliminary Budget has a slight increase of 1.8%.

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
38	<b>Dumbarton MOW Revenue</b>	\$ -	\$ 286.3	\$ 291.4	\$ 5.1	1.8%

**DISTRICT SALES TAX – OTHER MULTI-MODAL (Page 2, line 39)**

Total sales tax revenue needed to fund Multi Modal program activities for the FY2021 Preliminary Budget is \$0.4 million, which is lower by 5.2% than in the FY2020 Forecast.

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
39	<b>District Sales Tax - Other Multi-Modal</b>	\$ 589.2	\$ 380.8	\$ 360.9	\$ (19.9)	-5.2%

**OPERATING EXPENSES (Pages 3 and 4, Attachment A)**

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

**MOTOR BUS EXPENSE** – The FY2021 Preliminary Budget for Motor Bus Operating Expense is \$145.6 million, up by \$1.3 million or 0.9% compared to the FY2020 Forecast. Motor Bus operations includes District-operated bus service, mainline routes operated under contract by MV Transportation, and certain Coastsides routes operated under contract. Below is a description by line item.

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

Wages and benefits are calculated based on the approved Salary Ordinance positions and current salary levels. The following are key assumptions used for the FY2021 Preliminary Budget:

- No wage increase for represented positions.
- No wage increase for Non-Represented employees.
- Bus Operator hiring freeze on 31 open positions during Q1 FY2021.
- Bus Operator hiring freeze on 18 open positions during Q2 through Q4 FY2021 related to the suspension of the Express Bus Service.
- Hiring freeze on current open administrative positions, equating to full-year cost savings from current open positions of \$2.4 million, which is \$0.8 million higher than assumed in the FY2020 Budget.
- Assumes no bus bridges to other agencies, which typically requires overtime pay for Bus Operators.
- Fringe Benefit rate is 57.08%, which is down 4.43% from the 61.51% rate applicable in FY2020. Fringe benefit costs are applied to actual staff wages as a rate. As the managing agency for the three other business units (including the JPB, TA and SMCELJPA), the District aggregates all estimated annual fringe benefit costs (payroll taxes, pension, medical, dental and vision premiums, life insurance, long-term disability, unemployment, and paid time off) and then divides that amount by the total projected wages for the upcoming year to arrive at a fringe benefit rate.
- FY2021 Preliminary Budget for Unfunded Retiree Medical and CalPERS liability payment has increased \$1.5 million compared to FY2020 Forecast. The FY2021 Unfunded Retiree Medical and CalPERS liability payment increased by \$1.5 million, primarily due to recent change in allocation methodology among the three agencies (PCJPB, SMCTA and SAMTR) and the increase to the required CalPERS payment itself.
- Interagency Overhead Recovery (AIA), as described above, is the same as FY2020 Forecast.

Below is a Summary of FTEs for FY2021

<b>FY2021 FTE's</b>	<b>Finance</b>	<b>PGRETA</b>	<b>Executive</b>	<b>Comm</b>	<b>Admin</b>	<b>Bus</b>	<b>Rail</b>	<b>Total</b>
Represented								
Bus Operators						309.0		309.0
Bus Transportation Supervisors						14.0		14.0
Mechanics						60.0		60.0
Utility Workers						29.0		29.0
Storekeepers						7.0		7.0
Dispatch						4.0		4.0
Radio Controller						3.0		3.0
Bus Contract Inspector						2.3		2.3
Maintenance Supervisors						7.0		7.0
Maintenance Instructors						2.0		2.0
Transit Instructors						5.0		5.0
Utility Maintenance Supervisors						2.0		2.0
Customer Service Reps				11.7		-		11.7
Receptionist				1.0				1.0
Represented Existing Operating FTE's	-	-	-	12.7	-	444.3	-	457.0
Non Repres Operating FTE's	70.3	7.3	3.5	15.8	25.9	97.8	0.4	221.0
<b>Total Operating FTE's</b>	<b>70.3</b>	<b>7.3</b>	<b>3.5</b>	<b>28.5</b>	<b>25.9</b>	<b>542.1</b>	<b>0.4</b>	<b>678.0</b>
Capital FTE's	6.3	2.3	0.3	-	0.2	1.5	1.2	11.7
	-							-
<b>Total Capital FTE's</b>	<b>6.4</b>	<b>2.3</b>	<b>0.3</b>	<b>-</b>	<b>0.2</b>	<b>1.5</b>	<b>1.2</b>	<b>11.7</b>
<b>Total FTE's</b>	<b>76.7</b>	<b>9.6</b>	<b>3.8</b>	<b>28.5</b>	<b>26.1</b>	<b>543.2</b>	<b>1.6</b>	<b>689.7</b>

Wage & Benefits for the Preliminary FY2021 Budget is \$76.7 million, which is \$1.5 million or 1.9% lower than in the FY2020 Forecast.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
1 <b>Motor Bus Wages and Benefits</b>	\$ 75,074.6	\$ 78,108.2	\$ 76,650.4	\$ (1,457.8)	-1.9%

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

Board of Directors expenses includes director compensation and offsite meeting and related expenses. There is a reduction to expense of \$10,000 or 7.6% due to assumptions of reduced business travel and training as a result of COVID.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
3 <b>Board of Directors</b>	\$ 93.8	\$ 132.1	\$ 122.1	\$ (10.0)	-7.6%

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

Expenses related to contracted bus operations such as towing, contracted welding work, contracted seat repair, contracted oil analysis, rolling stock repairs, state and federal mandated bus services, and other contracted services. This also includes a Heating, Ventilation and Air Conditioning (HVAC) maintenance contract. The FY2021 Preliminary Budget reflects a reduction of \$58,000 or 4.4% due to completion of the MV Gillig bus repaint project in FY2020.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
4 <b>Contracted Vehicle Maintenance</b>	\$ 1,107.1	\$ 1,335.5	\$ 1,277.2	\$ (58.3)	-4.4%

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

Expenses relate to North and South Base building maintenance including repair of shop equipment, preventive maintenance, repairs to mobile wheel lifts, and removal of hazardous materials (i.e., bus washer sludge, waste oil, steam cleaner sludge, used oil filters, etc.). Also included are pest control services and other general repairs for the District's Central facility, South Base and North Base. The FY2021 Preliminary Budget is \$1.8 million, which is higher by \$79,000 or 4.5% than in the FY2020 Forecast, due mostly to higher costs associated with new state regulatory requirements for waste disposal.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
5 <b>Property Maintenance</b>	\$ 1,488.9	\$ 1,753.6	\$ 1,833.0	\$ 79.4	4.5%

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

Professional Services includes legal and professional consulting services for:

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

The FY2021 Preliminary Budget is \$5.5 million, higher by \$1.0 million or 21.6%. The increase is due to delays and / or slow starts for several operating projects which were approved in the FY2020 Budget but have been rolled into FY2021 Preliminary budget. These projects include:

- Operations Planning initiative and studies including Re-Imagine SamTrans, Energy Procurement, Shuttle Studies and Taxi Voucher programs.
- Grand Blvd. Initiative Program.
- Various HR projects for employee survey initiatives.
- Business Intelligence Systems.

Additionally the FY2021 Preliminary Budget also includes new one-time projects including:

- El Camino Real (ECR) Pinch Point to study the ECR Rapid Business Plan initiative; note, this initiative has been funded by a Caltrans Grant and is reflected in the Operating Grant revenues.
- Way2Go study to review modifications to the Way2Go Pass Pricing.
- HR Organizational Assessment to review Organization Structure and Processes.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
6 Professional Services	\$ 4,926.0	\$ 4,484.7	\$ 5,454.8	\$ 970.1	21.6%

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

Technical Services includes expenses associated with the District's Law Enforcement contract and other expenses including:

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

The Preliminary FY2021 Budget is \$10.4 million, which is higher by \$1.1 million or 12.3% reflecting mostly increases to the negotiated Law Enforcement contract including

related overtime and security guard service, increased expenses for office related equipment and increased subscription costs for passenger WiFi for 87 buses.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
7 <b>Technical Services</b>	\$ 7,507.8	\$ 9,266.6	\$ 10,410.2	\$ 1,143.6	12.3%

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

Other Services includes:

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

The FY2021 Preliminary Budget is \$4.1 million, which is higher by \$0.4 million or 11.2% and due to new contract services related to records retention scheduling and market research & survey's related to paratransit.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
8 <b>Other Services</b>	\$ 2,925.6	\$ 3,675.4	\$ 4,087.2	\$ 411.8	11.2%

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

Fuel and Lubricant for motor bus includes diesel expenses for District-owned buses and gasoline for non-revenue support vehicles, i.e., shop trucks and relief cars for bus operators. Also included in this line item is expenses for oil and lubricants, which amount is determined by the estimated number of deliveries for the fiscal year. The FY2021 Preliminary Budget assumptions for diesel fuel cost per gallon are \$1.30, which is 80 cents lower than the FY2020 Budget of \$2.10. Fuel for paratransit cutaways and minivans are shown in the ADA section of the Financial Statement. Taxes and fees related to fuel expenses are shown on a separate line item called Taxes and Licenses Fees (line 24 on the Financial Statement). The FY2021 Preliminary Budget is \$2.6 million, which is lower by \$0.9 million or 26.1% due to lower cost per gallon for diesel fuel.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
11 <b>Fuel and Lubricants</b>	\$ 3,545.9	\$ 3,472.5	\$ 2,567.0	\$ (905.5)	-26.1%

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

This expense line includes bus repair and replacement parts, bus maintenance tires, disposition of obsolete / surplus inventory, service and repairs for non-revenue vehicles, small tools and freight. The FY2021 Preliminary Budget is \$2.1 million, which is higher by

\$0.3 million or 16.8% due a new contract for hardware services related to on-board computer dispatch.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
12	<b>Bus Parts and Materials</b>	\$ 1,801.7	\$ 1,839.9	\$ 2,149.4	\$ 309.5	16.8%

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

It is the District's contractual obligation to supply certain employees with uniforms, including boots, i.e., safety shoes for Facilities Technicians, plus protective gear for eyes and ears, insulated coveralls and rain gear. This expense covers bus operators, mechanics, storekeepers, and management staff. Also included are retirement and employee recognition events, i.e., safety breakfasts, and staff meetings. The FY2021 Preliminary Budget is \$0.7 million, which is higher by \$0.3 million or 56.0%.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
13	<b>Uniform and Drivers Expense</b>	\$ 425.3	\$ 456.8	\$ 712.7	\$ 255.9	56.0%

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

This line covers the production and printing of timetables, schedules, tickets, passes and maps. The FY2021 Preliminary Budget of \$0.2 million reflects recent trends.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
14	<b>Timetables and Tickets</b>	\$ 96.6	\$ 158.5	\$ 215.0	\$ 56.5	35.6%

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

This includes office furniture, computer equipment including laptops, monitors, tablets, printing and materials to support training programs, books and reference materials, paycheck stock and envelopes, and other office supplies, i.e., paper, letterhead, and business cards. The FY2021 Preliminary Budget is \$0.7 million, which is higher by \$0.2 million or 41.2% due reflecting new computer equipment and other office supplies needed for all departments across the District.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
15	<b>Office Supplies/Printing</b>	\$ 542.9	\$ 475.1	\$ 671.0	\$ 195.9	41.2%

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

Costs for bus operations-related activities involve shop supplies, cleaning supplies, engine coolant, refrigerant, welding supplies and many vehicle miscellaneous items for repairs, such as silicone, gasket sealer, various glues, paints and canned lubricants used in the Preventative Maintenance process. Packaging, shipping, banding materials, component bags and related supplies, and other purchases are required to keep a



clean and safe stockroom, as is the purchase of storage bins required by heavier parts. The FY2021 Preliminary Budget of \$0.1 million is virtually flat from the FY2020 Forecast.

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
18	<b>Other Materials and Supply</b>	\$ 123.6	\$ 143.6	\$ 142.8	\$ (0.8)	-0.6%

## Motor Bus Utilities

### Telecommunications (Page 3, line 19)

This expense is for cell phones, data circuits and telephone services. The FY2021 Preliminary Budget is \$0.7 million and slightly higher than the FY2020 Forecast as a result of employees working from home due to COVID-19, driving increased usage for cellphone and internet services.

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
19	<b>Telecommunications</b>	\$ 520.2	\$ 571.1	\$ 667.5	\$ 96.4	16.9%

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

This line reflects increasing costs for gas and electric, water, sewer and trash / refuse. The FY2021 Preliminary Budget is \$1.8 million, which is higher by \$0.5 million, or 39.9%, than for FY2020 Forecast. This increase reflects increases for PG&E costs associated with fixed-demand charges for battery-electric buses as well as a 10% PG&E rate increase.

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
20	<b>Other Utilites</b>	\$ 1,147.3	\$ 1,271.5	\$ 1,778.5	\$ 507.0	39.9%

### Insurance (Page 3, line 21)

This expense covers general insurance costs for motor bus including premiums, deductibles, adjustor fees, broker fees and other insurance costs. The FY2021 Preliminary Budget is \$2.0 million, which is higher by \$0.5 million or 31.7%. This reflects increased motor bus insurance premiums.

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
21	<b>Insurance</b>	\$ 1,512.2	\$ 1,524.5	\$ 2,007.4	\$ 482.9	31.7%

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

This line includes claim reserves and associated legal fees. The FY2021 Preliminary Budget is \$1.5 million, which is lower by \$1.0 million or 40.7% due the high number of claims experienced in FY2020 that are not assumed to occur in FY2021.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
22	<b>Claims Reserves and Payments</b>	\$ 60.8	\$ 2,455.6	\$ 1,455.6	\$ (1,000.0)	-40.7%

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

The District is subject to the State-mandated insurance program that covers lost wages and medical treatment resulting from an employee's work-related injury. This includes insurance premiums, deductibles, and legal fees. The FY2021 Preliminary Budget is \$3.8 million, which is \$85,000 or 2.3% higher than the FY2020 Forecast.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
23	<b>Workers Compensation</b>	\$ 2,945.3	\$ 3,732.6	\$ 3,817.7	\$ 85.1	2.3%

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

As noted above, this item covers fuel and lubricant tax expenses, including the Leaking Underground Storage Tank (LUST) tax on diesel fuel, and Green House Gas (GHG) Emissions Compliance. These costs change with fluctuations in fuel assumptions. The FY2021 Preliminary Budget is \$0.8 million which is lower by \$83,000 or 9.1% than in the FY2020 and related to lower diesel cost per gallon.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
24	<b>Taxes and License Fees</b>	\$ 900.8	\$ 919.6	\$ 836.3	\$ (83.3)	-9.1%

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

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

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
25	<b>Leases and Rentals</b>	\$ 186.3	\$ 191.9	\$ 71.8	\$ (120.1)	-62.6%

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

This item includes recruitment advertising, promotional advertising for District services and

social media campaigns, partnerships and events. The FY2021 Preliminary Budget is \$1.2 million, which is lower by \$32,000 or 2.6% than in the FY2020 Forecast.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
26	<b>Pmtnl and Legal Advisertising</b>	\$ 740.0	\$ 1,240.4	\$ 1,208.3	\$ (32.1)	-2.6%

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

This item includes seminars and training expenses related to employee development. This also includes professional development expenses for tuition reimbursement for American Public Transportation Association (APTA), Leadership Programs and 360-degree employee assessments. The FY2021 Preliminary Budget is \$0.5 million, which is lower by \$97,000 or 17.1% compared to the FY2020 Forecast due to reduced travel and training as the District moves to on-line training opportunities with the Shelter-in-Place order.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
27	<b>Training &amp; Business Travel</b>	\$ 344.3	\$ 569.8	\$ 472.4	\$ (97.4)	-17.1%

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

Fees and subscriptions include participation in American Planning Association (APA), American Public Transportation Association (APTA), San Francisco Bay Area Planning and Urban Research (SPUR), Women's Transportation Seminar (WTS), International Right of Way Association (IRWA), and National Student Conclave (NSC). The FY2021 Preliminary Budget is \$0.2 million, which is higher by \$30,000 or 17.3% than in the FY2020 Forecast due to membership requirements for new staff.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
28	<b>Dues &amp; Membership</b>	\$ 120.9	\$ 172.1	\$ 201.9	\$ 29.7	17.3%

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

Expenses cover postage for various activities related to Communications and Treasury as well as Safety and Security programs and ADA programs. This also includes relocation expenses, and costs related to mandated translation services. The increase for FY2021 reflects increased postage for Safety and Security as well as increased recruitment and relocation expense. The FY2021 Preliminary Budget is \$0.2 million, which is higher by \$32,000 or 17.2% than in the FY2020 Forecast.

\$'s in Thousands		FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
29	<b>Postage and Other</b>	\$ 106.8	\$ 184.8	\$ 216.6	\$ 31.8	17.2%

## CONTRACTED BUS SERVICES

### Contracted Urban Bus (CUB) (Page 3, line 34)

This line reflects the cost of contracted service with MV Transportation for Mainline Bus service. The FY2021 Preliminary Budget is \$22.7 million, which is higher by \$1.2 million or 5.4% due to increased rates and anticipated increases to service miles.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
34	<b>Contracted Urban Bus Service</b>	\$ 21,169.6	\$ 21,551.2	\$ 22,704.8	\$ 1,153.6	5.4%

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

CUB services for Coastal communities is budgeted separately and includes Routes 17 and 18 and Flex services provided to residents from Pescadero to Pacifica. The FY2021 Preliminary Budget is \$1.8 million, which is higher by \$16,000 or 0.9% than in the FY2020 Forecast.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
35	<b>Coastside Services</b>	\$ 1,616.1	\$ 1,738.2	\$ 1,754.0	\$ 15.8	0.9%

### Redi Coast Non ADA (page 3, line 36)

The District separately accounts for costs of rural non-ADA-required paratransit services from La Honda and Pescadero along the Coastside to Montara for those who do not qualify for ADA services and have no access to fixed-route service.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
36	<b>Redi Coast Non-ADA</b>	\$ 216.7	\$ 263.7	\$ 260.8	\$ (2.9)	-1.1%

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

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

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
37	<b>La Honda - Pescadero</b>	\$ 51.7	\$ 55.1	\$ 55.1	\$ -	0.0%

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

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

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
38	<b>SamCoast - Pescadero</b>	\$ 97.5	\$ 143.7	\$ 149.0	\$ 5.3	3.7%

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

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

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

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
39	<b>CUB Related Wages &amp; Benefits</b>	\$ 256.8	\$ 499.8	\$ 440.4	\$ (59.3)	-11.9%

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

Additional costs related to the CUB contract include:

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

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
40	<b>CUB Related Other Support</b>	\$ 117.2	\$ 118.5	\$ 109.2	\$ (9.3)	-7.8%

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

Insurance costs include premiums, deductibles, adjustor fees, broker fees and other insurance costs. The FY2021 Preliminary Budget is \$0.9 million, which is higher by \$0.3 million or 48.6%. This reflects increased contracted bus insurance premiums.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	Percent
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Change
				BUDGET	FY2020	
					FORECAST	
41	<b>CUB Insurance</b>	\$ 460.0	\$ 597.1	\$ 887.1	\$ 290.0	48.6%

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

This includes claim reserves and associated legal fees. The FY2021 Preliminary Budget is \$0.2 million, lower by \$1.0 million or 82.1% due the high number of claims experienced in FY2020 that are not assumed to occur in FY2021.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
42 CUB Claims Reserves & Payments	\$ 181.3	\$ 1,218.4	\$ 218.4	\$ (1,000.0)	-82.1%

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

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

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

This line reflects contracted paratransit service using District-owned cutaways and minivan vehicles. The FY2021 Preliminary Budget is \$7.0 million, which is higher by \$1.9 million or 38.6% compared to FY2020 Forecast. This reflects current ridership trends and assumes no improvements or worsening of ridership levels from future changes in the number of COVID cases. Additionally, this increase reflects recently re-negotiated contracted rates and an anticipated shift of passenger usage toward Redi-Wheels based on new agreements with contracted Taxi and Sedan providers. See below discussion regarding ADA Sedan / Tax Service.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
45 Elderly & Disabled/Redi-Wheels	\$ 5,108.3	\$ 5,000.0	\$ 6,929.8	\$ 1,929.8	38.6%

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

This line is for Coastsides service that provides ADA service along the coast, from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County using contracted taxi and sedans. The FY2021 Preliminary Budget is \$3.6 million which is lower by \$2.4 million or 39.5%. This reflects current ridership trends and assumes no improvements or worsening of ridership levels due to future changes in the number of COVID cases. Additionally, this reflects a shift in ridership toward Redi-Wheels as a result of new agreements with contracted Taxi and Sedan service providers that include penalties paid to the District if they exceed agreed maximum service levels.

\$'s in Thousands					
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change
46 ADA Sedan/Taxi Service	\$ 5,431.4	\$ 6,000.0	\$ 3,629.4	\$ (2,370.6)	-39.5%

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

Contracted Coastside Service provides ADA service along the Coast, from Pacifica, Montara, Half Moon Bay, Pescadero, and rural southern San Mateo County. The FY2021 Preliminary Budget is \$2.0 million which is higher by \$0.1 million or 5.8%. This increase reflects increased hourly rates.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
47	<b>Coastside ADA</b>	\$ 1,828.4	\$ 1,921.4	\$ 2,032.9	\$ 111.5	5.8%

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

Costs include

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

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
48	<b>ADA Related Wages &amp; Benefits</b>	\$ 2,682.8	\$ 2,530.1	\$ 2,649.6	\$ 119.5	4.7%

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

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

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

The FY2021 Preliminary Budget is \$2.9 million which is higher by \$0.9 million or 46.1% compared to the FY2020 Forecast. This reflects the anticipated purchase of ADA Scheduling Software deferred to the FY2021 Preliminary Budget. FY2021 Preliminary Budget also includes an increase for ADA Eligibility contract consultants.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
49	<b>ADA Related Other Support</b>	\$ 1,764.8	\$ 1,960.2	\$ 2,863.8	\$ 903.6	46.1%

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

This line covers general insurance costs (deductibles, adjustor fees, broker fees and other insurance costs) specific to ADA-required services.

\$'s in Thousands		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
50	<b>ADA Insurance</b>	\$ 374.0	\$ 426.9	\$ 668.1	\$ 241.2	56.5%

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

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

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
51	<b>ADA Claims Reserves &amp; Payments</b>	\$ 45.9	\$ 218.4	\$ 218.4	\$ -	0.0%

**MULTIMODAL TRANSIT PROGRAMS**

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

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

The Caltrain service is funded by the three member agencies (SamTrans, SFMTA and SCVTA). The SamTrans' share of the Caltrain operation is funded by the TA, typically accounting for 8% of total Measure A tax revenues. SamTrans' Contribution for Caltrain Operation is expected to be \$9.2 million for the FY2021 Preliminary Budget. The decrease for the FY2021 Preliminary Budget reflects additional member contributions for special legal services in FY2020 but not anticipated for FY2021 Preliminary Budget. This matches the revenue shown on page 2, line 34 and line 35 of Attachment A.

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
57	<b>Peninsula Rail Service</b>	\$ 7,634.4	\$ 9,239.5	\$ 9,156.1	\$ (83.3)	-0.9%

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

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

\$'s in Thousands						
		FY 2019	FY2020	FY2021	FY2021 PRELIM	
		ACTUALS	FORECAST	PRELIMINARY	BUDGET vs	Percent
				BUDGET	FY2020	Change
					FORECAST	
61	<b>SamTrans Shuttle Service</b>	\$ 1,531.7	\$ 2,128.7	\$ 2,101.5	\$ (27.2)	-1.3%

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

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



\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change	
62 Shuttle Related Wages & Benefits	\$ 86.3	\$ 89.1	\$ 92.9	\$ 3.8	4.2%	

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

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

\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change	
63 Dumbarton M.O.W.	\$ 244.0	\$ 286.3	\$ 291.4	\$ 5.1	1.8%	

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

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

\$'s in Thousands						
	FY 2019 ACTUALS	FY2020 FORECAST	FY2021 PRELIMINARY BUDGET	FY2021 PRELIM BUDGET vs FY2020 FORECAST	Percent Change	
64 Maintenance multimodal Fac	\$ 182.5	\$ 174.8	\$ 173.0	\$ (1.8)	-1.0%	

### FY2021 CAPITAL BUDGET NARRATIVE

The list below describes the capital projects included in the FY2021 Requested Amendment Capital Budget. The FY2021 Amended Capital Budget requested in the amount of \$6.3 million, together with the FY2021 Adopted Capital Budget approved June 3, 2020, will bring total FY2021 Amended Capital Budget to \$11.9 million. The capital projects listed below are in keeping with the District's need to conserve financial resources during this time, and reflect the most critical projects that support the District's services. Total funding from District Sales tax for FY2021 capital projects is \$5.6 million; \$5.3 million is requested in the FY2021 Amended Capital Budget and \$0.3 million was approved in the FY2021 Adopted Capital Budget. Additional funding from Measure W Sales Tax in the amount of \$1.0 million is requested for the North Base 200 Operations Building replacement. Please see Attachment B for the projects and amounts requested in the FY2021 Amended Capital Budget.

### Revenue Vehicle Support: \$771,325

- 1.1 Major Bus Components - \$ 540,525  
Purchase of new parts, rebuilt parts and major bus components not accounted for in Operating Budget.
- 1.2 Maintenance to Support Equipment - \$230,800  
Purchase equipment to support day-to-day shop activities.

**Non-Revenue Vehicle Support: \$116,500**

- 2.1 Replacement Non- Rev Support Vehicles - \$116,500  
To replace two 2010 Ford Escape Hybrids, one 2010 Ford E250 Van, and one 2011 Ford Focus.

**Information Technology: \$1,750,424**

- 3.1 Automating Daily Dispatching, Bid, Scheduling & Hastus in the Cloud - \$1,750,424  
Installation of a computer aided dispatching (CAD) system that allows Transportation staff to manage weekly and daily exceptions to planned work assignments and Cloud based hosting of SamTrans current HASTUS run cutting and revision software system.

**Facilities/Construction: \$ 3,525,000**

- 4.1 Facilities Smaller Projects - \$1,130,000  
Projects to maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement.
- 4.2 South Base Switchgear Replacement - \$1,000,000  
Provide and support bid procurement, construction and closeout activities to replace the South Base Switchgear.
- 4.3 North Base Bus Washer Replacement - \$395,000  
Demolish and remove the 1995 Bus Washer and install new bus washer.
- 4.5 North Base 200 Operations Building Replacement - \$1,000,000  
Engineering/geo-tech studies and final design/construction documents for North Base Building 200 Replacement.

**Other: \$150,000**

- 5.1 Contingency- \$150,000  
This is for unforeseen capital expenditures.

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**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2021 PRELIMINARY OPERATING BUDGET**

Attachment A

	<u>FY2019</u> <u>ACTUAL</u>	<u>FY2020</u> <u>FORECAST</u>	<u>FY2021</u> <u>PRELIMINARY</u> <u>BUDGET</u>	<u>FY2021</u> <u>PRELIM</u> <u>BUDGET vs</u> <u>FY2020</u> <u>FORECAST</u>	<u>Percent</u> <u>Change</u>
	A	B	C	D D = C-B	E E = D / B
<b><u>SOURCES OF FUNDS:</u></b>					
<b>Operating Revenues</b>					
1 Passenger Fares	15,566,274	11,890,000	5,260,150	(6,629,850)	-55.8%
2 Local TDA and STA Funds	47,756,454	56,758,960	45,138,493	(11,620,467)	-20.5%
3 Pass through to Other Agencies	741,601	316,000	380,345	64,345	20.4%
4 CARES ACT Funds			41,390,904	41,390,904	n/a
5 Operating Grants	4,456,486	2,810,717	2,939,503	128,787	4.6%
6 SMCTA Measure A	11,088,528	12,693,860	11,173,344	(1,520,516)	-12.0%
7 SM County Measure K & Other	2,500,000	-	-	-	n/a
8 AB434, TA Funded Shuttles & Other	424,000	417,100	452,000	34,900	8.4%
9 <b>Subtotal - Operating Revenues</b>	<b>82,533,344</b>	<b>84,886,637</b>	<b>106,734,739</b>	<b>21,848,102</b>	<b>25.7%</b>
<b>Other Revenue Sources</b>					
11 District Sales Tax	100,728,547	86,360,088	84,800,000	(1,560,088)	-1.8%
12 Measure W Sales Tax	-	43,180,044	42,400,000	(780,044)	-1.8%
13 Investment Income	3,494,289	3,600,000	3,630,000	30,000	0.8%
14 Other Interest, Rent & Other Income	8,254,748	8,195,835	6,902,350	(1,293,485)	-15.8%
15 Due from PCJPB, SMCTA, JPA & SAMTR Capital W&B	31,179,608	35,731,377	31,950,189	(3,781,188)	-10.6%
16					
17 <b>Subtotal - Other Revenues</b>	<b>143,657,192</b>	<b>177,067,344</b>	<b>169,682,539</b>	<b>(7,384,805)</b>	<b>-4.2%</b>
18					
19 <b>TOTAL SOURCE OF FUNDS</b>	<b>226,190,535</b>	<b>261,953,981</b>	<b>276,417,278</b>	<b>14,463,297</b>	<b>5.5%</b>
20					
<b><u>USES OF FUNDS:</u></b>					
22 PCJPB, SMCTA, JPA & SAMTR Capital Wage & Benefits	31,179,608	35,731,377	31,950,189	(3,781,188)	-10.6%
23 Motor Bus	132,311,631	144,322,085	145,605,634	1,283,548	0.9%
24 A.D.A. Programs	17,235,683	18,056,985	18,991,989	935,004	5.2%
25 Caltrain	7,634,400	9,239,456	9,156,119	(83,337)	-0.9%
26 Multi-Modal Programs	2,044,479	2,678,911	2,658,771	(20,140)	-0.8%
27 Pass through to Other Agencies	741,601	316,000	380,345	64,345	20.4%
28 Land Transfer Interest Expense	77,419	45,716	95,411	49,695	108.7%
29 <b>Total Operating Expenses</b>	<b>191,224,822</b>	<b>210,390,530</b>	<b>208,838,457</b>	<b>(1,552,074)</b>	<b>-0.7%</b>
30					
31 <b>Total Operating Surplus/(Deficit)</b>	<b>34,965,713</b>	<b>51,563,451</b>	<b>67,578,821</b>	<b>16,015,370</b>	<b>31.1%</b>
32					
33 District Sales Tax Capital	10,929,119	8,494,119	5,594,180	(2,899,939)	-34.1%
34 Measure W Sales Tax Capital		2,435,000	1,000,000	(1,435,000)	-58.9%
35 Reserves for Future Capital allocation			41,390,904	41,390,904	n/a
36 <b>Sales Tax Allocation - Capital Programs</b>	<b>10,929,119</b>	<b>10,929,119</b>	<b>47,985,084</b>	<b>37,055,965</b>	<b>339.1%</b>
37					
38 <b>Total Debt Service</b>	<b>21,600,028</b>	<b>19,358,210</b>	<b>19,148,940</b>	<b>(209,270)</b>	<b>-1.1%</b>
39					
40 <b>Total Uses of Funds</b>	<b>223,753,969</b>	<b>240,677,859</b>	<b>275,972,480</b>	<b>35,294,621</b>	<b>14.7%</b>
41					
42 <b>PROJECTED SURPLUS/(DEFICIT)</b>	<b>2,436,566</b>	<b>21,276,122</b>	<b>444,797</b>	<b>(20,831,324)</b>	<b>-97.9%</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2021 PRELIMINARY OPERATING BUDGET**

Attachment A

	<u>FY2019 ACTUAL</u>	<u>FY2020 FORECAST</u>	<u>FY2021 PRELIMINARY BUDGET</u>	<u>FY2021 PRELIM BUDGET vs FY2020 FORECAST</u>	<u>Percent Change</u>
	<b>A</b>	<b>B</b>	<b>C</b>	<b>D D = C-B</b>	<b>E E = D / B</b>
<b>OPERATING REVENUES - MOTOR BUS:</b>					
1 PASSENGER FARES	14,699,628	11,252,417	5,071,876	(6,180,541)	-54.9%
2					
3 LOCAL (TDA) TRANSIT FUND:	39,725,672	43,328,771	39,059,834	(4,268,937)	-9.9%
4					
5 STATE TRANSIT ASSISTANCE:	5,939,957	9,506,480	3,540,136	(5,966,344)	-62.8%
6					
7 OPERATING GRANTS:	2,075,579	735,193	790,570	55,377	7.5%
8					
9 DISTRICT SALES TAX REVENUE:	61,011,082	71,579,405	90,561,764	18,982,359	26.5%
10					
11 INVESTMENT INTEREST INCOME	3,036,227	3,005,000	3,125,000	120,000	4.0%
12					
<b>OTHER REVENUE SOURCES:</b>					
14 Rental Income	2,600,000	1,800,000	1,451,492	(348,508)	-19.4%
15 Advertising Income	1,205,307	1,233,331	804,549	(428,782)	-34.8%
16 Other Income	2,018,179	1,881,488	1,200,413	(681,075)	-36.2%
17 <b>TOTAL OTHER REVENUES</b>	<b>5,823,486</b>	<b>4,914,819</b>	<b>3,456,454</b>	<b>-1,458,365</b>	<b>-29.7%</b>
18					
19 <b>TOTAL MOTOR BUS</b>	<b>132,311,632</b>	<b>144,322,085</b>	<b>145,605,634</b>	<b>1,283,548</b>	<b>0.9%</b>
20					
<b>AMERICAN DISABILITIES ACT:</b>					
22 Passenger Fares-Redi Wheels	866,646	637,583	188,274	(449,309)	-70.5%
23 Local TDA 4.5 Redi Wheels	2,090,825	2,348,158	2,062,681	(285,477)	-12.2%
24 Local STA - Paratransit	-	1,575,551	475,842	(1,099,709)	-69.8%
25 Operating Grants	2,380,907	2,075,524	2,148,934	73,410	3.5%
26 District Sales Tax Revenue - ADA	4,085,115	5,970,765	8,619,258	2,648,493	44.4%
27 Interest Income-Paratransit Fund	458,062	595,000	505,000	(90,000)	-15.1%
28 SMCTA Measure A Redi-Wheels	3,454,128	3,454,404	3,392,000	(62,404)	-1.8%
29 SM County Measure K & Other	2,500,000	-	-	-	N/A
30 Measure M Paratransit	1,400,000	1,400,000	1,600,000	200,000	14.3%
31 <b>TOTAL ADA PROGRAMS</b>	<b>17,235,683</b>	<b>18,056,985</b>	<b>18,991,989</b>	<b>935,004</b>	<b>5.2%</b>
32					
<b>MULTI-MODAL TRANSIT PROGRAMS:</b>					
34 Transfer from SMCTA for Caltrain	7,634,400	9,239,456	7,781,344	(1,458,112)	-15.8%
35 District Sales Tax - Caltrain			1,374,775	1,374,775	n/a
36 AB434, TA Funded Shuttles & Other	424,000	417,100	452,000	34,900	8.4%
37 Employer SamTrans Shuttle Funds	1,031,262	1,594,700	1,554,500	(40,200)	-2.5%
38 Dumbarton Rental Income		286,316	291,396	5,080	1.8%
39 District Sales Tax - Other Multi-Modal	589,218	380,795	360,875	(19,921)	-5.2%
40 <b>TOTAL MULTI-MODAL</b>	<b>9,678,879</b>	<b>11,918,367</b>	<b>11,814,889</b>	<b>(103,478)</b>	<b>-0.9%</b>
41 <b>TOTAL REVENUES</b>	<b>159,226,194</b>	<b>174,297,437</b>	<b>176,412,512</b>	<b>2,115,075</b>	<b>1.2%</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2021 PRELIMINARY OPERATING BUDGET**

Attachment A

	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2021</u>	<u>Percent</u>
	<u>ACTUAL</u>	<u>FORECAST</u>	<u>PRELIMINARY</u>	<u>BUDGET vs</u>	<u>Change</u>
	<u>A</u>	<u>B</u>	<u>BUDGET</u>	<u>FORECAST</u>	<u>E</u>
				<u>D = C-B</u>	<u>E = D / B</u>
<b>DISTRICT OPERATING EXPENSE</b>					
1 Motor Bus Wages and Benefits	75,074,626	78,108,176	76,650,419	(1,457,757)	-1.9%
2 <b>Services</b>					
3 Board of Directors	93,796	132,116	122,116	(10,000)	-7.6%
4 Contracted Vehicle Maintenance	1,107,100	1,335,519	1,277,216	(58,303)	-4.4%
5 Property Maintenance	1,488,873	1,753,596	1,833,000	79,404	4.5%
6 Professional Services	4,926,020	4,484,743	5,454,806	970,063	21.6%
7 Technical Services	7,507,823	9,266,615	10,410,201	1,143,586	12.3%
8 Other Services	2,925,587	3,675,419	4,087,236	411,817	11.2%
9					
10 <b>Materials &amp; Supply</b>					
11 Fuel and Lubricants	3,545,884	3,472,512	2,567,023	(905,489)	-26.1%
12 Bus Parts and Materials	1,801,650	1,839,863	2,149,404	309,541	16.8%
13 Uniform and Drivers Expense	425,301	456,813	712,678	255,865	56.0%
14 Timetables and Tickets	96,621	158,500	215,000	56,500	35.6%
15 Office Supplies/Printing	542,890	475,104	671,041	195,936	41.2%
16 Other Materials and Supply	123,605	143,600	142,800	(800)	-0.6%
17					
18 <b>Utilities</b>					
19 Telecommunications	520,167	571,061	667,500	96,439	16.9%
20 Other Utilities	1,147,348	1,271,530	1,778,540	507,010	39.9%
21 Insurance	1,512,195	1,524,531	2,007,408	482,877	31.7%
22 Claims Reserves and Payments	60,834	2,455,563	1,455,563	(1,000,000)	-40.7%
23 Workers Compensation	2,945,302	3,732,568	3,817,674	85,106	2.3%
24 Taxes and License Fees	800,793	919,556	836,273	(83,283)	-9.1%
25 Leases and Rentals	186,302	191,926	71,800	(120,126)	-62.6%
26 Promotional and Legal Advertising	739,972	1,240,367	1,208,250	(32,117)	-2.6%
27 Training & Business Travel	344,263	569,793	472,432	(97,362)	-17.1%
28 Dues & Membership	120,941	172,143	201,853	29,710	17.3%
29 Postage and Other	106,802	184,780	216,580	31,800	17.2%
30					
31 <b>Total District Operated Buses</b>	<b>108,144,695</b>	<b>118,136,395</b>	<b>119,026,812</b>	<b>890,417</b>	<b>0.8%</b>
32					
33 <b>CONTRACTED BUS SERVICES</b>					
34 Contracted Urban Bus Service	21,169,634	21,551,200	22,704,800	1,153,600	5.4%
35 Coastside Services	1,616,067	1,738,200	1,754,000	15,800	0.9%
36 Redi Coast Non-ADA	216,667	263,700	260,800	(2,900)	-1.1%
37 La Honda - Pescadero	51,713	55,130	55,130	-	0.0%
38 SamCoast - Pescadero	97,545	143,700	149,000	5,300	3.7%
39 CUB Related Wages & Benefits	256,784	499,764	440,419	(59,345)	-11.9%
40 CUB Related Other Support	117,238	118,500	109,200	(9,300)	-7.8%
41 CUB Insurance	459,969	597,097	887,073	289,976	48.6%
42 CUB Claims Reserves & Payments	181,320	1,218,400	218,400	(1,000,000)	-82.1%
43 <b>Total Contracted Bus Service</b>	<b>24,166,937</b>	<b>26,185,691</b>	<b>26,578,822</b>	<b>393,131</b>	<b>1.5%</b>
44 <b>TOTAL MOTOR BUS</b>	<b>132,311,631</b>	<b>144,322,085</b>	<b>145,605,634</b>	<b>1,283,548</b>	<b>0.9%</b>

**SAN MATEO COUNTY TRANSIT DISTRICT  
FY2021 PRELIMINARY OPERATING BUDGET**

Attachment A

	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2021</u>	<u>Percent</u>	
	<u>ACTUAL</u>	<u>FORECAST</u>	<u>PRELIMINARY</u>	<u>BUDGET vs</u>	<u>Change</u>	
	<u>A</u>	<u>B</u>	<u>BUDGET</u>	<u>FY2020</u>	<u>Change</u>	
				<u>FORECAST</u>		
				<u>D</u>	<u>E</u>	
				<u>D = C-B</u>	<u>E = D / B</u>	
<b>AMERICAN DISABILITY ACT PROGRAMS</b>						
45	Elderly & Disabled/Redi-Wheels	5,108,254	5,000,000	6,929,800	1,929,800	38.6%
46	ADA Sedan/Taxi Service	5,431,433	6,000,000	3,629,400	(2,370,600)	-39.5%
47	Coastside ADA	1,828,431	1,921,400	2,032,900	111,500	5.8%
48	ADA Related Wages & Benefits	2,682,812	2,530,107	2,649,599	119,492	4.7%
49	ADA Related Other Support	1,764,805	1,960,214	2,863,778	903,564	46.1%
50	ADA Insurance	374,023	426,864	668,112	241,248	56.5%
51	ADA Claims Reserves & Payments	45,925	218,400	218,400	-	0.0%
52	<b>Total ADA Programs</b>	<b>17,235,683</b>	<b>18,056,985</b>	<b>18,991,989</b>	<b>935,004</b>	<b>5.2%</b>
53						
54	<b>MULTI-MODAL TRANSIT PROGRAMS</b>					
55						
56	<b>CALTRAIN SERVICE</b>					
57	Peninsula Rail Service	7,634,400	9,239,456	9,156,119	(83,337)	-0.9%
58	<b>Total Caltrain Service</b>	<b>7,634,400</b>	<b>9,239,456</b>	<b>9,156,119</b>	<b>(83,337)</b>	<b>-0.9%</b>
59						
60	<b>OTHER SUPPORT</b>					
61	SamTrans Shuttle Service	1,531,663	2,128,700	2,101,500	(27,200)	-1.3%
62	Shuttle Related Wages & Benefits	86,307	89,095	92,875	3,780	4.2%
63	Dumbarton M.O.W.	243,985	286,316	291,396	5,080	1.8%
64	Maintenance multimodal Facilities	182,525	174,800	173,000	(1,800)	-1.0%
65	<b>Total Other Support</b>	<b>2,044,479</b>	<b>2,678,911</b>	<b>2,658,771</b>	<b>(20,140)</b>	<b>-0.8%</b>
66						
67	<b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>9,678,879</b>	<b>11,918,367</b>	<b>11,814,889</b>	<b>(103,478)</b>	<b>-0.9%</b>
68						
69	<b>TOTAL OPERATING EXPENSES</b>	<b>159,226,194</b>	<b>174,297,437</b>	<b>176,412,512</b>	<b>2,115,075</b>	<b>1.2%</b>

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

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted (prior to June Board Mtg)	FY2021 Adopted Budget	FY2021 Requested Amendment	FY2021 Amended Budget	Funding				
							<i>See Note 1</i>				
<b>1 REVENUE VEHICLE SUPPORT</b>							STA SOGR	District Sales Tax	Measure W	Other	
1.1	Major Bus Components	Purchase of new parts, rebuilt parts and major bus components not accounted for in operating budget.	\$ 720,700		\$ 180,175	\$ 540,525	\$ 720,700		\$ 540,525		\$ 180,175
1.2	Maintenance Support Equipment	Equipment used to support day-to-day shop activities.	\$ 230,800			\$ 230,800	\$ 230,800	\$ 230,800			
<b>Subtotal</b>					<b>\$ 180,175</b>	<b>\$ 771,325</b>	<b>\$ 951,500</b>	<b>\$ -</b>	<b>\$ 771,325</b>		<b>\$ 180,175</b>
<b>2 NON-REVENUE VEHICLE SUPPORT</b>											
2.1	Replacement Non-Rev Svc Support Vehicles	This procurement will replace two 2010 Ford Escape Hybrids, one 2010 Ford E250 Van, and one 2011 Ford Focus.	\$ 116,500			\$ 116,500	\$ 116,500	\$ 116,500			
<b>Subtotal</b>					<b>\$ -</b>	<b>\$ 116,500</b>	<b>\$ 116,500</b>	<b>\$ -</b>	<b>\$ 116,500</b>		<b>\$ -</b>
<b>3 INFORMATION TECHNOLOGY</b>											
3.1	Automating Daily Dispatching, Bid, Scheduling & Hastus in the Cloud	Installation of a computer aided dispatching (CAD) system that allows Transportation staff to manage weekly and daily exceptions to planned work assignments and Cloud based hosting of SamTrans current HASTUS run cutting and revision software system.	\$ 1,750,424	\$ -		\$ 1,750,424	\$ 1,750,424	\$ 1,750,424			
3.2	ITS PADS signs upgrade project from 3G to 4G Technology	This project will upgrade the cellular/Wi-Fi network devices and various transit centers that are still operating on 3G devices. This upgrade is required for our signs to continue to receive and display real-time predictive departure times after Jan 1, 2021 for SamTrans passengers.	\$ 75,000		\$ 75,000		\$ 75,000				\$ 75,000
3.3	Onboard Wi-Fi equipment retrofit for 225 buses.	This project will include the cost of procuring and installing onboard Wi-Fi equipment on 225 buses. This project will also cover the cost of the CAD/AVL backend configuration, hardware installation and a patch for the buses that will allow for the cellular connection to provide a real-time feed.	\$ 1,572,180		\$ 1,572,180		\$ 1,572,180	\$ 1,291,249	\$ 280,931		
3.4	Intranet Solution Replacement	Staff support and ICAP for the Intranet solution replacement.	\$ 481,000	\$ 350,000	\$ 131,000		\$ 131,000				\$ 131,000
<b>Subtotal</b>					<b>\$ 1,778,180</b>	<b>\$ 1,750,424</b>	<b>\$ 3,528,604</b>	<b>\$ 1,291,249</b>	<b>\$ 2,031,355</b>		<b>\$ 206,000</b>
<b>4 FACILITIES / CONSTRUCTION</b>											

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

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted (prior to June Board Mtg)	FY2021 Adopted Budget	FY2021 Requested Amendment	FY2021 Amended Budget	Funding				
							<i>See Note 1</i>				
4.1	Facilities Smaller Projects	Projects to maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement.	1,430,000		\$ 300,000	\$ 1,130,000	\$ 1,430,000		\$ 1,130,000		\$ 300,000
4.2	South Base Switchgear Replacement	Provide and support bid procurement, construction and closeout activities to replace the South Base Switchgear.	\$ 1,000,000	\$ -		\$ 1,000,000	\$ 1,000,000		\$ 1,000,000		
4.3	North Base Bus Washer Replacement	Demolish and remove the 1995 Bus Washer and install new bus washer.	\$ 935,000	\$ 540,000		\$ 395,000	\$ 395,000		\$ 395,000		
4.4	North and South Base Front Entrance Modifications	Study of the main entrances to North and South Base Maintenance/Operational Facilities to provide an upgraded and effective way to protect the District's staff and assets .	\$ 165,000	\$ -	\$ 165,000		\$ 165,000				\$ 165,000
4.5	North Base 200 Operations Building Replacement	Engineering/geo-tech studies and final design/construction documents for North Base Building 200 Replacement.	\$ 1,000,000	\$ -		\$ 1,000,000	\$ 1,000,000			\$ 1,000,000	
4.6	South Base Pico Blvd Property	<sup>See Note 2</sup> Acquire Pico Blvd, San Carlos Property to provide access to the South Base Facility and reduce operational expense.	\$ 3,061,918	\$ -	\$ 3,061,918		\$ 3,061,918				\$ 3,061,918
<b>Subtotal</b>					<b>\$ 3,526,918</b>	<b>\$ 3,525,000</b>	<b>\$ 7,051,918</b>	<b>\$ -</b>	<b>\$ 2,525,000</b>	<b>\$ 1,000,000</b>	<b>\$ 3,526,918</b>
<b>5</b>	<b>Other</b>										
5.1	Contingency	Unforeseen capital expenditures	\$ 250,000	\$ -	\$ 100,000	\$ 150,000	\$ 250,000		\$ 150,000		\$ 100,000
<b>Subtotal</b>					<b>\$ 100,000</b>	<b>\$ 150,000</b>	<b>\$ 250,000</b>	<b>\$ -</b>	<b>\$ 150,000</b>		<b>\$ 100,000</b>
<b>GRAND TOTAL</b>			<b>\$ 12,788,522</b>	<b>\$ 890,000</b>	<b>\$ 5,585,273</b>	<b>\$ 6,313,249</b>	<b>\$ 11,898,522</b>	<b>\$ 1,291,249</b>	<b>\$ 5,594,180</b>	<b>\$ 1,000,000</b>	<b>\$ 4,013,093</b>

Notes:

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





## AGENDA

### LEGISLATIVE COMMITTEE COMMITTEE OF THE WHOLE

WEDNESDAY, AUGUST 5, 2020 – 3:00 pm

or immediately following the Finance Committee meeting

1. Call to Order

#### MOTION

2. Approval of Minutes of Legislative Committee Meeting of July 8, 2020
3. State and Federal Legislative Update and Approval of Legislative Proposals
4. Adjourn

#### BOARD OF DIRECTORS 2020

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

JIM HARTNETT  
GENERAL MANAGER/CEO

Committee Members: Ron Collins (Chair), Marina Fraser, Peter Ratto

#### NOTE:

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

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

**MINUTES OF LEGISLATIVE COMMITTEE /  
COMMITTEE OF THE WHOLE  
JULY 8, 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: R. Guilbault, K. Matsumoto, D. Pine, J. Powell

Other Board Members Absent: C. Groom

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 3:52 pm.

## **2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JUNE 3, 2020**

Motion/Second: Stone/Fraser

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

Noes: None

Absent: Groom

## **3. STATE AND FEDERAL LEGISLATIVE UPDATE**

Casey Fromson, Director, Government and Community Affairs, briefly summarized the highlights of recent federal legislation. She provided information on the latest CARES (Coronavirus Aid, Relief, and Economic Security) Act allocations formula and gave an update on state provisions.

## **4. ADJOURN**

The meeting adjourned at 3:59 pm.

An audio/video recording of this meeting is available online at [www.samtrans.com](http://www.samtrans.com). Questions may be referred to the District Secretary's office by phone at 650-508-6242 or by email to [board@samtrans.com](mailto:board@samtrans.com).

**SAN MATEO COUNTY TRANSIT DISTRICT  
STAFF REPORT**

TO: Transit District

THROUGH: Jim Hartnett  
General Manager/CEO

FROM: Seamus Murphy  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS**

**ACTION**

Staff proposes the Committee recommend the Board:

1. Receive the attached Federal and State Legislative Updates
2. Approve the recommended San Mateo County Transit District (District) positions on those pieces of legislation designated for action on the attached State Legislative Matrix.

**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, and specifies those bills on which staff proposes that the District take a formal position.

Prepared By: Casey Fromson, Government and  
Community Affairs Director

650-508-6493

## **SamTrans As of July 15, 2020 Federal Transportation Report**

### **Status of COVID-19 Relief Package**

There is a growing recognition across party lines that Congress will need to continue to provide funding to continue to prop up the American economy during the coronavirus recession.

Senate Majority Leader Mitch McConnell (R-KY) will introduce the Senate's draft of the next proposed coronavirus-related relief package the week of July 20 when Senators return from recess. He provided the following parameters for the legislation: must include "liability protections for everyone"; and emphasis in the rest of the bill will be on "kids and jobs and health care".

Senate Republicans and Democrats remain far apart on what provisions need to be in the next package, which would be the fifth since the pandemic began in March. Other outstanding issues include state and local government funding, unemployment benefits, and the potential for another round of direct payments to individuals.

### **FY 2021 Appropriations Update**

Congress needs to pass a dozen of spending bills for fiscal year (FY) 2021 before the current fiscal year, 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.

All 12 House Appropriations Subcommittees have passed the FY 2021 appropriations bills, and the House Appropriations Committee will pass the 12 FY 2021 appropriations bills the week of July 13. Senate appropriators have not released any of their bills as Republicans and Democrats disagree over whether it is appropriate to offer amendments on coronavirus aid and police violence.

On July 14, the House Appropriations Committee passed the FY 2021 Transportation, Housing and Urban Development, and Related Agencies (THUD) bill by a vote of 30 to 22. The House will begin consideration of the first FY 2021 minibus (State-Foreign Operations, Agriculture-FDA, Interior-Environment, and Military Construction Appropriations bills) the week of July 20. THUD will be part of the second minibus that the House will consider the week of July 27. Details on the House THUD Appropriations bill is below.

- \$1 billion for the BUILD grant program
  - Requires DOT to provide 60% of grants to urban areas and 40% to rural areas.

- \$20 million for planning grants “with an emphasis on transit, transit oriented development, and multimodal projects”.
- \$20 million for planning grants in areas of persistent poverty.
- \$61 billion for highways, plus \$1 billion from the general fund for highway infrastructure programs
  - \$632 million of the additional \$1 billion would be distributed to states via formula under the Surface Transportation Block Grant Program.
- \$15.9 billion for FTA transit formula grants, plus \$510 million from the general fund for transit infrastructure grants
- \$2.2 billion for FTA’s Capital Investment Grants program, including \$525 million for Core Capacity

The appropriations bill also includes an additional \$26 billion to “strengthen and make more resilient our nation’s aging infrastructure” in response to the COVID-19 pandemic, including:

- \$3 billion for BUILD grants
- \$2.5 billion for discretionary airport grants
- \$5 billion for CRISI grants
- \$8 billion for Amtrak, including \$5 billion for the Northeast Corridor and \$3 billion for the National Network
- \$5 billion for the CIG program

### **House Passes \$494 Billion Surface Transportation Authorization Bill**

On June 18, the House Transportation and Infrastructure Committee approved its \$494 billion surface transportation bill, the INVEST in America Act ([H.R. 2](#)), by voice vote, following a two-day markup. The House passed the bill, as part of its \$1.5 trillion infrastructure bill, the Moving Forward Act, by a vote of 233-188. House Republicans were not included in the bill writing process, and did not support the INVEST Act or the Moving Forward Act.

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 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)

### **Grant Opportunities**

- **Federal-State Partnership for the State of Good Repair**: \$291 million available. Applications due July 27.
- **Work Zone Data Exchange Demonstration**: \$2.4 million available. Applications due August 3.
- **Advanced Transportation and Congestion Management Technologies Deployment Initiative**: \$12 million available. Applications due August 3.



July 9, 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 – August 2020**

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### **General Update**

The Legislature was scheduled to return from Summer Recess on July 13, leaving approximately two weeks for policy committees to finish hearing bills, with July 31 marking the current policy committee deadline. However, in recent days, some Assembly Members and staff have contracted COVID-19 and legislative leadership announced the Legislature will now reconvene on July 27. The Legislature has not, as of this writing, released an updated Legislative Calendar for July 27 through August 31, when the Legislature will adjourn the 2019-20 Legislative Session. We expect an updated calendar in the coming days.

In the last two weeks of June, the Legislature passed, and the Governor signed, a series of budget-related bills that make up the FY 2020-21 Budget Act, with the new fiscal year beginning July 1. We are pleased to note that, as part of the 2020-21 Budget Act, the Governor signed **AB 90 (Committee on Budget)**, which includes, amongst other transportation-related items, the statutory relief measures proposed by the California Transit Association and supported by SamTrans. AB 90, a budget trailer bill, immediately implements the following:

- Institutes 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 suspends 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 suspends 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. Additionally, AB 90 would require an aviation fuel retailer to provide to the California Department of Tax and Fee Administration (CDTFA) quarterly information on revenue from aviation fuel taxes, beginning January 1, 2020, and requires CDTFA to post this information on its website. The bill also delayed the due date for the High-Speed Rail Business Plan to no later than December 15, 2020 (initially required to be submitted by May 1, 2020) and requires the independent peer review group to review the plan prior to the authority adopting the plan.

Moving forward, transit agencies continue to pursue additional items for inclusion in later budget actions as the state's revenue picture becomes clearer (late-July into August), including funding flexibility within existing programs (such as LCTOP) and significant state investment in transit as part of COVID-19 recovery efforts and/or economic stimulus proposals.

**Bills with Recommended Action:**

**SB 288 (Wiener) CEQA Exemptions for Transportation Projects**

The California Environmental Quality Act requires a lead agency to prepare 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 an effect. CEQA includes statutory exemptions from its environmental review requirements for numerous categories of projects, including projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects for the institution or increase of passenger or commuter service on high-occupancy vehicle lanes already in use. This bill would revise and recast the above-described exemptions and further exempt from the requirements of CEQA, if various conditions are met, certain projects for the institution or increase of transit and rail services on public rail or highway rights of way, whether or not it is presently used for public transit. 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 bridges. **We recommend the SamTrans Board SUPPORT this bill.**

**Statewide Competitive Grant Programs:**

At the request of SamTrans Staff, we have included in this report a list of major competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded. **The CTC recently adopted a revised schedule for SCCP, LPP, and TCEP as a result of the COVID-19 outbreak. The key change was a small delay in the application due date.**

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

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

Important Dates:

April 2020 – CalSTA Awards Announced

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

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

Important Dates:

October 2019 – Guidelines Adopted

July 2020 – Applications Due

December 2020 – Program Adoption

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

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of



\$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$100 million annually.

Important Dates:

October 2019 – Guidelines Adopted

June 2020 – Applications Due

December 2020 – Program Adoption

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

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

Important Dates:

January 2020 – Guidelines Adopted

July 2020 – Applications Due

December 2020 – Program Adoption

***Volkswagen Environmental Mitigation Trust (\$65 million in FY 2019-20)***

The Volkswagen (VW) Mitigation Trust provides incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW.

**Current Guidelines:** See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#)

**Status:** [Funding cycle open](#)

***Carl Moyer (\$50 million in FY 2019-20)***

The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer) offers grants to owners of heavy-duty vehicles and equipment to reduce emissions from heavy-duty engines on a first-come/first-served basis. Carl Moyer is funded through tire fees, smog abatement vehicle registration fees and AB 617 investments.

**Current Guidelines:** Found [here](#)

**Status:** [Funding cycle open](#)

***Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$142 million in FY 2019-20)***

The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state's Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

**Current Guidelines:** Found [here](#); an update to the guidelines for FY 2019-20 is pending

**Status:** [Funding cycle is currently oversubscribed](#)

***Alternative and Renewable Fuel and Vehicle Technology Program – Zero-Emission Bus Infrastructure (Up to \$73 million in FY 2020-21)***

The Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) promotes the accelerated development and deployment of advanced transportation and fuel technologies. In early 2020, the California Energy Commission circulated several draft solicitations, which could provide up to \$73 million to public and private transit agencies and truck fleets for new installations of, or upgrades to fueling infrastructure for battery electric and hydrogen fuel cell transit vehicles (sometimes referred to as “make-ready” infrastructure), large-scale infrastructure demonstrations for zero-emission buses, and infrastructure planning blueprints.

**Current Guidelines:** Draft solicitations found [here](#)

**Status:** Solicitation expected summer 2020

***Grade Separation Funding***

At the December 5, 2018 SamTrans Board meeting, we were asked to include in the SamTrans Board Report a list of state funding options for rail grade separations. Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

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

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

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

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

## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 5</a> <a href="#">Gonzalez D</a></p> <p>Worker status: employees and independent contractors.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law, as established in the case of <i>Dynamex Operations West, Inc. v. Superior Court of Los Angeles</i> (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the “ABC” test, to establish that a worker is an independent contractor for those purposes. This bill would state the intent of the Legislature to codify the decision in the Dynamex case and clarify its application. The bill would provide that for purposes of the provisions of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration shall be considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation or business.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 51</a> <a href="#">Gonzalez D</a></p> <p>Employment discrimination: enforcement.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law imposes various restrictions on employers with respect to contracts and applications for employment. A violation of those restrictions is a misdemeanor. This bill would prohibit a person from requiring any applicant for employment or any employee to waive any right, forum, or procedure for a violation of any provision of the California Fair Employment and Housing Act (FEHA) or other specific statutes governing employment as a condition of employment, continued employment, or the receipt of any employment-related benefit. The bill would also prohibit an employer from threatening, retaliating or discriminating against, or terminating any applicant for employment or any employee because of the refusal to consent to the waiver of any right, forum, or procedure for a violation of specific statutes governing employment. The bill would establish a specific exemption from those prohibitions. Because a violation of these prohibitions would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 90</a> Committee on Budget Transportation.</p>	<p>Signed by Governor Newsom.</p>	<p>(1)Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1 / 4 % sales tax in each county are transferred to the county’s local transportation fund and available, among other things, for allocation by a transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways for an operator to qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator’s total operating costs, as specified, or the maintenance by the operator of a specified ratio of fare revenues to operating cost. If an operator was allocated funds from a local transportation fund during a fiscal year in which it did not maintain the required ratio of fare revenues to operating cost, existing law requires the operator’s eligibility to receive these moneys and specified allocations under the State Transit Assistance Program to be reduced during a subsequent penalty year by the amount of the difference between the required fare revenues and the actual fare revenues collected for the fiscal year that the required ratio was not maintained. This bill would prohibit the imposition of this penalty on an operator that does not maintain the required ratio of fare revenues to operating cost during the 2019–20 or 2020–21 fiscal year. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 145</a> <a href="#">Frazier D</a> High-Speed Rail Authority: Senate confirmation.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 196</a> <a href="#">Gonzalez D</a>  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
<a href="#">AB 252</a> <a href="#">Daly D</a>  Department of Transportation: environmental review process: federal program.	Signed by Governor Newsom.	Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.	Supported May 2019

## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 291</a> <a href="#">Chu D</a></p> <p>Local Emergency Preparedness and Hazard Mitigation Fund.</p>	<p>In the Senate Governmental Organization Committee.</p>	<p>The California Emergency Services Act creates within the office of the Governor the Office of Emergency Services, which is responsible for the state’s emergency and disaster response services, as specified. Existing federal law requires a state mitigation plan as a condition for disaster assistance and authorizes the Federal Emergency Management Agency to condition mitigation grant assistance upon state, local, and Indian tribal governments undertaking coordinated disaster mitigation planning and implementation measures. This bill would establish a Local Emergency Preparedness and Hazard Mitigation Fund to, upon appropriation by the Legislature, support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board. The bill, on or before July 1, 2021, would require the committee to adopt guidelines identifying eligible uses of the funds distributed pursuant to these provisions for the mitigation, prevention, preparedness, response, and recovery phases of emergency management that supports the development of a resilient community. The bill would require, upon appropriation by the Legislature, the Office of Emergency Services to receive \$1,000,000 annually and each county to receive \$500,000 annually for specified purposes. The bill would require the Office of Emergency Services to distribute funds to lead agencies, subject to certain requirements and restrictions, as specified. The bill would require lead agencies to further distribute those funds to local governments pursuant to a specified schedule for specified purposes, and impose various requirements on local governments that receive funds pursuant to these provisions. The bill would include related legislative findings. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 752</a> <a href="#">Gabriel</a> D  Public transit: transit stations: lactation rooms.	Signed by Governor Newsom.	Existing law requires the airport manager of an airport operated by a city, county, city and county, or airport district that conducts commercial operations and that has more than one million enplanements a year, or upon new terminal construction or the replacement, expansion, or renovation of an existing terminal, to provide a room or other location at each airport terminal behind the airport security screening area for members of the public to express breast milk in private. This bill would require specific multimodal transit stations, and multimodal transit stations that meet certain criteria, that begin construction or a renovation on or after January 1, 2021, to include a lactation room. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 784</a> <a href="#">Mullin</a> D  Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	Signed by Governor Newsom.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, until January 1, 2024, provide an exemption from those taxes with respect to the sale of, and the storage and use of, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.	Supported May 2019



## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 851</a> <a href="#">Cooper</a> 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
<a href="#">AB 992</a> <a href="#">Mullin</a> D  Open meetings: local agencies: social media.	In the Senate Governance and Finance 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

## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1351</u> <u>Lackey R</u></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>

**San Mateo County Transit District  
State Legislative Matrix 7/10/20**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1413</a> <a href="#">Gloria D</a>  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 7/10/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1486</a> <a href="#">Ting D</a></p> <p>Surplus land.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “local agency” for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. Existing law defines “surplus land” for these purposes as land owned by any local agency that is determined to be no longer necessary for the agency’s use, except property being held by the agency for the purpose of exchange. 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>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1560</a> <a href="#">Friedman D</a>  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
<a href="#">AB 2323</a> <a href="#">Friedman D</a>  California Environmental Quality Act: exemptions.	In the Senate Environmental Quality 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

## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2730</a> <a href="#">Cervantes D</a></p> <p>Access and functional needs: local government: agreement for emergency management, transportation, and paratransit services.</p>	<p>In the Senate Governmental Organization Committee.</p>	<p>Existing law requires a county, including a city and county, to, upon the next update to its emergency plan, integrate access and functional needs into its emergency plan by addressing, at a minimum, how the access and functional needs population, as defined, is served by emergency communications, emergency evacuation, and emergency sheltering. Existing law also requires that a county, or city and county, include representatives from the access and functional needs population when making this update. This bill would 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 and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 7/10/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2992</a> <a href="#">Weber D</a></p> <p>Employment practices: leave time.</p>	<p>In the Senate Labor, Public Employment and Retirement 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>

## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3256</a> <a href="#">Garcia, Eduardo</a> D</p> <p>Wildfire Prevention, Safe Drinking Water, Climate Resilience, Drought Preparation, and Flood Protection Bond Act of 2020.</p>	<p>In the Assembly 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>
<p><a href="#">HR 97</a> <a href="#">Frazier</a> D</p> <p>Relative to high-speed rail.</p>	<p>Adopted by the Assembly.</p>	<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>	<p>Watch</p>



## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 128</a> <a href="#">Beall D</a></p> <p>Public contracts: Best Value Construction Contracting for Counties Pilot Program.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Riverside, San Bernardino, San Diego, San Mateo, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before January 1, 2020. Existing law repeals the pilot program provisions on January 1, 2020. This bill would authorize the County of Santa Clara and the County of Monterey to utilize this pilot program and would extend the operation of those provisions until January 1, 2025. The bill, instead, would require the board of supervisors of a participating county to submit the report described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2024. By expanding the crime of perjury, this bill would impose a state-mandated local program.</p>	<p>Supported May 2019</p>
<p><a href="#">SB 146</a> <a href="#">Beall D</a></p> <p>Regional transportation plans: sustainable communities strategies: procedural requirements.</p>	<p>In the Assembly Transportation 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 regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy or alternative planning strategy, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Before the adoption of a sustainable</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
		<p>communities strategy or an alternative planning strategy, existing law requires a metropolitan planning organization to complete certain procedural requirements, including a requirement to conduct at least one or 2 informational meetings, as specified, and a requirement to adopt a public participation plan that includes, among other things, at least one or 3 workshops in each county in the region depending on a specified population threshold and at least 2 or 3 public hearings on the draft sustainable communities strategy or alternative planning strategy, as specified. This bill would revise the procedures required for the adoption of a sustainable communities strategy or alternative planning strategy by, among other things, recharacterizing the workshops as gatherings and reducing the required number of informational meetings and gatherings to one meeting or gathering and the required number of public hearings to 2 hearings. The bill would authorize these informational meetings, gatherings, and public hearings to be conducted digitally or telephonically. The bill would also require the draft sustainable communities strategy or an alternative planning strategy to be prepared and circulated not less than 45 days, instead of 55 days, before adoption of a final regional transportation plan. Existing law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. Before adoption of the regional transportation plan, existing law requires a public hearing to be held. This bill would authorize this public hearing to be conducted digitally or telephonically.</p>	

## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 288</a> <a href="#">Wiener D</a>  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>	Recommend Support

## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 397</a> <a href="#">Glazer</a> 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>
<p><a href="#">SB 795</a> <a href="#">Beall</a> D</p> <p>Economic development: housing: workforce development: climate change infrastructure.</p>	<p>In the Assembly Housing and Community Development 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. Existing law requires that the California Workforce Development Board and each local workforce development board ensure that programs and services funded by the federal Workforce Innovation and Opportunity Act of 2014 and directed to apprenticeable occupations are conducted in coordination with apprenticeship programs approved by the Division of Apprenticeship Standards, as specified. Existing law establishes the Governor's Office</p>	<p>Supported April 2020</p>

**San Mateo County Transit District  
State Legislative Matrix 7/10/20**

Bill ID/Topic	Location	Summary	Position
		<p>of Business and Economic Development, known as “GO-Biz,” within the Governor’s office to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill, upon appropriation by the Legislature, would make up to \$2,000,000,000 available in each fiscal year for the purpose of providing emergency economic recovery and development, climate change, and disaster response. Of the amount made available for any fiscal year, the bill would require the Controller to allocate \$1,808,000,000, or a proportional amount of the total available amount for the applicable fiscal year, 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.</p>	

**San Mateo County Transit District  
State Legislative Matrix 7/10/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 902</a> <a href="#">Wiener D</a></p> <p>Planning and zoning: housing development: density.</p>	<p>Assembly Local Government</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a local government to pass an ordinance, notwithstanding any local restrictions on adopting zoning ordinances, to zone any parcel for up to 10 units of residential density per parcel, at a height specified by the local government in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 7/10/20**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1159</a> <a href="#">Hill D</a></p> <p>Workers' compensation: COVID-19: critical workers.</p>	<p>In the Assembly Insurance 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 an employee to include illness or death resulting from 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 an employee is employed arose out of and in the course of the employment. The bill would require an employee to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits or, for police officers, firefighters, and other specified government employees, a leave of absence.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1215</a> <a href="#">Stern D</a></p> <p>Electricity: microgrids: grant program.</p>	<p>In the Assembly Utilities and Energy Committee.</p>	<p>(1)Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires the commission, in consultation with the State Energy Resources Conservation and Development Commission and the Independent System Operator, to take specified actions by December 1, 2020, to facilitate the commercialization of microgrids for distribution customers of large electrical corporations, including developing microgrid service standards necessary to meet state and local permitting requirements and developing methods to reduce barriers for microgrid deployment without shifting costs between ratepayers. The bill would require the commission, in consultation with the Office of Emergency Services, to create a database of critical facilities and critical infrastructure, and related critical circuits that are located in tier 2 or tier 3 high fire-threat districts served by electrical corporations, and identify with respect to each whether it serves a low-income and disadvantaged community. The bill would require an electrical corporation, electric service provider, or community choice aggregator, upon request, to collaborate with local governments within its service area to identify critical circuits and microgrid projects. The bill would authorize the above listed entities and local publicly owned electric utilities to use capacity resulting from a microgrid project to satisfy specified resource adequacy requirements. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>



## San Mateo County Transit District State Legislative Matrix 7/10/20

Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>SB 1291</u></a> Committee on Transportation  Federal Statewide Transportation Improvement Program: submissions.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies. Existing law requires each metropolitan planning organization and transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the department for incorporation into the Federal Statewide Transportation Improvement Program, which existing law requires the department to submit to the United States Secretary of Transportation by not later than December 1 of each even-numbered year. This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the department, and the department is not required to submit the Federal Statewide Transportation Improvement Program to the secretary, for 2020. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District  
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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1351</a> <a href="#">Beall D</a></p> <p>Transportation improvement fee: revenue bonds.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various revenues for the program in the Road Maintenance and Rehabilitation Account, including specified portions of revenues from certain fuel excise taxes, a road improvement fee imposed on certain zero-emission vehicles, and the transportation improvement fee. Existing law imposes the transportation improvement fee under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and an inflation adjustment and requires the fee to be collected at the same time and in the same manner as the vehicle registration fee. Existing law requires revenues in the Road Maintenance and Rehabilitation Account to be annually allocated by first making specified deductions for various specified purposes and then continuously appropriating the remaining revenues in the account 50% for allocation to the Department of Transportation for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. This bill would create the Transportation Improvement Fee Subaccount in the Road Maintenance and Rehabilitation Account and would continuously appropriate the revenues in the subaccount to the Department of Transportation and cities and counties as part of the same appropriation made to those entities from the Road Maintenance and Rehabilitation Account. The bill would prohibit the revenues in the subaccount from being used to satisfy the above-described deductions from the Road Maintenance and Rehabilitation Account, except under specified circumstances. The bill would require the revenues in the subaccount to first be used to satisfy the 50% allocation to the Department of Transportation and, if any revenue from the appropriation from the subaccount remains after that allocation has been satisfied, the bill would require the remainder of that appropriation to fund the allocation to the cities and counties. This bill contains other related provisions.</p>	<p>Watch</p>

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State Legislative Matrix 7/10/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 314</a> <a href="#">Bonta D</a>  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 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1112</a> <a href="#">Friedman D</a>  Shared mobility devices: local regulation.	Failed passage in the Senate Transportation Committee.*	Existing law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Existing law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a “shared mobility device” as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided. The bill would require shared mobility devices to include a single unique alphanumeric ID. The bill would allow a local authority to require a shared mobility device provider to provide the local authority with deidentified and aggregated trip data and operational data, including as a condition for operating a shared mobility device program. The bill would prohibit the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act. The bill would allow a local authority to enact reasonable regulations on shared mobility devices and providers within its jurisdiction, including, but not limited to, requiring a shared mobility service provider to obtain a permit. The bill would allow a local authority to ban persons from deploying and offering shared mobility devices for hire on its public right of way, subject to the California Environmental Quality Act. This bill contains other related provisions.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1142</a> <a href="#">Friedman</a> D  Regional transportation plans: transportation network companies.	Failed passage in the Senate Appropriations Committee.*	Existing law requires designated transportation planning agencies to, among other things, prepare and adopt a regional transportation plan. Existing law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under existing law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Existing law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 1286</a> <a href="#">Muratsuchi</a> D  Shared mobility devices: agreements.	Failed passage in the Senate Judiciary Committee.*	Existing law regulates contracts for particular transactions, including those in which one person agrees to give to another person the temporary possession and use of personal property, other than money for reward, and the latter agrees to return the property to the former at a future time. This bill would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. This bill contains other related provisions.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1350</a> <a href="#">Gonzalez D</a>  Free youth transit passes: eligibility for state funding.	Failed passage in Senate Transportation Committee.*	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.	Watch

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position

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Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1991</a> <a href="#">Friedman D</a> Transit and Intercity Rail Capital Program: passenger tramways.	Failed passage in the Assembly Transportation Committee.*	Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of 10% of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. This bill would expand the purpose of the program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1992</a> <a href="#">Friedman D</a></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 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2012</a> <a href="#">Chu D</a>  Free senior transit passes: eligibility for state funding.	Failed passage in the Assembly Transportation Committee.*	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.	Watch
<a href="#">AB 2057</a> <a href="#">Chiu D</a>  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 7/10/20**

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><a href="#">AB 2121</a> <a href="#">Friedman D</a></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>

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Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2176</a> <a href="#">Holden</a> D  Free student transit passes: eligibility for state funding.	Failed passage in the Assembly Transportation Committee.*	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2237</a> <a href="#">Berman</a> D  Bay area county transportation authorities: contracting.	Failed passage in the Assembly Transportation Committee.*	The Bay Area County Traffic and Transportation Funding Act authorizes each of the 9 counties in the bay area to impose a 1/2 of 1% or 1% sales tax for transportation purposes, subject to voter approval. Existing law provides for the establishment of a county transportation authority in each county imposing a sales tax under these provisions, requires the development of a county transportation expenditure plan, and specifies the powers and duties of a county board of supervisors and the county transportation authority in this regard. Existing law requires each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$75,000 to the lowest responsible bidder after competitive bidding, except in an emergency declared by the vote of 2/3 of the voting membership of the county transportation authority. This bill would require each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified.	Supported March 2020

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Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2249</a> <a href="#">Mathis</a> 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 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2262</a> <a href="#">Berman</a> D</p> <p>Greenhouse gases: zero-emission vehicle charging or fueling infrastructure: statewide assessment and zero-emission readiness plans.</p>	<p>Failed passage in the Assembly Transportation Committee.*</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission to prepare a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electrical vehicle adoption required for the state to meet the goal of deploying at least 5,000,000 vehicles by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. Existing law requires the commission to update the assessment at least once every 2 years. This bill, on and after January 1, 2021, would require the assessment to consider the different electric vehicle charging infrastructure needs of metropolitan planning areas. The bill would require each metropolitan transportation organization to submit to the commission a zero-emission readiness plan, as specified. By imposing additional duties on metropolitan transportation organizations, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2307</a> <a href="#">Bonta</a> D Public employment: labor relations: release time.	Failed passage in the Assembly Public Employment and Retirement Committee.*	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.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2433</a> <a href="#">Cooper D</a>  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 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2772</a> <a href="#">Reyes D</a>  Alternative and Renewable Fuel and Vehicle Technology Program.	Failed passage in the Assembly Transportation Committee.*	Existing law establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission. This bill would revise and recast the program to no longer require the commission to provide certain project preferences and to additionally require the commission to provide preference to a project that has the ability to support advanced vehicle infrastructure needed to meet specified climate goals. The bill would revise the list of projects that the commission is required to make eligible for funding to include, among others, medium- and heavy-duty vehicle research, pilot, demonstration, and deployment projects that reduce emissions from fleets in the goods movement and public transit sectors. The bill instead would create a list of projects that the commission would be authorized to make eligible for funding, as specified. The bill would require the commission to develop and award block grants or incentive programs administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within the state, and the development of alternative and renewable fuel and vehicle technology centers, as specified. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2824</a> <a href="#">Bonta D</a>  Bay Bridge Fast Forward Program.	Failed passage in the Assembly Transportation Committee.*	Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would require the commission, Department of Transportation, and certain transit entities to jointly identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require the commission, department, and certain transit operators, on or before January 1, 2022, to jointly submit to the Legislature a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor. The bill would authorize the commission and department, on and after January 1, 2024, if a specified travel speed reliability performance target for the San Francisco-Oakland Bay Bridge corridor has not been met for a consecutive 6-month period, to, as a year-long pilot program, designate a lane on the San Francisco-Oakland Bay Bridge exclusively for use by buses and very high occupancy vehicles during specified time periods, and would require the commission, department, and certain transit operators to jointly submit to the Legislature a report on the pilot program's efficiency. The bill would require the department to obtain federal approval or waivers, as necessary, to implement these provisions. This bill contains other related provisions.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2873</a> <a href="#">Kalra D</a>  Public transit operators: bus procurement: new technology considerations.	Failed passage in the Assembly Transportation Committee.*	Existing law requires a public transit operator, before the procurement of a new bus to be used in revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for specified purposes, including, among other purposes, preventing accidents caused by blind spots created by bus equipment or bus design. This bill would require a public transit operator, for these purposes, to also take into consideration recommendations of, and best practices standards developed by, that exclusive representative for the purpose of changing or introducing new technology that can affect the nature of work for employees of the transit operator or require job training for employees of the transit operator. By creating new duties for public transit operators, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
<a href="#">AB 2943</a> <a href="#">Ting D</a>  Surplus property: disposal.	Failed passage in the Assembly Local Government Committee.*	Existing law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Existing law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures. This bill would provide that the provisions regulating the disposal of surplus land shall not be construed to require a local agency to dispose of land that is determined to be surplus.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2987</a> <a href="#">Flora R</a>  Local agency public contracts: bidding procedures.	Failed passage in the Local Government Committee.*	The Uniform Public Construction Cost Accounting Act authorizes a public agency to elect to become subject to uniform construction cost accounting procedures. The act authorizes bidding procedures for public projects, as specified. Those bidding procedures include procedures for the publication or posting and electronic transmission of notice inviting formal bids. This bill would authorize a public agency, as an alternative to the publication or posting requirement, to meet the notice inviting formal bids requirement by transmitting notice electronically, as specified, and publishing the notice electronically in a prescribed manner on the public agency's internet website at least 14 calendar days before the date of opening the bids. This bill contains other related provisions and other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3100</a> <a href="#">Garcia, Eduardo</a> D</p> <p>State Energy Resources Conservation and Development Commission: Blue Ribbon Commission on Lithium Extraction in California: report.</p>	<p>Failed passage in the Assembly Natural Resources Committee.*</p>	<p>Existing law establishes in the Resources Agency the State Energy Resources Conservation and Development Commission, consisting of 5 members appointed by the Governor, as specified. Existing law requires the commission to undertake a continuing assessment of trends in the consumption of electrical energy and other forms of energy and analyze the social, economic, and environmental consequences of these trends, and to carry out, or cause to be carried out, under contract or other arrangements, research and development into alternative sources of energy, improvements in energy generation, transmission, and siting, fuel substitution, and other topics related to energy supply, demand, public safety, ecology, and conservation that are of particular statewide importance. This bill would require, on or before March 1, 2021, the commission to establish and convene the Blue Ribbon Commission on Lithium Extraction in California, with specified members appointed as prescribed. The bill would require the Blue Ribbon Commission on Lithium Extraction in California to review, investigate, and analyze certain issues regarding lithium extraction and use in California, and to consult, if feasible, with the United States Environmental Protection Agency in performing these tasks. The bill would require the Blue Ribbon Commission on Lithium Extraction in California to submit, on or before October 1, 2022, a report to the Legislature discussing and documenting its findings and recommendations.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 3128</a> <a href="#">Burke D</a></p> <p>Electricity: deenergization events: fuel cells.</p>	<p>Failed passage in the Assembly Natural Resources Committee.*</p>	<p>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.</p>	<p>Watch</p>
<p><a href="#">AB 3213</a> <a href="#">Rivas, Luz D</a></p> <p>High-Speed Rail Authority: high-speed rail service: priorities.</p>	<p>Failed passage in the Assembly Appropriations Committee.</p>	<p>Existing law establishes the High-Speed Rail Authority within the state government with various powers and duties related to developing and implementing high-speed passenger rail service. Existing law requires the authority to direct the development and implementation of intercity high-speed rail service that is fully integrated with specified forms of transit. This bill would require the authority, in directing the development and implementation of intercity high-speed rail service, to prioritize projects based on specified criteria.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 3278</a> <a href="#">Patterson</a> R  High-speed rail.	Failed passage in the Assembly Appropriation Committee.	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.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">AB 3335</a> <a href="#">Friedman D</a>  California Environmental Quality Act: transit priority projects.	Failed passage in the Assembly Natural Resources Committee.*	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides for limited CEQA review or exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.	Watch



## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 25</a> <a href="#">Caballero D</a></p> <p>California Environmental Quality Act: projects funded by qualified opportunity zone funds or other public funds.</p>	<p>Failed passage in the Assembly Natural Resources Committee.*</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for projects that are funded, in whole or in part, by specified public funds or public agencies and that meet certain requirements. Because a public agency would be required to comply with those new procedures, this bill would impose a state-mandated local program. The bill would require the Judicial Council, by September 1, 2020, to adopt rules of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification or adoption of an environmental review document or the granting of project approvals, including any appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to those projects. The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a party that fails to provide the notice of intent to sue. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 43</a> <a href="#">Allen D</a>  Carbon intensity and pricing: retail products.	Failed passage in the Assembly Revenue and Taxation Committee.*	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would require the state board, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law, so that the total carbon equivalent emissions associated with such retail products can be quantified. This bill contains other existing laws.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 50</a> <a href="#">Wiener</a> D</p> <p>Planning and zoning: housing development: streamlined approval: incentives.</p>	<p>Failed passage on the Senate Floor.</p>	<p>(1)Existing law authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. This bill would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define “eligible parcel” to mean a parcel that meets specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 127</a> <a href="#">Wiener</a> D</p> <p>Transportation funding: active transportation: complete streets.</p>	<p>Vetoed by Governor Newsom.</p>	<p>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.</p>	<p>Watch</p>
<p><a href="#">SB 147</a> <a href="#">Beall</a> D</p> <p>High-Speed Rail Authority.</p>	<p>Failed passage in the Assembly Transportation Committee.*</p>	<p>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.</p>	<p>Watch</p>

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 277</a> <a href="#">Beall</a> D  Road Maintenance and Rehabilitation Program: Local Partnership Program.	Vetoed by Governor Newsom.	<p>Under existing law, the California Transportation Commission allocates various state and federal transportation funds through specified state programs to local and regional transportation agencies to implement projects consistent with the requirements of those programs. Existing law continuously appropriates \$200,000,000 annually from the Road Maintenance and Rehabilitation Account for allocation by the commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Existing law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys. This bill would require the commission to annually deposit 85% of these funds into the Local Partnership Formula Subaccount, which the bill would create, and 15% of these funds into the Small Counties and Uniform Developer Fees Competitive Subaccount, which the bill would create. The bill would require the commission to distribute the funds in the Local Partnership Formula Subaccount pursuant to a specified formula to local or regional transportation agencies that meet certain eligibility requirements. The bill would require the commission to allocate funds in the Small Counties and Uniform Developer Fees Competitive Subaccount through a competitive grant program to local or regional transportation agencies that meet other eligibility requirements. The bill would require the commission, in consultation with transportation planning agencies, county transportation commissions, and other local agencies, to develop separate guidelines for the distribution or allocation of the funds in each subaccount that, among other things, establish the types of eligible projects consistent with specified requirements. In order to receive a distribution of funds from the Local Partnership</p>	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
		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 require that projects determined to meet those requirements be deemed eligible for funding.	
<a href="#">SB 278</a> <a href="#">Beall</a> D  Metropolitan Transportation Commission.	Failed passage in the Assembly Transportation Committee.*	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.  This bill was the legislative vehicle for the FASTER Bay Area framework and expenditure plan.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 336</a> <a href="#">Dodd D</a>  Transportation: fully-automated transit vehicles.	Failed passage in the Assembly Transportation Committee.*	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.	Watch
<a href="#">SB 664</a> <a href="#">Allen D</a>  Electronic toll and transit fare collection systems.	Failed passage in the Assembly Privacy and Consumer Protection Committee.*	(1)Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle’s use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities. The bill would limit the above-described authorization to those operators engaged in an interstate interoperability program. The bill would assert that these provisions are declarative of existing law. This bill contains other related provisions and other existing laws.	Supported August 2019

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 757</a> <a href="#">Allen (D)</a>  State Highways: Relinquishments	Failed passage in the Assembly Transportation Committee.*	<p>The bill would require Caltrans, not later than April 1, 2021, and biennially thereafter, to make a specified report to the California Transportation Commission (CTC) on which state highway routes or segments primarily serve regional travel and do not facilitate interregional movement of people and goods. The bill would also authorize Caltrans to identify in the report which of those routes and segments are the best candidates for relinquishment.</p> <p>Rather than needing piece meal bills for each jurisdiction, the bill would also authorize the CTC to relinquish a portion of a state highway to a county or city, if Caltrans and the county or city concerned have entered into an agreement providing for the relinquishment of a portion of a state highway, within the territorial limits of the county or city, that is not an interstate highway and does not facilitate the interregional movement of people and goods, as determined in the report. The bill would also require that the relinquishment of those routes and segments is subject to certain conditions, including that the department complete a specified cost-benefit analysis and that the commission hold a public hearing on the proposed relinquishment.</p>	Watch



## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 931</a> <a href="#">Wieckowski</a> D</p> <p>Local government meetings: agenda and documents.</p>	<p>Failed passage in the Senate Governance and Finance Committee.*</p>	<p>Existing law, the Ralph M. Brown Act, requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Existing law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require, if the local agency has an internet website, a legislative body or its designee to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. The bill would require, where the local agency determines it is technologically infeasible to send a copy of all documents constituting the agenda packet or a website link containing the documents by electronic mail or by other electronic means, the legislative body or its designee to send by electronic mail a copy of the agenda or a website link to the agenda and mail a copy of all other documents constituting the agenda packet in accordance with the mailing requirements. By requiring local agencies to comply with these provisions, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District  
State Legislative Matrix 7/10/20**

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 988</a> <a href="#">McGuire D</a>  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 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1258</a> <a href="#">Stern</a> D  California Climate Technology and Infrastructure Financing Act.	Failed passage in the Senate Appropriations Committee.	Existing law, the Bergeson-Peace Infrastructure and Economic Development Bank Act, authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans, issue bonds, and provide other assistance for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes. This bill would enact the California Climate Technology and Infrastructure Financing Act to require the bank, in consultation with specified agencies to administer the Climate Catalyst Revolving Fund, which the bill would establish to provide financial assistance to eligible climate catalyst projects, as defined. This bill contains other related provisions.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1283</a> <a href="#">Beall D</a>  Transit buses: Counties of Monterey and Santa Cruz.	Failed passage in the Senate Transportation Committee.*	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.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1314</a> <a href="#">Dodd D</a> 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 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1330</a> <a href="#">Umberg D</a>  Sales and Use Tax Law: zero emissions vehicle exemption.	Failed passage in the Senate Governance and Finance Committee.*	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2021, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, an electric or a hybrid electric vehicle for which the final listing price is not greater than \$25,000. The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the Sales and Use Tax Law. Amendments to the Sales and Use Tax Law are automatically incorporated into the local tax laws. Existing law requires the state to reimburse counties and cities for revenue losses caused by the enactment of sales and use tax exemptions. This bill would provide that, notwithstanding Section 2230 of the Revenue and Taxation Code, no appropriation is made and the state shall not reimburse any local agencies for sales and use tax revenues lost by them pursuant to this bill. This bill would take effect immediately as a tax levy.	Watch

## San Mateo County Transit District State Legislative Matrix 7/10/20

Vetoed or Inactive Bills			
Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1363</a> <a href="#">Allen</a> D</p> <p>Regional transportation plans: sustainable communities strategies: greenhouse gas emissions and vehicle miles traveled reduction targets.</p>	<p>Failed passage in the Senate Environmental Quality Committee.*</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Existing law requires the State Air Resources Board, no later than September 30, 2010, to provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035, respectively. Existing law requires each regional transportation plan to include, among other things, a sustainable communities strategy that, among other things, sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, those greenhouse gas emission reduction targets approved by the state board. This bill would also require the state board to provide, no later than December 31, 2022, each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050, and with vehicle miles traveled reduction targets for 2035, 2045, and 2050, and to release, no later than September 30, 2022, a draft of those targets, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SCA 1</a> <a href="#">Allen</a> D</p> <p>Public housing projects.</p>	<p>Failed passage in the Assembly Housing and Community Development Committee.*</p>	<p>The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.</p>	<p>Watch</p>

\*This bill is not moving forward due to limitations in place on bills under consideration due to COVID-19.